

FREE PULL-OUT COLOUR CENTRESPREAD PICTURE

AUTOSPORT

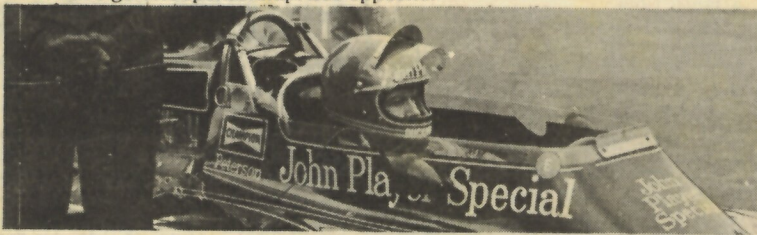
Full report of exciting Silverstone F1 race



CONTENTS

- 2 Pit and Paddock
- 8 Hockenheim: Superb drive by Larrousse
- 12 Granite City Rally: Clark re-asserts the status quo
- 16 All Your Weekend Sport
- 18 Special Stage
- 22 Silverstone F1: Niki's T-rific Trophy
- 26 F5000: Scott comes good
- 29 Atlantic: Brise does it again
- 31 Sports cars: Lepp wins a close one
- 32 G1: Lloyd powers clear
- 34 FF: Lees in total command
- 36 Purely Personal
- 37 Correspondence
- 38 25 years of Brands Hatch
- 42 Snetterton: Supersports super racing
- 44 Road Test: Datsun 140J
- 49 Llandow: Drizzle dampens the enthusiasm
- 51 Ingliston: Marshall's double Scotch
- 53 Croft: Niven shows who's boss
- 54 Wiscombe: Lane dominates the climbing
- 55 Lydden: Owens and Perry make merry
- 57 Sports Extra

TV hit at cigarette sponsorship. See opposite.

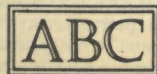


Publisher: Simon Taylor
Editor: Ian Phillips **Sports Editor:** Chris Witty **Technical Editor:** John Bolster **Rallies Editor:** John Davenport **Overseas Editor:** Pete Lyons **Club Editor:** Bob Constanduros
Rally Features Editor: Ian Sadler **Deputy Rallies Editor:** Peter Newton **Chief Photographer:** David Winter **Editorial Assistant:** Linda McRae **Northern Representative:** Ian Titchmarsh **Midlands Representative:** Derek Hill **European Editor:** Patrick McNally **Assistant Overseas Editor:** Jeff Hutchinson
Advertisement Manager: Mike Trew **Motoring Group Advertisement Manager:** Derek Redfern **Advertisement Director:** Colin Martin **Correspondents — Scotland:** Bill Henderson **Northern Ireland:** Esler Crawford **Eire:** Brian Foley **USA:** Gordon Kirby **Canada:** Chris Waddell **New Zealand:** Peter Greenslade **South Africa:** Allan Trim **Argentina:** Dr Vicente Alvarez

Published every Thursday by Autosport, Haymarket Publishing Ltd, Regent House, 54-62 Regent Street, London W1A 2YJ. Tel: 01-439 4242, 01-580 0842 (Editorial), 01-580 4566 (Advertising) **Subscriptions and back numbers:** Craven House, 34 Foubert's Place, London W1. Tel: 01-439 4242 (subscriptions), 01-437 3272 (back numbers)

Annual subscription: Home, £14.50; Overseas, surface mail, £14.50; Airmail, Europe, £24.00; Airmail, USA and Canada, £34.00. Other airmail rates on application. Text printed in England by QB Ltd, Sheepen Road, Colchester, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

Direct from the publishers or all newsagents.
Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers © Autosport, 1975.



Member of the Audit Bureau of Circulations.

EDITORIAL

The age old problem between Television and motor sport reared its ugly head again last week on two occasions. The second of these was the one which received the most publicity, while the first appeared to be much more damaging.

Independent Television's "This Week" programme last Thursday night continued its investigation into cigarette smoking and the alleged damage it causes to health. The programme last week dealt mainly with cigarette advertising and sport. Not all sport, however, just motor sport. It totally ignored the fact that the tobacco giants use horse racing, cricket, rugby league, power boating, snooker, skiing and even marbles to name but a few, to publicise their products. Motor racing may be one of their biggest budget promotions, but, in the area in which they operate, basically F1, the amount of exposure in this country is, we would think, rather less than many of the other tobacco supported sports.

The way the cigarette support of motor sport was presented on the programme was, in our opinion, totally out of context, and was presented in such a way as might effect long term damage to the relationship.

Television companies devote a great deal of their air time to sport and if they continue to hammer sponsorship of this kind they will find that not only motor sport, but many others as well, will go through a giant recession and the TV appeal will diminish in consequence.

The tobacco companies are in a precarious position in relation to their current advertising policies within sport as a whole, and the Television combines should realise that their opinionated programmes endanger the future of sport as a whole and the enjoyment and livelihood of a great number of people.

The second instance of television's incomprehensible antagonistic attitude towards motor sport came on Friday when the BBC threatened to drop their coverage of the Shellsport F5000 championship race at Silverstone on Saturday if Richard Scott's Alan McKechnie run Lola appeared with any mention of its sponsors, Durex.

The BBC claim that here is a great deal of sensitivity among its viewers regarding contraception, and that was a good enough reason for the threatened boycott. They should realise that this sensitivity comes from entrenched, reactionary attitudes such as their's in not mentioning the fact that birth control exists.

We are sure that there are far more active pro-birth control sentiments than anti-smoking lobbies, not only in this country but in the whole world. Looking at it another way, if humans aren't born then they cannot die from smoking.

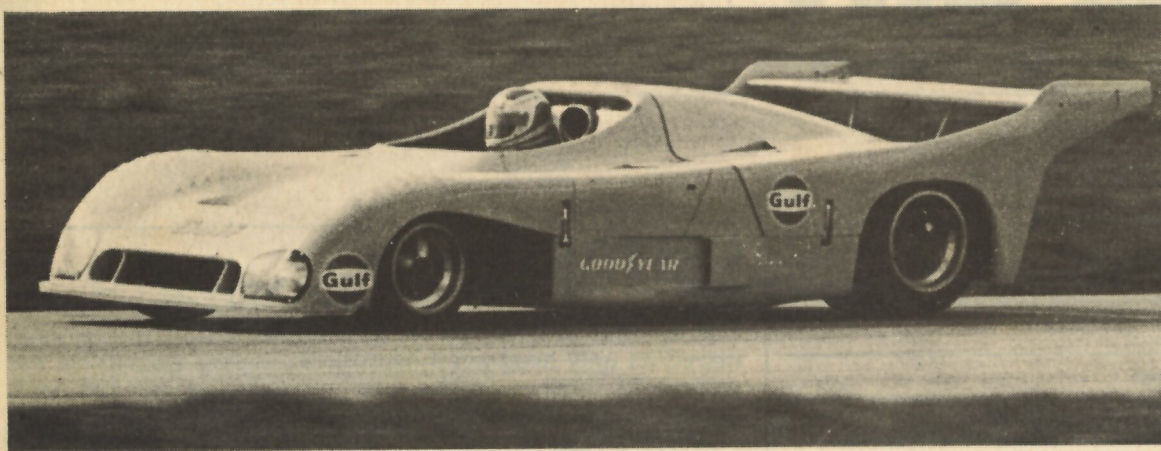
The BBC's decision was purely selfish, doctrinaire and totally uncalled for. The London Rubber Company and the McKechnie team must be congratulated on the diplomacy with which they handled the problem. Although other teams and the circuit owners will lose out if the BBC ban continues, we feel that they should not be allowed to dictate policy to any sport or sponsor in such a high-handed manner and in future should be instructed where to go with their cameras. (They seldom appear to capitalize on their unique opportunities anyway).

We have deplored their lack of coverage in the past but if this is the only way they will do it we would be better off without them and their arbitrary despotism.

our cover picture

James Hunt leads the 16 car F1 field towards Becketts on the first lap of last Sunday's tremendously exciting International Trophy at Silverstone. Pete Lyons' report starts on page 22.

PHOTO: DAVID WINTER



Derek Bell testing the latest Gulf GR8 at Goodwood last week.

Bell tests the new Gulf GR8

Smooth, sleek, and with more than a touch of Alpine about the body style, the aerodynamic new Gulf-Mirage GR8 had the wraps taken off for a day's testing at Goodwood last week in the hands of Derek Bell.

Featuring a longer wheelbase, louvred front wheel arches, a more enclosed, but still open, cockpit, an engine air intake within the cockpit and an extended tail with integral wing supports instead of the struts used last year, the new Gulf Le Mans challenger looked good and went well.

Bell, who flew back from France on

Tuesday night for Wednesday's testing appeared well pleased with the car. So did Gulf Racing Research Company President John Wyer, as did the President of Gulf Oil (Eastern Hemisphere), Dr. Wylie.

Bell is expected to drive the car in the Le Mans classic this year — he was fourth last year in the GR7 — but it seems probable that he will first be racing *against* it, driving for Alfa, when the new car makes its expected competition debut at Spa on May 4.

Bell is of course heavily committed to drive for Alfa this year, but

expects to be released for the 24-hour race.

Although the new Gulf car powered by the 3-litre Cosworth DFV engine is about 70 bhp less powerful than the GR7 — to meet the new Le Mans economy requirements — the improved airflow around the wind-tunnel developed body resulted in little loss of top speed.

Along the Lavant straight it was only about 4 mph slower than that achieved with last year's car. It is expected that the new Mirage should attain about 220 mph along the Mulsanne straight.

Brands gets 2L sponsor

Encyclopaedia Britannica are extending their involvement in motor racing; this week they announced that they will be sponsoring Britain's round of the European 2-litre championship at Brands Hatch in June.

The race is to be known as the Britannica 2000 and will be held over two days, June 21 and 22. The event will be run in two 40 lap parts and the meeting will have supporting events of Southern Organs Formula Atlantic and Simoniz Special Saloons. All races will be run on the Grand Prix circuit.

A total of nearly £12,000 prize money is being made available for this, the first round of the European 2-litre championship to be held in Britain since 1972. Each of the 25 starters will be paid travelling money while the first six on the grid will earn extra grid money. Prize money will be paid down to 15th place in each of the heats while the first six in the aggregate result will earn themselves a bit more.

Hesketh in Space

The Harry Stiller/Custom Made F1 Hesketh 308 which Alan Jones debuted in fine style at Silverstone last weekend will be run by Space Racing from the Spanish GP onwards. They formerly ran Mike Beuttler's F1 March and Brett Lunger's F2 car. Space also built the original Hesketh monocoques and housed the team at their Luton premises until their own Towcester workshops were finished.

Mid-Ohio F5000 dates

After all the ballyhoo about wanting to stage two American F5000 qualifying rounds at Mid-Ohio at a reduced prize fund and consequently getting the idea turned down by the SCCA, a news release from the SCCA has in fact confirmed that Mid-Ohio will, after all, stage two qualifying rounds of the USAC/SCCA F5000 series this year.

Les Griebing, the president and general manager of the Mid-Ohio circuit said the event, previously announced as postponed for 1975, has been "rescheduled" for the August 9/10 weekend. Griebing added that "the F5000 race will become the 13th annual Buckeye Cup weekend and will be run for a \$60,000 purse."

The US F5000 series opens at Pocono on May 4 and is followed five weeks later by the next round at Mosport in Canada. So far nine races have confirmed dates.

● More American F5000 news. Despite Vel Miletich's recent announcement that the F5000 race will go ahead as planned at the Ontario Motor Speedway, it looks now as if the Road Atlanta circuit may take over the date originally scheduled for OMS on August 3.

AUTOSPORT, APRIL 17, 1975

Martini for F1 drive?

It now looks increasingly likely that Italian Formula 2 driver Giancarlo Martini will be making his Formula 1 debut in the Spanish Grand Prix at the end of next week.

Martini, who finished 3rd in the recent F2 race at Thruxton, is expected to drive the second Frank Williams Grand Prix car in Spain and, if all goes well, will continue to handle the car in the Monaco and Swedish GPs in place of Jacques Laffite, who is committed to F2.

This is indeed surprising news, especially when you consider that Frank's last partnership with an Italian F2 driver, namely Maurizio Flammini, ended with a written-off car at Brands Hatch a few weeks back.

Frank has been looking at several drivers to fill the vacant seat but, purely on an economic basis, the inclusion of Martini was an offer he couldn't refuse. However, at the time of going to press, Frank did tell us that the deal hadn't quite been signed and sealed, but looked extremely likely to happen.

Martini is regarded by several prominent figures in racing who know him well as quite a good choice which, for the purists, might seem a little odd. "He listens all the time for advice and tries. He's one of Italy's best prospects," said March Engineering's Sandro Anglieri after Thruxton.

He's in his middle twenties and has only been racing for a few years. In 1973 he won the Italian Formula Italia championship and when the late Sig Dragoni failed to pick him for the CSAI Italian national F2 team last year (run for Flammini and Duilio Truffo), Martini decided to go F2 himself (rather than F3) with a



Giancarlo Martini — "listens and tries"

new March-BMW.

This year he has remained in F2, again with a brand new March-BMW and partners Lamberto Leoni in the Scuderia del Passatore Everest-backed F2 team. Everest produce rubber carpets for cars while the team itself is run by Sig Minardi under the Scuderia del Passatore banner. Minardi in fact owns a Fiat agency in Faenza.

The team in fact have a British sponsor, Pure Lard, for which Martini's family business has the sole importing rights for Italy. Apparently when Giancarlo is in a happy mood, he gives away Parma hams

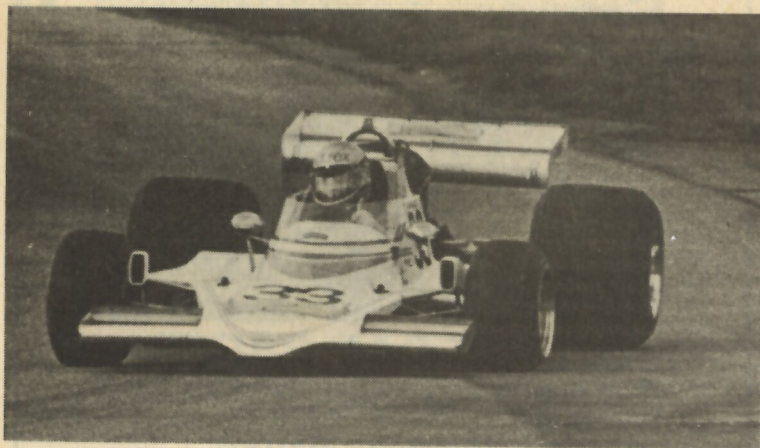
Wentz for more F2

"Fantastic" was the word used by American Ted Wentz to describe his first taste of F2 over the Thruxton Easter weekend. This was in reply to our question as to whether Wentz would be doing anymore F2 races this year in his Wella-sponsored Atlantic Lola.

The prospects look on, although it depends on whether Wella (Great Britain) can succeed in influencing the European division into backing the deal so that the team can undertake a selected F2 programme abroad.

Lola are known to have been more than happy with Wentz's performance at Thruxton and Ted told us at Silverstone that in fact the factory were about to design some revised suspension geometry to help the car's slow corners characteristics. We may even see a pukka F2 Lola in the not too distant future, providing all goes well.

● Quote of the Silverstone International Trophy meeting was made by Hesketh designer Harvey Postlethwaite. In discussing the driver-adjustable rear anti-roll bar which he had put on the Hesketh during testing, he explained, "Next step is driver-adjustable aerofoils. Yes, I know it isn't allowing in racing — but the rules don't say anything about practice, do they! We'll just fill it up with 40 gallons and pat him on the back and tell him 'Now get on with it, and we don't want to see you for an hour!'" The Hesketh mechanics were all nodding with enthusiasm...



Richard Scott's team covered up the Durex decals on his F5000 Lola T400 but the Aberdonian left his Griffin helmet open for all the cameras to see.

BBC react to Durex appearing on TV

Many people must have been wondering why, during the F5000 race at Silverstone on Saturday, the winning Lola T400 of Richard Scott showed no reference to its sponsors, Durex. This was the result of a threat by the BBC, who were televising the event, not to do so if the Durex logos were still on the car. London Rubber Industries, the manufacturers of Durex issued the following statement following their decision to comply with the BBC's request.

"To our great surprise and disappointment we have been advised by the BBC that, if the car we are sponsoring in the ShellSport European F5000 Championship appears on the track with the Durex trade name, they were not prepared to televise the race at Silverstone this weekend.

The BBC has given us the following reason for their decision: "There are certain advertisements which we feel may give offence or seem unacceptable to certain members of the public and the BBC feel it has a responsibility especially when it knows of the sensitivity to take this type of decision.

"Our sponsorship in motor racing has been widely welcomed by the sport, the national media, retail trade press and those in family planning and contraceptive education. Naturally we cannot agree with the BBC's decision, however, not wishing to

cause any worry to the Silverstone management or other competing teams, we have agreed to cover up Durex on the car during the actual televising of the race on Saturday.

"We have always adopted a highly responsible attitude towards promotion of contraceptive products and have always been anxious to follow and not to lead public opinion in this respect. However, in recent years, there has been a very considerable change in attitudes with much discussion over an extended period in parliament and the press. Our advertisements, one of which won a major award, are widely accepted by the press and have brought forth hardly any criticism whatsoever from the public.

"While we fully accept that the BBC has a responsibility to the viewing public, we do feel that their decision does not reflect the opinion of the vast majority of people, who find the publicising of contraception acceptable and socially beneficial.

"We obviously have a responsibility now to meet the BBC as soon as possible to have full discussions on this whole subject."

It was ironic that London Rubber should have made this gesture at this meeting when Richard Scott scored the first win for the newest team in F5000. One can only hope that the BBC see sense and change their policy before the next scheduled televised race comes around.

Dean v F5000

It was just as well that it didn't rain during any of the F5000 sessions at Silverstone last weekend, because a number of teams were short of the right tyres following the recent Goodyear strike which has since ended. A petition was signed by the majority of drivers saying they would be happy for the cars to use Formula Atlantic wet weather tyres. One driver who wasn't to keen was Tony Dean, one of the victims of the Brands Hatch farce. "I'll sign it when you guarantee me my Brands money," said the Yorkshireman. "If I don't get it I'll either sell the cars or go and race them in America."

Edwards to drive Ferraris

"Arturo Merzario said he'll phone me on Wednesday and let me know" said Guy Edwards when we spoke to him on Monday. Guy was referring to an offer made by Merzario for him to drive a brand new Osella sports car at the Monza 1000Kms race this weekend. The car is to be powered by a 3-litre Ferraris V8 engine (not to be confused with the Grand Prix team) which is, in fact the latest (and larger) version of an engine which made its debut two years ago at Imola.

Allison's Rebel 500

It was Bobby Allison who climbed onto the NASCAR winner's rostrum at Darlington last Sunday having won the Rebel 500 Grand National race in his Roger Penske-prepared AMC Matador. It was a close fight all the way to the final flag with Allison just pipping the Chevrolet Chevelles of Darryl Waltrip and Bobby's elder brother, Donnie Allison.

Dave Pearson claimed the premier starting position in his Woods Bros Purolator Mercury followed by Buddy Baker's Bud Moore Ford Torino and reigning champion Richard Petty in his STP Dodge.

These three led the race initially around the 1.366 mile tri-oval before Baker dropped away with overheating problems. He made an extra stop and fortunately his crew managed to cure the problem, but it dropped him way down. However it didn't deter Baker from putting in some fast lappery until his engine dropped a valve with 125 miles to go.

Petty was next to go from what was now a leading duo when a tyre failure sent his Dodge spinning away into instant retirement after 200 miles.

As the race progressed, Daytona 500 victor Benny Parsons came more and more into the picture with his Chevelle. He joined up with Pearson and the two of them thus began a torrid duel for the lead. However, Parsons had still to make his final scheduled pit stop but it didn't seem to heed Pearson's tactics at all for, with less than 25 miles to go to the flag, Pearson's Mercury strove hard underneath Parson's leading Chevelle entering turn 2. Pearson got his car into a twitch and slid into Parsons, both of them ending their race against the concrete retaining wall.

At that stage, so great was their

The winning AMC Matador of Bobby Allison receives slick pit work from the Penske crew during a routine stop.



Bobby Allison - close win.

lead that the next men up were nearly 1½ laps down. Now they were in front. It featured a close knit trio led by the fast rising NASCAR star Waltrip who was keeping his stocker ahead of the Allison brothers. However, Waltrip was suffering from clutch problems and was stuck in top gear. Now although NASCAR machines rarely change gear while in full flight, they do need to shift when moving away from a yellow light caution period. The lead shunt had brought one on and once the green flickered, Allison forced the Matador ahead for the first time with eight laps to go while Waltrip's Chevelle struggled momentarily to pick up speed.

The AMC machine thus hung on to the flag with Waltrip and Donnie Allison a car's length behind in a typical NASCAR finish.

Fourth and 3 laps down was Dave Marcis (Chevelle) while next up, a further 6 laps adrift and in another Chevelle, was Coo-Coo Marlin.

St Jovite to reopen

To the few who have probably been to the beautiful St Jovite circuit in Canada, we have some good news. Since the last major race was held there at the end of 1971, the circuit has lain idle and its future has looked distinctly bleak, especially with the prospects of a motorway being built close by. However, it looks as if it will finally reopen in time to stage a qualifying round of the Canadian

Player's Atlantic series on July 6.

The circuit is owned by a wealthy Canadian lady, Jacqueline Paradise, and has been referred to as a mini-Nurburgring with all its sweeps and humps. It used to alternate between holding the Canadian Grand Prix with Mosport. The last time the event was held there was in 1970 when Jacky Ickx won in his Ferrari

Mueller wins Interserie

Supporting the FSV and Formula 2 cars at Hockenheim was the opening round of the much revised (and resurrected) Interserie championship which caters technically for Group 7 cars. According to our reporter who was present for the F2 race, it was a complete and utter disaster. Georg Loos in fact entered no less than three cars for a very impressive driver line-up which consisted of Jochen Mass, Tim Schenken and Rolf Stommelen.

Practice for the 20 lap (84.00 mile) race was held in the wet and it saw Mass take the pole driving one of Loos' ex-works Gulf Mirage GR7s, naturally with Cosworth DFV power. Being a Ford contracted driver, this is about the only sports car the German FI McLaren driver can drive. Schenken was in the second Gelo GR7 while Stommelen was put in the Gelo Porsche 917 turbo.

From the start it was Stommelen

Jochen Mass — on pole



who shot off into the lead, Mass unable to do anything about the 917's superior power on the now dry track. It looked as if Stommelen had it comfortably sewn up but after six laps, the big G7 Porsche rumbled into the pits with a serious oil leak. The engine was about to blow...

But any hopes of a Gelo (*nee* Mirage) win were swiftly ended by Herbert Mueller, who, from the back of the grid, had rushed through at a vast rate in his ex-Martini Porsche 917 turbo. The car, in which Mueller won the Interserie title last year, is now sponsored by a German company. Onward he rushed in a race of his own setting a new outright circuit record at 1m 56.6s (209.64 kph) for the 4.2-mile circuit.

Mass soon retired from second place when a tyre burst and fractured a fuel line. The car caught fire and Mass promptly stopped and retired. His team-mate Schenken wasn't to fare much better as he had problems on the first lap. Dirt found its way down the injection trumpets and jammed the throttle slides closed at the first corner. Schenken stopped out on the circuit and fixed it but restarted a long way down.

So Mueller ran out the winner by almost two minutes from Swiss Heinz Schultess in his Gulf-backed Lola T282-Cosworth DFV. The only other car on the same lap was Jorg Obermoser's little Modus-built Toj which, powered by a 2-litre Schnitzer BMW, ran faultlessly throughout. Fourth and experiencing problems with his turbo boost was Reinhold Joest in his Porsche 908/4 while next up were Cox Cocher in the ex-Herbert Mueller Ferrari 512S spyder and Ernst Kraus in the ex-Joest Porsche 908/3.

Keke again

The second round of the Castrol GTX European FSV series took place at Hockenheim last Sunday and guess who won? Making it three out of three was Finnish ace Keijo 'Keke' Rosberg in his Uwes Modes Kaimann.

Rosberg captured pole for this 12 lap (50.4 mile) race and led all the way. He initially had a dice with Mikko Kozarowitzy but the ATS Lola was soon sidelined with a broken valve in its Heidegger motor. It left Rosberg all alone but behind him, a real battle royal was in progress between the Lola T320s of Helmut Bross and Frank Lampe, the honours just going to Bross who, in turn, was about 5s adrift of the winner.

A subdued fourth was Kennerth Persson (Bosch Kaimann) ahead of Manfred Trint (ATS Lola T324) and Lennart Sundahl (Bosch Kaimann). The fastest lap went surprisingly to Lampe at 2m 13.8s (176.11 kph).

● Appearing at the Hockenheim F2 race over the weekend was a March service van filled with spares to cater for all their customers. Reaction to this move on behalf of the Bicster concern was more than favourable, even though the van driver took the wrong turning when leaving the paddock and substantially modified the Transit on the underpass beneath the circuit.

£ problems for Belso

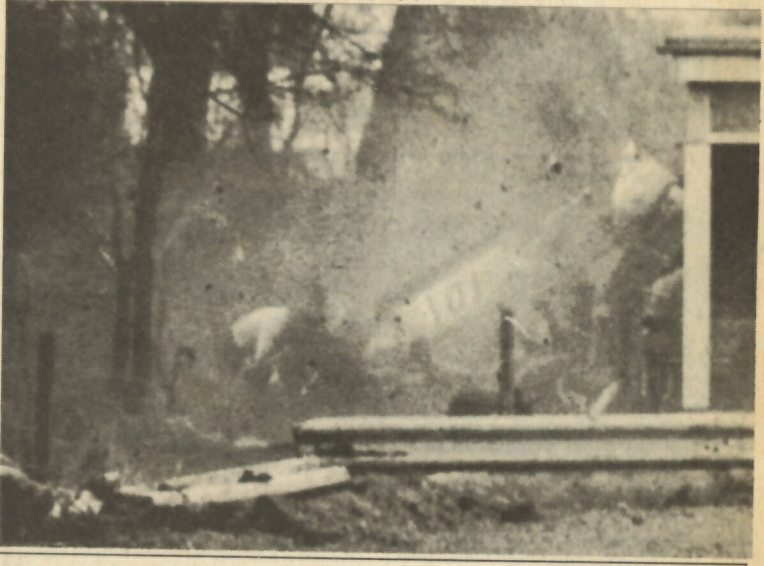
Smiling Tom Belso, the Danish Formula 5000 driver, is rapidly losing his happy look as his financial situation gets worse with every meeting. He was very depressed following his sixth place at Silverstone on Saturday. He had nothing but trouble throughout the weekend with his now ageing Lola T330. "I need a new car badly but I've got to find some money. I've got a great team behind me but all our spares are second hand and I can't afford to have the car prepared properly. I've been paying for it all myself this year and I can't go on much longer. It would be silly to try it."

Belso has been in F5000 for some time now and has always been a front runner. He began the year well with pole position at the opening Brands Hatch meeting but the car has suffered myriad problems which has kept it out of the money winning places.

● Opening round of the Italian Formula 3 series took place at the Casale circuit on March 31. The race was run with two heats and a final and resulted in an easy win for Luciano Pavesi in his Brabham BT41-Nova. Pavesi also won his qualifying heat while Gaudenzio Mantova (March 753-Nova) won the other.



Doug Niven's horrific accident at Ingleston on Sunday in his Boss Escort resulted in a written off car, five spectators injured and a big question mark which now hangs over the circuit's safety facilities.

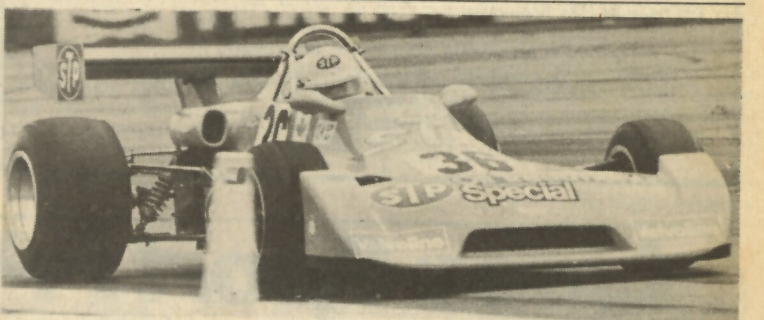


● The Coupes Benelux race, a scheduled European Touring Car and European GT round at Nivelles on June 7/8 has been cancelled.

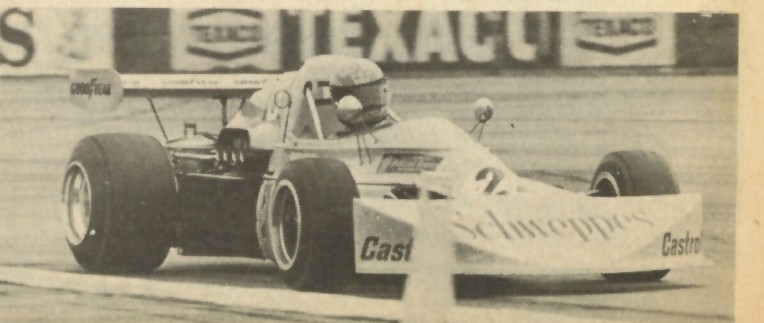
● The second round of the European Touring Car Championship, which was to have taken place at the Salzburgring last Sunday, was cancelled. It has been rescheduled for June 8.

● Toine Hezeman's ex-Hesketh F1 March, now converted to F5000 trim with a Ford V6, will be driven by Dutch FF star Boy Haye.

● Peter Parnell, the former Rhodesian motor racing champion, was killed, late last week during an unpleasant border skirmish in South Africa.



Two men usually seen on the other side of the Atlantic and trying their hand in the British series at Silverstone last week were reigning Canadian Bill Brack (above) and Bertil Roos.



Ford V6 engines cut costs

The two Ford V6 engines which surprised everyone with their competitiveness in the F5000 meeting at Silverstone over the weekend were both recently rebuilt by John Dunn's Swindon Racing Engine set-up. Now that rebuilds are taking place outside of Cosworth on a commercial basis, the full value of the engine is beginning to show. Not only is the V6 nearly £3,000 cheaper than a Chevrolet V8 to buy initially, but major rebuilds are around the £500 mark, around 50% cheaper than the standard V8 overhaul.

So not only do we have a fully competitive engine but one which

can save teams a considerable amount of money during a season.

There is, however, one sector of the F5000 circus who are making noises about the engine being unacceptable. We're not quite certain of the exact source but, just by the statistics above, surely anyone can see that it just has to be good for the long term future of the Formula. The regulations were changed to allow the engine in three years ago. Surely the time to argue was then.

Incidentally Purley's engine will in future be rebuilt by Ken Horton at the team's own Lec engine shop in Bognor Regis.

Arnoux wins

The third round of the European Formule Renault series was held at the Arras circuit in Northern France over the weekend and saw victory finally for the diminutive Rene Arnoux in his Elf-backed Martini Mk15.

The event was held in two 20 lap heats and a 30-lap final.

Jean Ragnotti's Antar Martini won the first from Didier Pironi's Elf March and Alain Couderc's Martini. Arnoux had control of the second and he was followed by the similar Martini's of Dany Snoeck and Marc Sourd.

The confrontation between Arnoux and Ragnotti in the final wasn't as close as hoped for the Elf car ran out the winner by 2.9s. Ragnotti was next up just in front of Snoeck with Pironi and Couderc filling the next two places. Arnoux also recorded the fastest lap at 57.2s.

● There were only minutes of practice to go at Silverstone when Ian Grob brought his KGV Chevron into the pits. The car was immediately surrounded by Dunlop tyre technicians who whipped off the Goodyears and put on an experimental set of their own tyres. The tyre being tried was in fact of the same 450 soft compound that Patrick Neve used to good effect on the F3 Safir at the Thruxton F3 race over Easter. The tyre had originally been designed for the turbo Martini Porsche Carrera and run for the first time at the Brands BA 1000 Kms race last year. It was good enough to increase the car's lap times by over a second.

Peter Long

It is with great regret that we have to record the death of sports car driver Peter Long in a road accident when returning from Silverstone on Saturday. Long was one of the band of British 2 litre sports car enthusiasts who go racing for fun in 1000 kilometre and 2 litre sports car races; he raced last year in Stuart Chubb's Chevron B23, gaining a 2 litre class win at the 1000 kilometre race at Paul Ricard in September.

His early racing was in modsports in an Austin Healey Sprite which he shared with Bob Evans, and then bought the Gold Seal Triumph Spitfire raced by Richard Lloyd. Following this, Long bought a succession of sports cars including the Chris Marshall Daisy, and a Mercury.

Long, who was in his thirties was also well known to customers of Radbourne Racing where he worked for four years, then moving to Alfatone, and then setting up his own business in Fulham, London.

To his family and many friends, AUTOSPORT offers its deepest condolences.

● Supporting the Dijon 1000Kms sports car race a fortnight ago was the second round of the European Formule Super Renault championship. The race proved a total benefit for the Antar-backed Martinis of Jean Ragnotti and Marc Sourd who led throughout. Didier Pironi finished third, albeit some way back in yet another Martini, but in front of a huge battle which featured several cars one of which, Rene Arnoux, retired while well placed.

Amon's ill-luck strikes

Chris Amon only got as far as putting his racing overalls on at Silverstone on Saturday, so his European F5000 debut has been put off once again.

It was, in fact, yet another dramatic chapter in the Amon story. The Talon, which he bought from Jack McCormack after the Tasman series, arrived in England some weeks ago with half of the parts missing. McCormack was supposed to be sending them over from California and coming himself, but so far neither has materialised. Anxious to get the project moving, which has no financial support from any other quarter other than Amon's own very limited sources, Andy Graves, formerly of Graham Hill Racing, took on the task of getting the car together. He and a couple of helpers put in three all nighters last week to get the car ready, finally finishing at 5 am on Saturday morning.

The car was hurriedly taken up to Silverstone whereupon they tried to

start the engine for the first time. Result? Nothing. They missed the final practice session but arrangements were made for him to qualify with the Atlantics or F1s. However, despite all the trade people and other teams bending over backwards to help the engine couldn't be persuaded to fire. It is a unit which Amon bought from Graham McRae and has been converted to fit the chassis by former Nicholson McLaren engine man Bill Robinson. Such was the state of the engine when it finally arrived that the rebuild took so long and Robinson had no time to dyno test it. Unfortunately most of the equipment on it is unknown on other V8s and spares are virtually unavailable. One competitor had a distributor which fitted it and put the team's backs up by charging £200 just for the loan of it for the day.

After an abortive attempt to tow start the car after the F5000 race the dejected team finally went home and hope to get it right in time for Zolder on April 28.

Alfas at Monza?

Can Willi Kauhsen's Autodelta Alfa Romeo sports car team continue the form they showed at Dijon a fortnight ago when they turn up at Monza this weekend? Despite the fact that these Italian cars are run by a German team, there are bound to be thousands of mad Italians leaping up and down to cheer them on to another victory.

Once again the two Alfas will be crewed by Art Merzario/Jacques Laffite and Derek Bell/Henri Pescarolo. Opposing them will be the single turbo Alpine-Renault A442 of Jean-Pierre Jabouille and Hockenheim F2 victor Gerald Larrousse. Again it looks as if these three cars will be the pacesetters.

● It seems that 'illegal' tyres have disappeared from F5000 (for the time being?). The Chevrons of Tony Dean and Dave Walker both featured revised rear uprights last weekend which enabled them to use the statutory rubber. Damien Magee's Trojan, in fact, used Dean's grooved slicks from Brands during practice but the necessary spacers arrived for the car in time for the proper rubber to be fitted for the race.

RS2000 returns

Making a return to the Southern Organs Group One scene at Silverstone on Sunday was the Ford RS2000 entered by the London Sports Car Centre for Tom Walkinshaw. The car, which won one round last year at Inghelton, appeared earlier this year at Mallory Park, where it failed to impress.

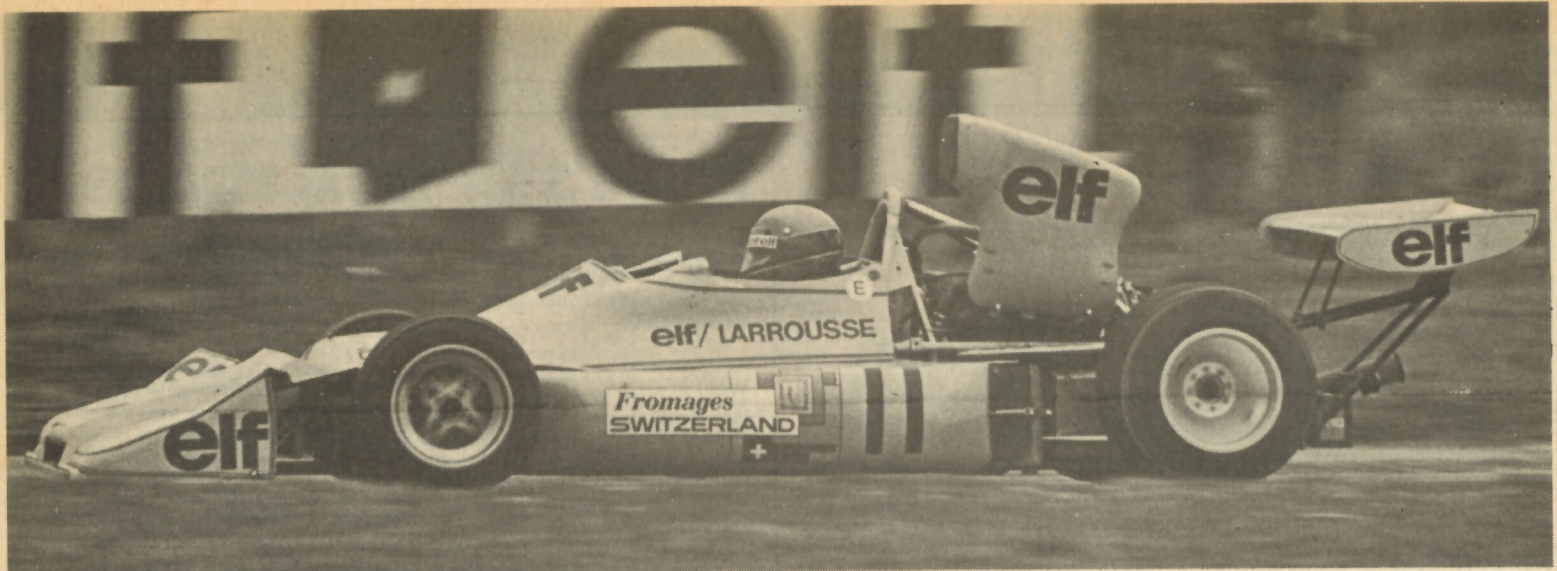
However, since then, it has been to Tivvy Shenton's Specfab C and S premises in Pershore, and the chassis has been thoroughly sorted. The mill went to Racing Services (Twickenham) and the joint effort paid dividends on Saturday and Sunday where the car was well up on the grid and finished an excellent second in class, beating both Roger Bell's Triumph Team Piranha Dolomite Sprint and the ShellSport version of Gillian Fortescue-Thomas. It should be interesting to see its performance again against the Sprints at the twisty Brands club circuit on Sunday.

● Currently on his annual visit to Europe is Australian David Mackay who was the man responsible for the early careers of Chris Amon and Dave Walker.

CATCHPOLE

By Barry Foley





Gerard Larrousse was the sensation of the weekend in one of last year's Alpine A367s, commonly known as an Elf 2.

HOCKENHEIM

Superb drive by Larrousse

Story and photos by JEFF HUTCHINSON

Sports car ace Gerard Larrousse stepped into his first competitive single seater drive of his career at Hockenheim last Sunday and blew off all the opposition to win round three of the European F2 Championship.

He took his Schnitzer powered Elf 2 to a fine untroubled victory in the first of the two 20 lap parts, but in the second part was slowed by the loss of third and fourth gears dropping him to fourth place behind the Marches of Hans Stuck, Vittorio Brambilla and Brian Henton. However, his huge first part advantage was still enough to ensure him of overall victory by 25 seconds from Stuck, who was classified second overall in his Jaegermeister backed March-BMW.

Brambilla was out of the running after retiring with electrical problems in the first part, so it was Henton who took a well deserved third place overall, once again putting his Hart-Ford powered March well up among all the BMW opposition.

Championship leader Jacques Laffite was placed second in the first part, but this time his Martini-BMW failed to last the distance and he slowed and then retired in the second part with suspected broken piston rings. During the first part he had the consolation of setting fastest lap of the race at 2m 1.7s despite the greasy conditions. The expected sub-2 minute lap for pole position never materialised as it rained throughout practice.

ENTRY and PRACTICE

Despite the 'demolition derby' efforts at Thruxton a couple of weeks earlier, a total of 33 cars arrived for the third round of the European F2 Championship, staged in central Germany's huge Hockenheim arena. Formula 2 has certainly never looked healthier, at least as far as the number and quality of cars entered on a regular basis.

Of the 33 cars which arrived, an incredible two-thirds were products of the March Bicester factory, while just as incredible is the fact that over two thirds of the Marches present were all new 1975 cars. Although great for Britain's balance-of-payment figures, it was sad to note that of all the cars only one was in the hands of an English driver, Brian Henton, and that his car was one of the few without considerable outside backing.

Thanks to the noise abatement and fuel conservationist supporters, practice at Hockenheim is now always limited to Saturday's only. Out of the crowded programme the F2 section had a generous 2½ hours practice in two 75 minute sessions. Even for those who wanted more, it must have seemed plenty by the end of the day, for the entire day was washed out by constant rain and a soaking track.

The drama started long before the drivers had even donned their helmets, for as team managers rushed to the Goodyear truck for wet weather tyres there were precious few to be had especially rears. The effects of the Goodyear strike were beginning to be felt. Old Firestones, old spare wets, 25 and 23 inch diameter were swapped around so that every car managed to find some sort of wets to run on, although only the top runners had the latest super stickies.

They are so soft, that even one lap on a partially drying track can tear them to pieces, while on a soaking wet track the wear rate is still like that of normal dry tyres. After a few laps the cars would pull into the pits with more steam pouring from the hot rubber than from the

blanked off oil and water radiators. Even when the cars had the right rubber, they did only very few laps for fear of punctures or wearing them out before the race. It was a crazy situation.

After setting up the cars and sorting gear ratios in the first session, most of the fast times were set during the second afternoon run.

It was works Elf-March driver Patrick Tambay who eventually took pole position with a best of 2m 12.3 secs, some 12 secs off what was expected to be the dry weather pole time, which, considering the conditions, was quite a remarkable feat and an indication of just how much the rubber boffins have got tyres to work in the wet.

Tambay's March 752, like the other works-run cars of Hans Stuck and Michel Leclere, looked unchanged from their last appearance, but a closer look at the engine bay revealed modified exhaust pipes. Since Thruxton, BMW's Paul Rosche has carried out considerable head modifications and, by altering inlet and exhaust configuration, has achieved an estimated 10 bhp increase, while torque has also been improved. Figures close to 300 bhp are now being mentioned. The engines certainly sounded a bit

Like winner Larrousse, Hans Stuck fared a lot better than at Thruxton in his works March-BMW but a couple of spins possibly cost him an overall win on home ground.



healthier than the rest of the 'standard' BMW built engines, but in the conditions it was hard for even the drivers to tell just how much better off they were.

Just 0.3s behind Tambay came J-P Jabouille's Elf-Schnitzer-BMW powered car, Jabouille having to borrow the "good" tyres from team mate Larrousse's car after he suffered two punctures in the first practice session. He put in some quick laps in the first few minutes of practice in the afternoon and then spent the rest of the time wandering up and down with his hands in his pockets. No, there was nothing wrong, in fact he said, "for the first time ever in the wet with the new car she is going very well, but I cannot do any more laps because I have only this one set of tyres, which I might have to use tomorrow."

Driving his Jaegermeister-backed March, Stuck took the next quickest time with a best of 2m 12.9s, his car, like the other two works cars having no serious problems, but improved considerably after the suspension was softened up all round. Of the first three times Stuck's certainly looked the quickest as he got the March into beautiful opposite lock slides, sometimes at almost 90 degrees to the road.

Fourth fastest was the Martini of Jacques Laffite, whose practice started off none too well thanks to a constantly misfiring motor which refused to be cleared. A second Schnitzer was bolted in during the break, just to be sure that all would be well for the afternoon and he soon got down to a 2m 13.8s before then stopping at the pits to try out different nose sections with various trim tab arrangements screwed on.

Next quickest was Helmut Marko's protégé Hans Binder from the Tyrol region of Austria. "Of course he's fast, he's Austrian," claims Marko, his claims backed up by a 2m 13.8s best to head the third row with his Obermoser entered March 752-Schnitzer BMW.

Vittorio Brambilla was sharing the third row with a best 2m 14.6s in his new March-BMW 752, the same Project 3 entered car he drove at Thruxton. His time was good enough for pole at the end of the first session, and with no other sticky tyres, other than those he had fitted to the car, he decided to sit out the second session and save both engine and tyres for the race. "We have just enough rubber to last both heats," said Vittorio, "but if it goes dry in the first heat and then is wet again for the second, I do not know

what will happen." This was a problem that was facing just about the whole entry and one which could end up making a farce of the whole meeting if the weather chose to be difficult.

Next quickest was the Elba Italian cookers backed March 752-Trivelatto-BMW for Gabriel Serblin who must have enjoyed getting wet, for in both sessions he did more laps than anybody else.

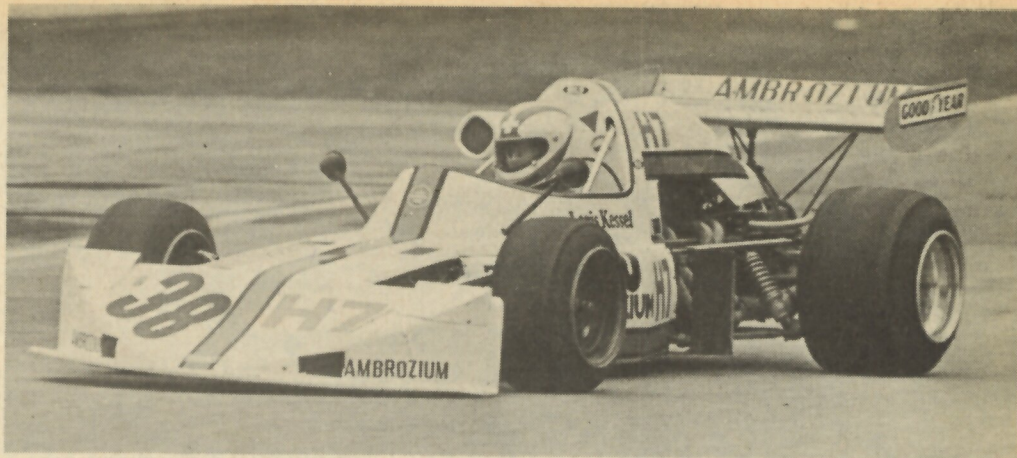
Beside Serblin on the fourth row was Brian Henton's March powered by a Hart Ford engine as at Thruxton. Unfortunately the car would only run on three cylinders for the first session, which hindered the sorting a bit, but in the second session things seemed much better. Henton did a 2m 14.9s, only 0.2s slower than Serblin who had managed over twice as many laps.

The Osella-BMW PA2s of Duilio Truffo and Giorgio Francia were models of consistency, both cars turning the same number of laps and both drivers setting almost exactly the same times, sharing the fifth row of the grid with a 2m 15.7 and 2m 15.9 respectively.

Masami Kuwashima came next with his March-BMW 752, the Japanese finding the car much easier to drive after it had been considerably altered since the Thruxton race. The rear engine subframe had been chopped about and last year's shorter radius rods substituted to make the wheelbase some four inches shorter than the "standard" chassis. "We are turning the F1 car into more like an F2 car should be," joked Kuwashima's band of merry men, only with a ring of truth in their voices. The Japanese driver set up a best of 2m 16.4s. Next to Kuwashima was the Swiss Jorg Siegrist who recorded a respectable 2m 16.05s with his older March 742BMW.

The first of the two New Bang & Olufsen Marches entered was next on the grid with Belgian Claude Bourgoignie still trying to sort out his car, which was running in the same trim as Thruxton. He did a 2m 16.5s, the same as Siegrist and also Gerard Larrousse who was alongside him in the older of the two Elf-Schnitzers. Larrousse had spent most of the first session sitting in the pits trying to cure a misfire problem and only really had his first serious laps in the car during the afternoon.

Bringing up the eighth row of the grid was Michel Leclere in the third of the 'works' Marches with a best of 2m 16.5s, alongside Harold Ertl's Mexican Hector Rebaque put himself on the ninth row in Fred Opert's Hart powered Chevron B29, saving his 'good' wet tyres for the ace and



Swiss Loris Kessel showed that his Estoril showing was no joke with a good fourth in his March.

practising all the time on a set of old Firestones. Roland Binder shared the ninth row with his familiar March BMW which he lapped in 2m 18.3s.

Making their debut appearance at this race having never turned a wheel before were the two Racing Organisation Course/Pierre du Nord Chevron B29s with the ROC2-litre Chrysler engines neatly installed in the back. It was not the best place to try a car for the first time, but Xavier Lapeyre did not disgrace himself in his first F2 practice session with a best of 2m 18.8s. Beside the Frenchman sat Italian Alessandro Pesenti Rossi's Beta March 742 with a best of 2m 19.8s.

After Rossi came Giancarlo Martini who, despite his third place at Thruxton, seemed to be having a hard time to qualify for the grid here, with a best of 2m 19.8s putting him on the eleventh row.

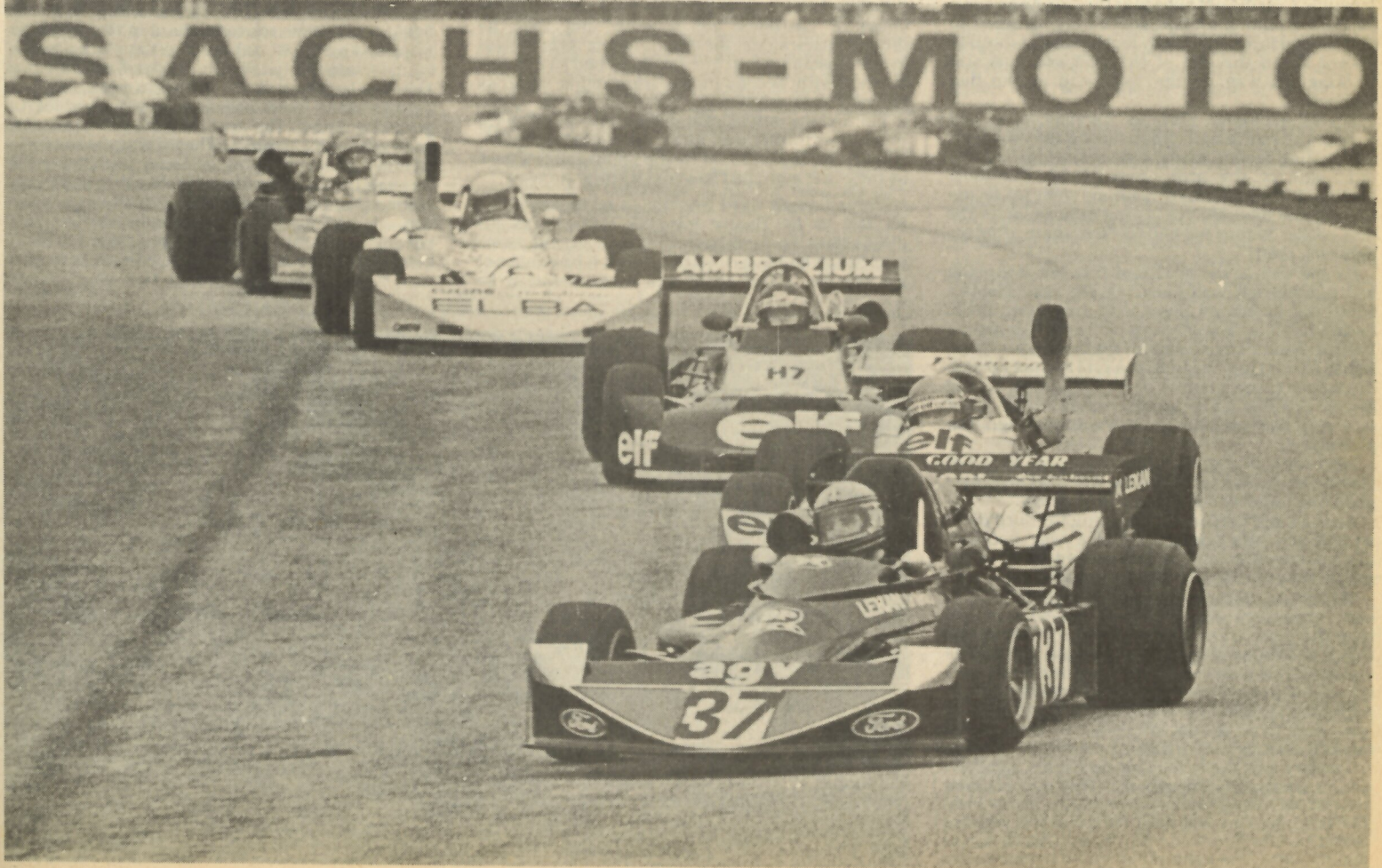
The second Pierre du Nord Chevron of Christian Ethuin came next with a best of 2m 22.7s. Ethuin, who brought along some sponsorship from his employers Motul, hoping to make a comeback after a long lay-off from motor racing while searching for a drive. Unfortunately his return was not a very happy one, for soon after the start of the second session he was in the pits with a blown head gasket.

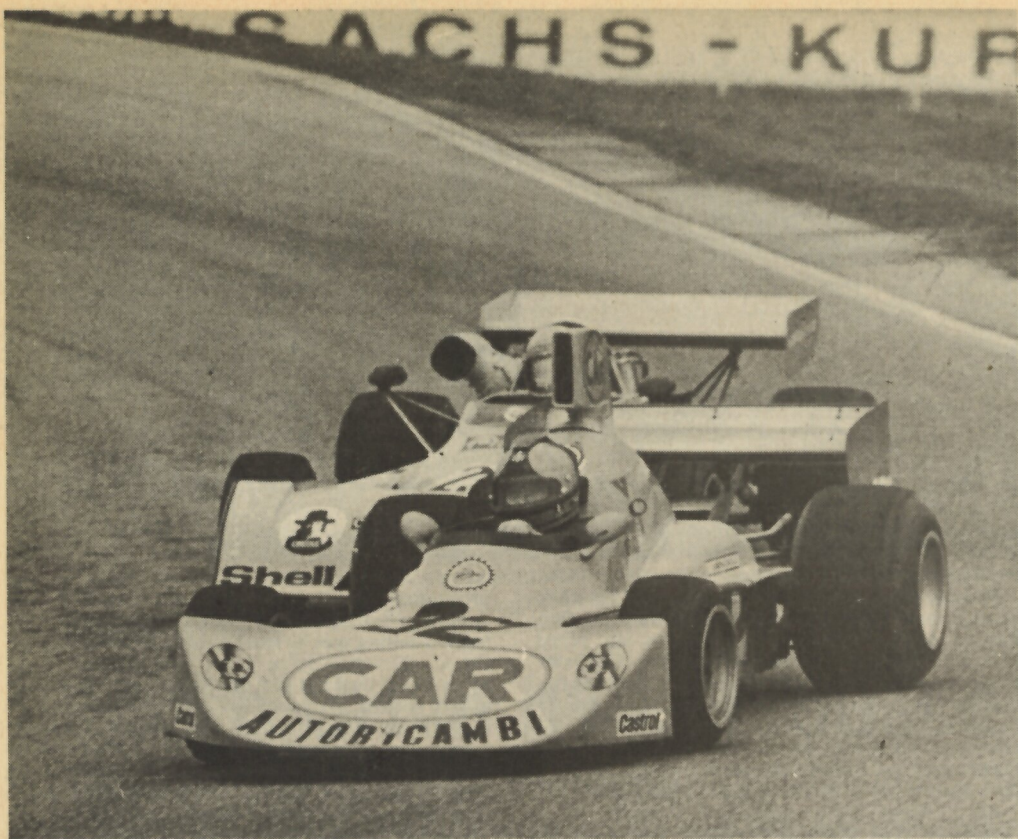
German Willy Deutsch put his March-BMW Schnitzer 752 on the 12th and final row of the grid while the last car to get a run was Swiss Loris

Kessel in a March-BMW 742, although according to the organisers' computer he was not here. That is, his car's number was not listed in the programme and so it was not listed in the computer timing system, so after a day of driving in the soaking wet he learned that he had not been timed. Eventually a time was found from somewhere that put him on the grid and he started in last position. In fact, several of the lesser times in relation to the grid were a bit suspect.

For some reason the organisers allowed only 24 of the entry to start the race, non-qualifiers being Francesco Cerulli, taking the place of the injured Alberto Colombo, who suffered a broken wrist at Thruxton. He was using the old Serblin March 742. Italian Lamberto Leoni also failed to qualify his March 752-BMW along with another Italian Carlo Bilotti in a March 742-BMW. Other non runners were the second Bang & Olufsen March of Bernard De Dryver, son of the sponsors' marketing director, and the similar car of German World Motorcycle Champion Dieter Braum, attempting his first motor race with one of the Warsteiner beer backed cars. Swiss Freddy Amweg did not get his March BMW on to the grid either along with fellow countryman Jo Vonlanthen who was plagued with engine troubles with his new March-Schnitzer 752. Austrian Gerhard Donnerer arrived with an old Surtees TS15, but as also another non-runner.

Our Brian's at it again! Henton's Ford-powered March leads Larrousse, Laffite, Serblin and Stuck through the stadium during the second heat.





Further enhancing his reputation as an excellent future prospect, Georgio Francia finished fourth in the neat and attractive looking Osella, Harald Ertl's Chevron chases.

HEAT ONE

Although it was still grey and overcast on race morning the rain fortunately held off and it was a dry track and slick tyres all round for the first of the two 20-lap parts. Teams spent all the morning hurriedly re-setting the cars for the dry conditions, but with no chance to test them before the race itself.

As the starters, plus two reserves, lined up for the warming up lap, Ethuin was in trouble with a leaking oil filter and had to be pushed off letting Cerulli in at the last minute, while Jean-Pierre Jabouille's car did not appear as the cars had set out for their warming up lap. When they returned to the grid and formed up ready for the start, Jabouille dashed on to the end of the grid and was still working his way on the front end as the flag dropped.

It was a chaotic start as Tambay, who had cooked the motor and clutch during the long wait for the flag to fall, made a slow start letting the right side of the grid jump ahead. Brambilla Leclere, Binder and Larrousse all went up to the front of the field, Binder lasting only as far as the first corner before his clutch flew apart after his lightning start.

By the end of the confused first lap Brambilla had put himself well ahead of the rest, Henton appearing in second place with Larrousse third, Laffite fourth, and Stuck next, all closely bunched behind. Next came Serblin, Francia, Kuwashima, Rebaque, Ertl and Siegrist, the grid turned up-side down after the chaotic start. Jabouille joined Binder as a first lap retirement when his Elf rolled to a stop half way round with a broken ignition pick up.

Next time around Larrousse had gone ahead of Henton and set after Brambilla, who was holding a good one hundred yard lead by this stage.

Henton and Laffite were battling for third place with Stuck also trying to find a way between them, while Kuwashima had moved up to sixth, ahead of Serblin and the other Italians.

By lap five Larrousse had pulled back Brambilla's early advantage and on lap six moved ahead to take the lead, much to the surprise of all the F2 regulars. Henton also lost his third place to Laffite on lap six, his clutch having gone after the second lap and chronic understeer also making things difficult. Lap three had seen Stuck's chase of these two come to an abrupt end when he spun at the Sachs Curve, rejoining half way down the field.

Tambay was really making up for his bad start and by lap six was already up to fifth place behind Henton having finished the first lap a lowly 14th! For three laps he was fifth with Henton, moving ahead to take fourth on lap 10, but his race was almost over. The extra effort and the slipstream-

ing behind Henton saw the water gauge rise from 110 degrees at the start to almost 160 degrees, so on lap 11, the engine beginning to blow out smoke, he had no choice but slow down, pull into the pits and retire.

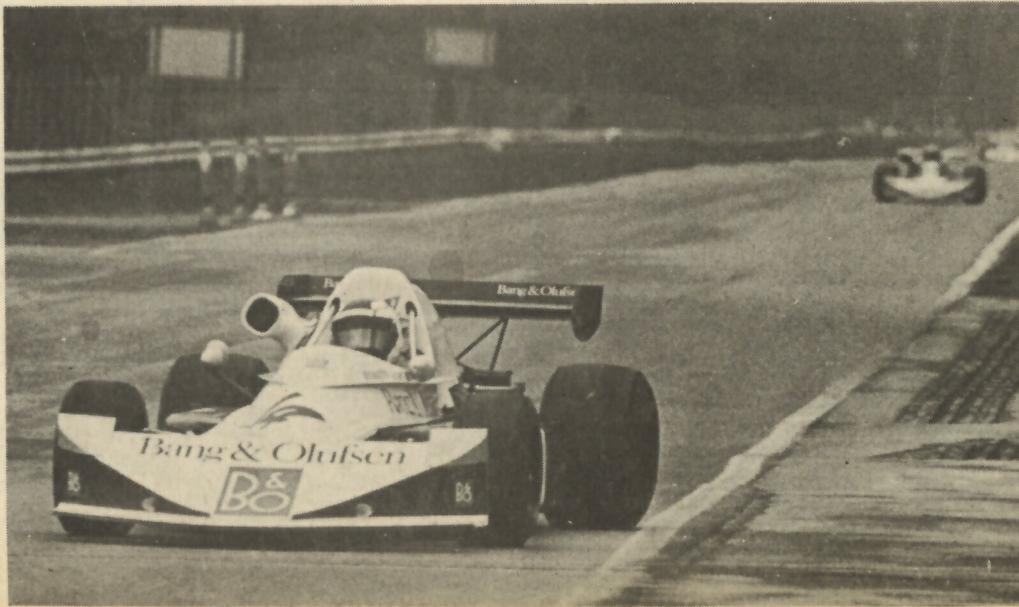
Larrousse was still holding a confident looking lead over Brambilla by this stage, and although Laffite was managing to stay with the leading trio he did not look like catching Brambilla any more than the Italian looked like doing anything about Larrousse's lead. The question resolved itself with five laps to go when Vittorio suddenly rolled to a stop with a broken battery lead, which robbed him of what looked to be a certain second place.

Laffite took over second and put on a spurt in chase of Larrousse for a while, but then he dropped back again, the engine losing its crispness in the closing laps; at the finish he had to content himself with second place some eight seconds behind Larrousse.

Third place looked safe in Henton's hands with Stuck now fourth, despite an even more hair-raising spin on lap eight on to the pit straight, where he only just managed to avoid hitting the wall.

Henton's safe third was not to be however, for on lap 19 he finally lost his battle with his ill-handling car and spun to a halt on the same turn Stuck had lost it. With no clutch he could not get the car going again and in desperation he

Claude Bourgoignie gave the Brian Lewis team a boost with sixth place in his B&O March-BMW.



climbed out to try and push it into life. By this time marshals arrived on the scene and started to push so Henton jumped back in and got going again just as Stuck flashed by to take his third place. Henton finished fourth however, but some 13 seconds behind Stuck's car.

Kuwashima took a steady fifth place after a good drive and he managed to hold off a spirited attack by Francia in the closing laps, the Italian's engine going off a bit on the last two laps, so he eventually finished four seconds down. Bourgoignie took seventh place after a race of "terrible oversteer" while eighth was Kessel.

Serblin and Ertl were both out of luck, Serblin stopping after twelve laps with the engine only running on three cylinders, while Ertl was holding a strong fifth ahead of Kuwashima until a rear wheel bearing broke up and he was forced out on lap 13.

HEAT TWO

The start of the second part was also surrounded in drama. Stuck only just managed to make it to the grid when the March men discovered his car jammed in first gear while, after a lightning engine change, Tambay arrived just two minutes too late to join on the back of the grid. Ertl was another who only just managed to make it, while other non-starters included Jabouille and Binder.

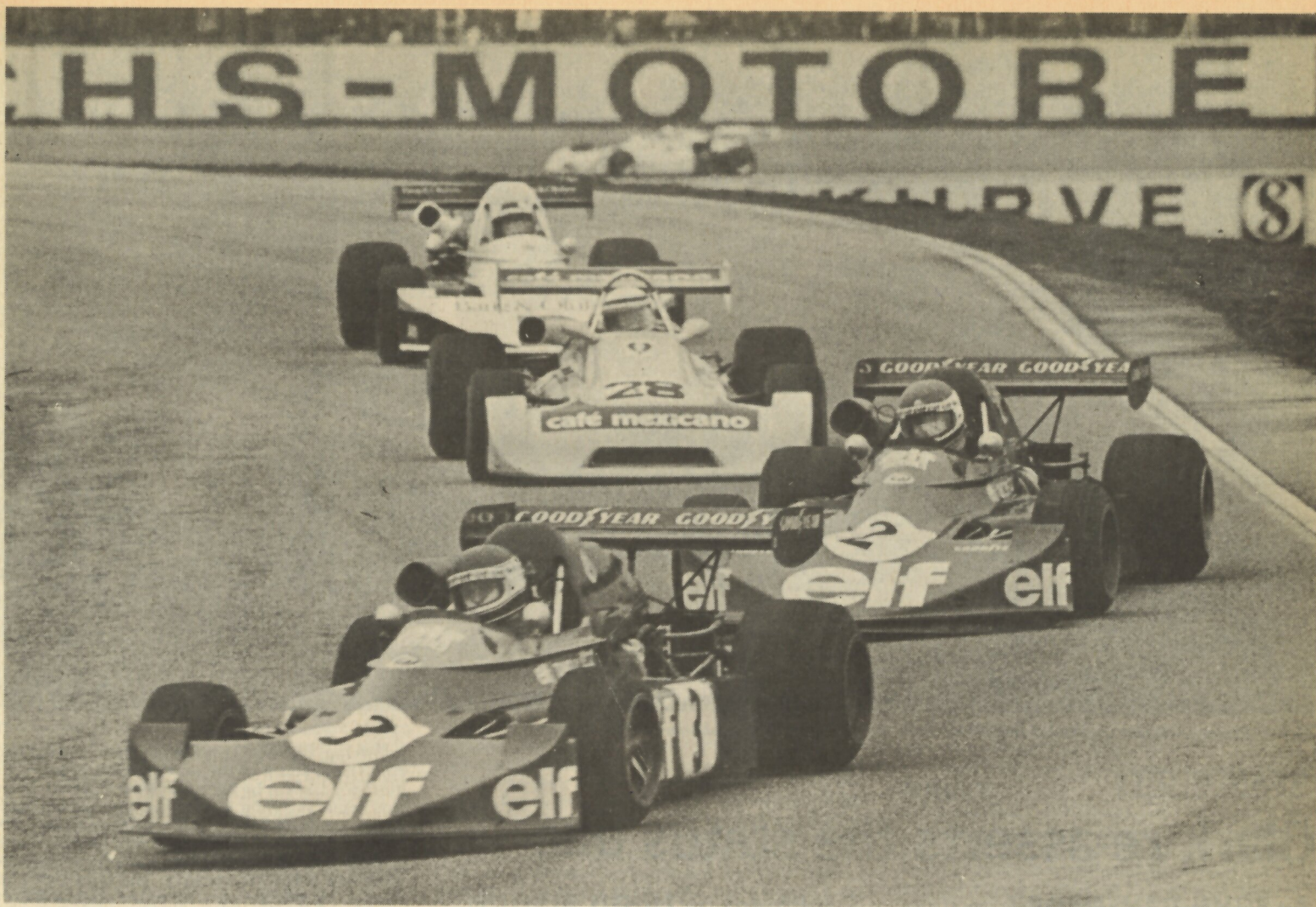
When the flag dropped it was Henton who made the best start from the second row, Laffite and Larrousse following him into the first corner. Henton was still ahead by the time the cars streamed back into the stadium section with Larrousse, Stuck and Laffite all right behind. As the cars poured into the stadium for the second time both Larrousse and Stuck went through under braking, the first four cars still covered by less than a second.

Next time around it was Stuck who moved ahead, the crowd cheering loudly and letting off the famous Hockenheim flying bombs for the first time in earnest as they saw their hero take the lead. During the break the March men had softened up the rear end of Stuck's car which was now visibly handling better and from that point on he had little trouble pulling away from the rest.

Henton managed to re-take Larrousse again for laps three and four, but by lap five the yellow Elf was ahead again, Henton having a really tough time with the Frenchman who had managed to put him on the grass during the opening laps going into the chicane.

Laffite's engine did not seem to have the edge it had in the first part, and he was slowly dropping back from the rest. Brambilla was soon pushing for fourth place, which he took after six laps. The flying Italian then started to haul in Henton, who he passed on lap 10, only to lose the place again a lap later after a quick spin at the Sachs Curve. Two laps later he was ahead again and closing fast on Larrousse, who had suddenly lost a lot of ground to Stuck. The next time around Brambilla was right with Larrousse. The Elf was obviously in trouble, although it looked and sounded good through the Stadium. Brambilla was through into second place on lap 15 and now the big question was whether Larrousse could hold his first part advantage over the rapidly disappearing Stuck.

It was huge 52 seconds, but with five laps to go it was down to 30 seconds and fast diminishing.



The works Marches of Tambay and Leclere head Rebaque and Bourgoignie.

Henton closed the gap back to Larrousse again and on lap 18 he went through. The two cars became involved in a desperate struggle for third place with Larrousse trying all the time to hold down the vital gap to Stuck's leading March. Henton stayed ahead, just, to the flag, Larrousse sticking right behind even shunting him up the back lightly on the last lap, but both drivers managed to lap fast enough to finish within 30 seconds of the March at the finish thus ensuring Larrousse a clear 25 second overall victory at the end.

When he and Henton finally met up to take their first and third place awards overall, they both learned that they had both been without third and fourth gears during the closing stages of the race! Stuck's second part victory gave him a good second overall, while with sixth place in the second part, behind Leclere, Loris Kessel claimed

fourth overall.

Laffite's luck ran out after ten laps when his engine suddenly went sicker and sicker and he was forced into the pits with suspected broken piston rings, while the Japanese Kuwashima also ran out of luck in the second part. During the second lap his engine suddenly cut out and then after getting out the car he had another go at starting it and it fired up again. A quick stop at the pits to get his seat belts re-fastened saw him back in the fight once more, but then, for no apparent reason, his engine blew apart on lap 12.

Gabriel Serblin had the only accident of the race when he overshot the chicane and found a service car parked in the middle of the slip road. He tried to avoid it, but caught the rear wheel and badly damaged a rear corner.

Once again poor Ertl was out of luck after a good drive, for after moving up from the back of

the grid, he was holding a strong seventh place when his engine also blew up. Seventh place was eventually taken by Francia which put him fifth overall in the final standings.

Bourgoignie had another troubled race in the second part, the handling of his March still not good, while the extra wing put on to cure it only had the effect of losing another 300 rpm on the straight making the car even slower than before. He came in tenth in the second part, but with his better first part time he picked up sixth place overall.

Seventh overall went to Rossi with fellow countryman Truffo taking eighth place after two steady drives with only one spin to his detriment.

Despite the bad luck of Laffite and Brambilla, it was none-the-less a fine victory for Larrousse who has suddenly sprung his fine talents on the world of single seater racing and must be considered as one of the major contenders in this year's European F2 Championship battle. It was also good to see the likeable Brian Henton do so well for the second time in succession and hopefully his lack of funds will not see a premature end to his F2 season, and the only English hope of winning the F2 Championship fall by the wayside.

Jim Clark Memorial Trophy, Hockenheim, Germany.

2 x 20 laps, 271.6 kms.

European F2 Championship, round 3.

- 1 Gerard Larrousse (Elf-Schnitzer BMW 2 A367), 1h 22m 57.90s, 196.42 kph.
- 2 Hans Stuck (March-BMW 752), 1h 23m 22.20s.
- 3 Brian Henton (March-Hart Ford 752), 1h 24m 1.4s.
- 4 Loris Kessel (March-BMW 742), 1h 24m 38.8s.
- 5 Giorgio Francia (Osella-BMW PA2), 1h 24m 51.2s.
- 6 Claude Bourgoignie (March-BMW 752), 1h 25m 7.9s.
- 7 Alessandro Pesenti Rossi (March-BMW 742), 1h 25m 29.10s.
- 8 Duilio Truffo (Osella-BMW PA2), 1h 25m 42.7s; 9. Hector Rebaque (Chevron-Hart Ford B29), 39 laps; 10. Michel Leclere (March-BMW 752), 39.

Fastest lap: Jacques Laffite (Martini-BMW Mk16), 2m 1.7s, 200.85 kph.

Championship positions after 3 rounds: 1. Laffite, 18; Larrousse, 9; Vonlanthen, Tambay, Francia and Henton, 6; Martini, 5; Leoni and Kessel, 4; Truffo and Rebaque, 3; Jabouille and Bourgoignie, 2; Rossi, 1.

Heat 1 (20 laps): 1. Larrousse, 41m 6.30s, 198.22s; 2. Laffite, 41m 14.60s; 3. Stuck, 41m 58.50s; 4. Henton, 42m 11.30s; 5. Masami Kuwashima (March-BMW 752), 42m 17.0s; 6. Francia, 42m 21.70s; 7. Bourgoignie, 42m 26.50; 8. Loris Kessel (March-BMW 742), 42m 27.0s; 9. Truffo, 42m 51.60s; 10. Pesenti Rossi, 42m 54.60s.

Fastest lap: Laffite, 2m 1.70s, 200.85 kph.

Heat 2 (2 laps): 1. Stuck, 41m 23.70s, 196.84s; 2. Brambilla, 41m 45.80s; 3. Henton, 45m 50.10; 4. Larrousse, 41m 51.60s; 5. Leclere, 42m 6.5s; 6. Kessel, 42m 11.80s; 7. Francia, 42m 29.50s; 8. Rebaque, 42m 31.60s; 9. Pesenti Rossi, 42m 34.70s; 10. Bourgoignie, 42m 41.40s.

Fastest lap: Stuck, 2m 2.8s, 199.06 kph.

Stuck (left) guzzles from the cup of good fortune, Larrousse (centre) seems happy with the silverware while our Brian, apart from trying to nobble the winner with his trophy, is happy at the thought of money in the bank.





Same old story – Roger Clark and Jim Porter with the new Escort beat all-comers last weekend.

GRANITE CITY

Clark re-asserts the status quo

By JOHN DAVENPORT

Photos by HUGH BISHOP

The new Mark 2 Escort RS 1800 looks like being as successful as the original Escort RS 1600. Last weekend, Ford works drivers, Roger Clark and Jim Porter took the outright win in the third round of the RAC Rally Championship, the Aberdeen and District Motor Club's Granite City Rally, with the new car. And as if to back up its claim to be as successful as its predecessor, Billy Coleman and John Davenport came in third overall with a sister car running under the Thomas Motors of Blackpool banner. Separating them was the Pink Stamps sponsored Escort RS 1600 of Nigel Rockey and Ron Channon that managed to pip the points leader in the championship by just two seconds on the last stage of the rally to take a well deserved second place overall.

Close fighting was the main feature of this rally as circumstances had conspired to give it rather fewer stages than had at first been planned. The oil boom of the north sea has required that pipelines are built across Scotland and this has meant that forests like Fetteresso are temporarily inaccessible. Then just a few days before the rally was due to be held, most unhelpful freak snowstorms blocked the eastern highlands and though the thaw had set in by the weekend, the rally organisers had to cancel the Clashindarroch stages which were still blocked by drifts of snow and fallen trees. Superhuman efforts on their behalf with the aid of farmers, the forestry commission and even the local authorities ensured that the other stages were open and that the access roads were passable otherwise there would have been no rally at all. The heavy snow and the quick thaw meant that several of the stages were very soft. Indeed Lossiemouth had to be cancelled from the rally as the forester felt that it was too soft to allow rally cars to pass down it and permanently damage the surface. The result of all this upheaval in their carefully laid plans was that the Aberdeen and District Motor Club and Clerk of the Course, Dave Duncan, were left with just under forty miles of stages on which to run their rally.

There had been the possibility that the rally might be cancelled, but with such a tight budget as a result of having no overall sponsor for the event despite the enthusiastic backing of the local paper, the Press and Journal, postponement could have spelt financial ruin, so the event was run though it had had its wings clipped. Consequently the rally turned out to be a real sprint and at the finish, a minute covered the first five cars and the gaps between cars were often just a few seconds. Russell Brookes who was having one of his Group 2 rides in works Escort 000 96M, did most of the rally suffering from influenza, and commented that a sneeze was enough to drop you ten places. Generally Ford Escorts dominated the rally

though Brian Culcheth/Johnstone Syer again demonstrated that the works Dolomite Sprint is a car to be reckoned with by staying with the leaders the whole way and finishing a very meritorious fourth overall. The two Vauxhall flyers also showed that the sixteen valve device from Luton is no sluggard, but Will Sparrow/Ron Crellin were stopped on a stage for almost ten minutes with a fuel problem while Andrew Cowan/Hugh McNeil had a timing belt snap when they were in the first four overall. It was left to the Martin Group Magnum of George Hill/Phil Short to save the day once again and come in at eighth overall. Chrysler had Colin Malkin/Paul White up there most of the way with the 2-litre BRM Avenger but sheer power told and he had to be content with tenth place. However, Robin Eyre-Maunsell/Neil Wilson took their Group 1 Avenger home ahead of the other Group 1 cars though it was a shame that on this rally, like so many others, there was no separate category of award for Group 1 cars.

One thing that came in for universal praise was the location of the start and finish at the Slean Dhu airport hotel at Dyce outside Aberdeen. This excellent hotel provided a superb base for the event and helped to make it a success with its excellent service and friendly atmosphere. The only criticisms that could possibly be levelled were that there were not enough rooms to house the entire rally in the one hotel, which meant a certain amount of commuting for some teams, while the location of the scrutineering at a garage in Aberdeen's badly signposted downtown area was not popular with the mechanics and rally crews who had to find it after a day of driving on Britain's cluttered roads.

ENTRY

The Granite City Rally had a fantastic entry both in size and quality. No fewer than 98 of the 118 entries turned up at the start which was a very

gratifying turnout considering how many had come from south of the border. Escorts were the most popular car by far but at least this time there was some variation in external appearance with Roger Clark and Billy Coleman turning up with two of the new Mk 2 versions complete with spoilers and wing arches that made them look like miniature NASCAR stockers. The floor pan and the running gear are identical to the original Escort so that the only changes are the overall weight—which is slightly more—and its distribution—which appears to be more biased towards the rear. Both drivers commented on the excellent visibility from the new deep windows and both seemed to think that the handling was no worse and that if anything it seemed to go over the bumpy bits with more stability. After two stages of wrestling with the new location of some of the minor controls, Coleman wistfully announced that if he didn't get the hang of the indicators soon, no one would know which way he was going on the stages, but in general both of them seemed very happy with the car.

In more conventional rally Escorts were a host of drivers who hoped that old would prove superior to the new. Nigel Rockey/Ron Channon were in YEV 208L now tastefully done in its Pink Stamps livery and still the quickest thing around on Goodyear tyres. Rockey's engine problems seem to be over now and he has a full two litre prepared by Jordan Engineering with two L1 camshafts. However, he is still anxious to locate the BDA stolen from his garage before the Circuit of Ireland. The cheeky bandits, as previously reported, actually used his own Cortina estate to disappear with the goods and then brought it back and put an old oil drum under the covers so that no one should notice that the engine was missing until the wraps were taken off. Loaned works cars have been known to disappear before now but fortunately Russell Brookes and John Brown managed to keep their hands on 000 96M long enough to start and finish the Granite City, though Brookes had contracted some 'flu and a stomach infection shortly before the rally which didn't help him to grapple with the problems of going from Group 1 straight into a Group 2 device. Somebody who must have eaten at the same transport cafe on the way up to the start was Tony Pond, who drove the lone DOT Opel Ascona with Mike Broad under a cloud of illness.

The ill-starred Wiggins Teape Escort of Donald Heggie/George Dean was once again on the start line though one could say that its chances of finishing were as broad as they were long. The Samson brothers had their ex-Safari, ex-Clarke and Simpson Escort RS, while burly Bill Taylor had his Royal Bank of Scotland RS on the line with Ian McIver. David Thompson/Mike Greasley were among the non-starters not because there was anything wrong with their Escort but the

demands of pig farming, through such a bad spell of weather, had kept "Piggy" at his work rather than out on a rally. Jim McRae/David Brown, having decided never again to have a super-charged Pinto engine, had reverted to a Twin Cam in their Escort while Bob Bean/Alan Greenwood were still powered by an 1850cc BDA in their Thomas Motors supported Escort RS. Willie Crawford was among the non-starters as his new crankshaft had only just arrived to repair the Circuit damage. He had been very fortunate, and his own alertness had saved him a much more expensive rebuild when the engine had pumped out two gallons of oil through its breather which had been left free to the road rather than fitted with a return to the oil tank in the rear. He hopes to be ready for the Scottish Rally which he will do with Donal O'Sullivan if sufficient Guinness can be found to power the combination.

British Leyland were on hand with the now familiar Dolomite Sprint for Culcheth/Syer plus the ex-1000 Lakes Marina 1.3 running under the same Team Unipart banner for Pat Ryan/Jon Gittins. The Chrysler team had the two litre BRM Avenger for Colin Malkin/Paul White and though this is still fitted with its standard axle and gearbox, they hope to have it properly ZF-ed in time for the Welsh. They had also been doing quite a bit of work on the suspension and hoped that the new Bilsteins would cure the failures that they had been experiencing. Robin Eyre-Maunsell/Neil Wilson were in the Group 1 Avenger run by the Ulster branch of the Dealer Team while Ian Gemmell/John Eyres were in a similar car run by Maconochies of Kilmarnock. Gavin Waugh/Peter Handy were there with their Group 1.5 Avenger in its familiar White Horse colours but it was only by the grace of . . . hard work. Their 1600cc engine had blown up ten miles out from Carlisle and they had to replace it with a very, very standard 1500cc engine at the last moment. The 1600 engine was in a very sad state with a connecting rod through the rocker cover and a lot of work will be needed to put that right before the Welsh Rally.

The most numerous after the Fords were the Vauxhalls. Dealer Team Vauxhall had sent its Group 2 car up for Will Sparrow/Ron Crellin though it was a bit delayed as the service car had broken down in Ireland so that the car was a week late getting back to the workshops in Banbury for its pre-rally overhaul. George Hill had had an even more disastrous Circuit where the engine had blown up and the car had been shunted, but Bill Blydenstein had got a new engine up to Martin's on the Thursday night and the mechanics had fitted it ready to leave on the Friday morning. Then a half-shaft bearing had seized on the way up which had to be changed and finally, Hill said that the shunt had affected the handling and he didn't really feel happy with the car at all during the rally. The second DTV car was the familiar

BL's Dolomite proved its worth once again with Culcheth taking fourth place overall.



With narrow tyres fitted to suit the slippery stages, Andrew Cowan in typical style.

Group 1 device for Paul Faulkner/Monty Peters, whose only problems seem to be political ones within the team. The Scottish word for Vauxhall is SMT and they had two cars entered of which the main hopes lay with Andrew Cowan and Hugh McNeil in the Group 2 Magnum sponsored by the Scotsman newspaper. The other car is a Group 1 Firenza driven by David Porter/Matt Kidd which not only did the whole rally but was then spirited off south for a change of exhaust and wheels to be driven on Sunday by Gerry Marshall at Ingliston.

The only other non-starter in the top twenty was Alastair Findlay whose Escort RS dropped a valve on the way to the start so that the Granite City had most of its top entries ready and raring to go at nine o'clock on the Saturday morning outside the Skean Dhu hotel. They had run a very successful forum the previous evening where several hundred interested spectators and marshals turned up to quiz the rally drivers under the chairmanship of Ross Finlay, and there is little doubt that such a production plus all the publicity given to the rally locally in the press and on local

radio resulted in the very good turn-out of spectators along the route.

RALLY

The very first stage was designed as a spectator stage and ran over the course of the national Fintray hill climb with bits of dirt road at the start and finish to lend mileage and interest. Credited with fastest time here was Alastair Robertson in his works specification Saab 96 who had a time of 1m 49s, but this stage was later to be his Waterloo as on the return run at it in the opposite direction at the end of the rally, his transmission broke and he retired. Behind him was Rockey with 1m 50s and then a whole host of drivers on 1m 51s including Coleman, Hill, Culcheth and Malkin not to mention Heggie, Samson and Brookes. It was evident that just seconds were going to decide the rally which made it all the worse for Clark, who overshot the last hairpin where the route left the tarmac and recorded a time of 2m 05s. Also fluffing about at the same point was the Cowan SMT Magnum which had the engine die as it swung through the tight corner. The problem was reckoned to be in the float levels and was later rectified after it had cut out once more on braking for the end of the stage.

The next one was a two and a half miler at Bennachie which was proper forest road and, despite deep snow banks at the start, was clear of snow throughout its length. Fastest were Coleman, Malkin, Samson and Taylor, all on 2m 44s with Heggie one second behind on 2m 45s. Rockey did 2m 46 and Clark 2m 47s though both were having trouble; Rockey had changed his front springs for some shortened ones that night before the rally and now realised that they were far too short, so that the car would not steer properly on rebound, while Clark had dropped back on the road after finding his new Escort didn't work too well with a lead off the transistor ignition pack. Heggie had a different problem; he was now running first on the road as he was in a hurry to get a loose starter lead fixed so that on the third stage he ran first over what little snow there was and lost time as a result. The Escort RS of Alan Arneil John McNicoll retired on the second stage when a connecting rod poked its head through the side of the engine and left a hole big enough for the driver to put his head in to see what was wrong. The SMT/Scopel Kadett of Ian Wilson/Peter Anderson was running into its usual problems with the anti-roll bar coming adrift, which must have something to do with the tatty state of the front of the car as compared with the back.

Stages three, four and five were cancelled losing the rally almost fifteen miles of stages, so that the third stage was the Bin, and there was plenty of time for service as the original time schedule was maintained on the road sections despite the short cuts. Fastest here was Bill Taylor with 2m 46s with





Russell Brookes suffered from 'flu but took fifth place with the ex-Clark Escort.

Bob Bean next with 2m 48s and Thomas Motors having a benefit with Coleman on 2m 50s. Poor Will Sparrow was having a traumatic time of it already with a slipping clutch, and then when he changed wheels in a service point, someone put Group 1 wheels on which don't fit over the calipers, so that he found the car would not move when he went to back away. It was interesting to see that Clark decided to use the 5in wheels and very narrow tyres in the third and fourth stages, but found them rather unsuccessful and decided to run on 175 x 13in Dunlops for the rest of the rally. Bean was using those from the start but it is interesting to see that he has chosen to use Campagnolo wheels rather than the usual Minilites although he will probably revert soon. Coleman stuck with 175 x 13in the whole way while the Goodyear runners, Pond and Rockey, experimented with Hakkapellitas and the more normal German weathermaster types.

The fourth stage was Balloch Wood and a nasty slippery six miler it was too. Clark hit a rock and bent a wheel, while Russell Brookes had a sneeze and shot up an escape road at one point where he found it difficult to engage reverse and lost fifteen seconds to the leaders. Rockey had visited the ditch on the previous stage and lost ten seconds, and very nearly repeated the performance here when the front refused to steer coming round a left-hander and he narrowly escaped impaling the Escort on a tree. Fastest man here was Brian Culcheth on 6m 47s compared with Clark and Rockey on 6m 49s and then Coleman, and Taylor on 6m 50s. Taylor was rather worried during the stage as his water temperature mounted and the engine started to make a funny noise so he thought that the cylinder head gasket had gone, but it turned out to be a broken exhaust manifold gasket which was playing directly on the water temperature sender. This was then wrapped in silver paper to protect it and the gasket changed during the lunch break. The overall situation was that Taylor led the event outright with 14m 14s from Coleman and Culcheth who were both on

Looking more like Finland than Scotland - Colin Melkin rounded-off the top-ten.



much better to drive. Sparrow was in trouble on Speymouth in that fourth gear stripped as he powered away from the start and then round the next corner the engine stopped. Thinking that it was ignition trouble he immediately raised the bonnet and tried to check it over. He then fired up the engine which ran for a minute and then stopped once again. He finally located the trouble as being an air leak on the tank side of the pump and by-passed the leak, but it cost the Vauxhall nine and a half minutes in the stage and in any case they had to drive the rest of the stages with no fourth gear, so that his chances were shot.

Bill Taylor had gone from having an overall lead at lunch, down to sixth place in three stages as a result of discovering that the radiator was leaking as he drove away from the lunch halt. He had stopped and changed it for a spare but found that that too was leaking, so finally had to fit one borrowed from Donald Heggie and got into those critical stages when they were literally covered in ball-bearings and cut-up quite badly. Even Rockey had a disquieting moment when his engine started to misfire coming away from the halt, but a change of a plug and it was soon back on full song. The Samson brothers dropped out when their clutch packed up and though the exact cause was not visible it looked as if the lever had broken internally, bringing their fine run to a premature end. Tony Fowkes had not really been on form all day and could not get "with it," partly as a result of his new gearbox apparently lacking synchromesh on all gears, but his times were now beginning to look up and he was holding his own.

Colin Malkin had been having trouble with his shock absorbers and now the struts too were leaking so in desperation they were changed but he was still not happy. It would seem that Bilstein are lacking quality control at the moment as Chrysler are not the only firm to have complaints of this nature as both Broadspeed and Shekhar Mehta on the Safari would testify. Poor Donald Heggie retired once again on a rally with the Broadspeed Escort, when "something electrical stopped working in Balloch Wood" and he and George Dean just pushed it off the road and dejectedly walked away.

Culcheth tried narrower tyres for Whiteash in an attempt to stay with the leaders, and thought that they gave some advantage as the gap to Clark was not so great but it was impossible to make any impression on the lead he had established. The Scople Kadett nearly came to a sticky end on Whiteash when it encountered the ex-Drew Gallagher Escort of Jim Robson/Peter Grant inverted and blocking the road, but just got past with an exchange of paint. The Robson car had broken its steering linkage fail-safe device, and the intrepid driver had vaulted a bank with the car and performed a pirouette on the roof before bringing it into contact with the road once again. The Kadett was to savage a rock on the second run through Bennachie but lost little time to finish just outside the top ten. The biggest loss to the rally was that of Cowan's Magnum which shed a timing belt on the second time through Balloch Wood and regretfully retired while holding fifth place. Alastair Robertson inherited that place with his indecently quick Saab, but retired twenty yards from the end of the last stage back at Fintray when the differential broke. He also got involved in the fray between Coleman and Rockey who started that last stage just equal on points, for Coleman had to negotiate the stricken Saab and lost his place to Rockey by just two seconds.

Russell Close/Colin Wilson had a steady rally in the Group 1 RS 2000 running in the Triple C colours, but lost the limited slip differential after four stages and then flattened the exhaust which lost them a lot of power until they short circuited the closed part. Jim McRae lost second gear with his T/C Escort but got it to the finish nevertheless, while surely the story of the rally must be that of Peter Skett/Norman Gault who rolled their Mini Cooper S twice during the rally but still managed to finish to be one of the team cars that claimed the club team prize. The individual team prize went to Ford who had entered Clark, Coleman and Rockey, while not surprisingly Clark also carried off the prize for the best Ford car. It had been a good debut for the new Ford and augurs well for the two big internationals which are coming where Ford will have to defend their laurels against such cars as Fiat, Alpine and Lancia.

1975 Granite City Rally

1. R. Clark/J. Porter (Escort RS 1800) 41m 09s; 2. N. Rockey/R. Channon (Escort RS 1600) 41m 36s; 3. B. Coleman/J. Davenport (Escort RS 1800) 41m 38s; 4. B. Culcheth/J. Syer (Triumph Dolomite Sprint) 41m 57s; 5. R. Brookes/J. Brown (Escort RS 1600) 42m 08s; 6. B. Bean/A. Greenwood (Escort RS 1600) 42m 13s; 7. B. Taylor/I. MacIver (Escort RS 1600) 42m 20s; 8. G. Hill/P. Short (Vauxhall Magnum Coupe) 42m 40s; 9. T. Fowkes/B. Harris (Escort RS 1600) 42m 50s; 10. C. Malkin/P. White (Hillman Avenger GT BRM) 42m 52s.

All your weekend sport

AINTREE

With the Grand National now out of the way Aintree circuit is open for motor racing once more. This Saturday is the opener with the Aintree 500 Formula Three meeting run by the Aintree CC.

There is an excellent entry for the F3 race which is not for championship points but has a very good prize fund to tempt the acés.

There are four reserves in the entry so fierce competition can be expected. Heading the list is Thruxton winner Gunnar Nilsson in the works March, backed up by his team mate Alex Ribeiro. Other big names include Larry Perkins (Ralt), Danny Sullivan (Modus), Patrick Neve (Safir), Mike Tyrrell (GRD), Stephen South (Ray), Tony Rouff (Erlich) and Richard Hawkins (March).

Other races on the full programme include Special Saloons, Modsports, Formula Fords, *Formule Libre* and Clubmen's. All of the races have full entries and the whole programme promises good entertainment.

Racing starts at 2 pm.

OULTON PARK

Also on Saturday is the Lancs & Cheshire CC meeting at Oulton Park which will be the first "Clubbie" on the new short circuit. The main race here is the Lec Clubmen's Super-sports championship round. Some round the clock work should see Noel Stanbury's Zerostat Gryphon ready to take on the challengers again. These will include Barry Foley, Caldwell Smythe, Steve Russell, Malcolm Jackson, Geoff Friswell, Creighton Brown and Frank Sytner.

The Formula Ford race will have to be run in two heats and a final to cope with the entries, while also on the programme are Special Saloons and an Historic Sports car event. Racing starts at 2 pm.

BRANDS HATCH

It's celebration time at Brands Hatch this weekend as the world's busiest circuit notches up 25 years of car racing.

As well as a full programme of championship races a number of special nostalgia events have been laid on by the BRSCC HQ. The first of these will be a Shellsport Escort race for "Golden Oldies" with such names as John Aley, Alan Brown, Ken Carter, Hugh Dibley, Paul Emery, Ken Gregory, Paddy Hopkirk, David Piper, Jack Sears and Trevor Taylor taking part. The second will be a seven lap event for the *Kent Messenger* Trophy for 500 cc cars which featured heavily in the opening years of the circuit.

Main race of the day will be a 45 lap John Player Formula Atlantic championship event. All the usual contenders are entered including joint championship leaders Jim Crawford and Tony Brise. Richard Morgan, Ted Wentz, Ray Mallock, Cyd Williams, Bobby Muir and Canadian champion Bill Brack will be providing the main opposition.

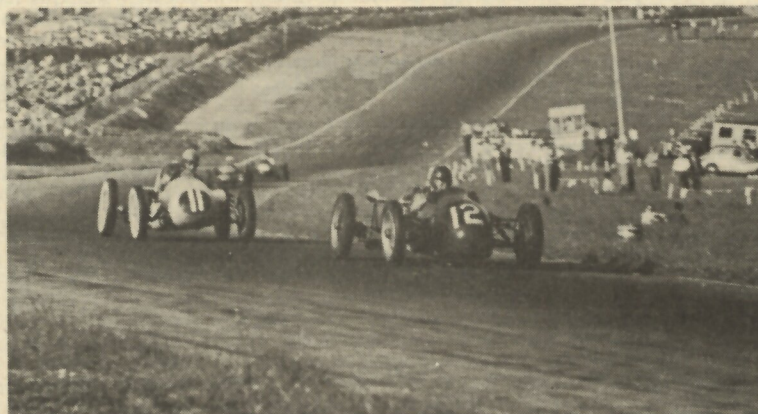
The Southern Organs RAC Touring Car championship race will be split into two and all the regular, Camaros, Hemi-Cudas, Capris, Opels, Dolomites, Mazdas, Toyotas and Avengers are entered for this thrash round the club circuit.

There is another round of the APG FF2000 championship with Derek

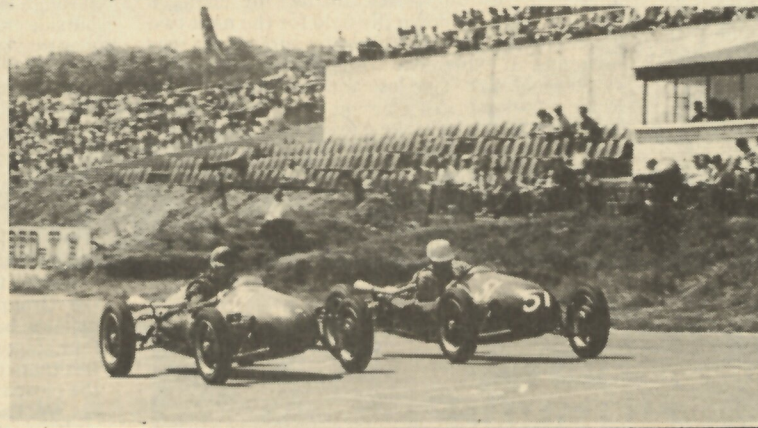


May 1952: Don Gray, George Wicken, Stuart Lewis Evans (Coopers) and Harold Williams (Emeryson) at the start of the 500 senior final.

500s return to Brands



Famous names in 500s at Brands. Above Don Parker leads Les Leston (1953) and Ken Tyrrell and Les Leston fight it out in 1954 (below).



Lawrence, Frank Hopper, Damien Magee, Bernard Vermilio and Ian Taylor continuing their battle to establish a supremacy.

Competing the line-up is a Simoniz Special Saloon event, which will mark the return of Divina Galica to the class following her rather disastrous debut in March.

Practice for the meeting takes place on Saturday and racing starts at 2 pm on Sunday.

MALLORY PARK

The BRSCC Midland centre are in charge at Mallory Park on Sunday for a full programme of champion-

ship events headed by an oversubscribed round of the National Organs FF series. This will be run in three heats (all of which have reserve entries) and a final. All the top contenders will be present including Kenny Grey, Mike Blanchet, Phil Dowsett, Jim Walsh, Lee Wroe Johnson, Matthew Argenti, Geoff Lees and Tiff Needell.

Prod and Mod sports are also on the bill for BRSCC championship points. Entries include Chris Meek, Rod Gretton, Geoff Till, Jon Britten, Chris Alford (Prods); Robin Gray, Brian Litherland, Richard Jenvey and Barry Woods (Mods).

Neil McGrath and Stuart McCrudden head the Renault 5 Elf

Challenge list while all the regular *Penthouse* Escort championship contenders will be in attendance. The programme is completed by a special saloon event.

Racing starts at 2.30 pm.

THRUXTON

The BARC HQ are running one of their popular all championship meetings at Thruxton on Sunday with a round of the Radio 1 Production Saloon Championship topping the bill. There is a total of 48 entries for this event, which will be run in two parts. Noel Edmonds will be out again in his Castrol Capri while all the regulars, Derrick Brunt, John Brindley, Bob Ridgard, Jean-Pierre Aux, Jock Robertson, Cosy Powell, Gerry Marshall and Ivan Dutton are all entered.

The National Organs Clubmen's points chasers are also out (providing they don't write themselves off at Oulton the day before). Other championship points on offer are for Mini Sevens, F1300, Forward Trust Special Saloons, Miglia Minis and Oldham and Crowther Thorobred sports cars.

BBC Dee Jay Emperor Rosko will be on hand dispensing his own particular brand of enthusiasm with interviews and comments on the racing.

Racing starts at 2 pm.

CADWELL PARK

Britain's most beautiful and demanding circuit, Cadwell Park, opens its 1975 programme on Sunday with a Lincoln MC&CC meeting. The British SuperVee championship heads the agenda and, as well as the race, the FSV Association are planning a big promotion in the area and rides round the circuit with none other than John Morrison, the leading British driver in this category. There is a full entry for this entertaining category with Morrison the likely winner.

Championship rounds are also scheduled for Reliant 750, and Mono-posto cars with all the leading runners entered.

Also on the programme are races for Saloons, Formula Fords (which should see the return of Peter Harrington in a new Merlyn) and Libre cars.

Racing starts at 2 pm.

LONGRIDGE

The little Longridge circuit, near Preston, starts its 1975 season on Sunday with a varied programme of races for saloons and single seaters of all shapes and sizes. Organised by the Lancashire AC the racing will begin at 2 pm.

● The Vintage SCC are holding a meeting at Silverstone on Saturday with the main races being the Italia and Napier Trophies and an allcomers' scratch race for historic racing cars. The fun starts at 1.30 pm.

We would remind all club secretaries that details of meetings for inclusion in All Your Weekend Sport should reach us no later than the Friday before publication.

In event of any difficulties arising please contact Linda McRae (tel: 01-439 4242, ext 18).

Castrol/Autosport championship round 2—Tavern Rally

Rockey repeat performance?

Round two of the Castrol/Autosport rally championship gets under way this Sunday; it is the Tavern Rally, organised by the Tavern MC with a little help from their neighbours, the Weston-Super-Mare MC. The start is at Minehead, Somerset, in the Butlins car park, and the first car is scheduled to leave here at 08.01. Rally HQ will be the Wellington Hotel, which will prove to be something of a squeeze as the rally is sharing the hotel's facilities with a rather large University convention

Batchelor/Ian Carter (Escort RS); 7, Chris Wathen/John Simpson (Escort RS); 8, Jan Churchill/Peter Valentine (Porsche Carrera); 9, Stan Dukes/A. Barnard (Escort RS); 10, Terry Nicholas/Rich Winter (Escort RS).

Other notable entries include Reg Mullenger, who returns to rallying after a long lay-off, at 11; Terry Kaby in his indecently quick Mini at 15; Pat Ryan in the Western Mail/Team Howells Allegro at 16, Ulster rally champion Paul Martin in his Escort



Rockey — hot favourite.

on the Saturday night. There are approximately 60 stage miles promised in the 190-mile route, and there are 18 special stages in total, all held on Forestry Commission land. The finish is at the Cleeve Park Hotel, Chapel Cleeve, Nr Minehead, and the first car is expected back at about 16.30. Top ten entries are as follows: 1, Nigel Rockey/Ron Channon (Escort RS); 2, John Taylor/Charles Reynolds (Escort RS); 4, Jeff Churchill/Roger Jones (Escort RS); 5, George Hill/Phil Short (Magnum coupé); 6, Gordon

Nigel is on top form at present — seen here on the Circuit of Ireland.



Jeff Churchill — seeded number four.

TC at 19, and Paul Appleby at 20. Spectator information which is sanctioned by the organisers is as follows, and refers to specially designated spectating areas: 181/975½ 354 and 964½ 358½ — 09.00 first car due. 190/417011½ and 436041 — 11.00 first car due. 181/975½ 354 and 964½ 858 — 15.00 first car due.

Programmes will be available at the start and there will be car parking arrangements made in spectator areas.



Andy Dawson stars in the sun

Andrew Dawson/David Richards drove away from the opposition last week to win the succinctly-named Rothmans International/British Airways 747 Jamaica Rally in commanding style. The British crew were over six minutes ahead of their nearest rivals at the finish, and the next four places were all occupied by locals. Sixth, however, was Chris Sclater in the ex-Phil Cooper G2 Mini, and tenth was Timo Makinen in a G1 Boreham-prepared Mk 2

Escort. The final stage was an autocross, and Timo had the dubious distinction of rolling his car over the finish line after hitting a particularly vicious pothole.

Dawson/Richards set fastest time on five of the eight stages in their G1 Avenger. The stages themselves were very rough and rutted and the rally was run in heatwave conditions. A fuller report will appear next week.



No go Tavern for Coleman

After last minute speculation, Billy Coleman will not now after all be competing on the Tavern Rally this Sunday. It appears that Thomas Motors thought to enter Coleman in the works loaned 000 96M, provided Ford were to give the go-ahead, in order to give Billy yet more experience in forest events, but the deal never materialised. It will be remembered that MEV 36J, owned by Coleman, was sold in Spain at the time of the Firestone and is expected to form the basis of a new Spanish rally team formed to publicise a new production car plant which is being set up there.

Looking for the answers

John Brown has recently been invited to sit metaphorically on the Motor Rallies Advisory Committee, (the successor to the Chesham Committee), in the capacity of "independent rallying personality." He would very much like to hear from readers, especially rally competitors and organisers, who can suggest ways in which road rallying can continue while operating wholly within laws which may become even more restrictive than those currently imposed on us at present. The problem of successfully legally circumventing the fatuous, politically inspired, 50 mph limit; which, horrors, now appears to have become yet another temporary-permanent fixture in our increasingly restrictive society; would seem to be a particularly tough problem. John is totally convinced that road rallying will only continue to survive provided it operates, and can be seen to operate, wholly within the law, especially with regard to the speed of competitors and the average speeds set by

organizers; and he would be very interested to hear any suggestions. John can be reached at The Town House, Leigh, Worcester, WR6 5LA.

John Brown — suggestions please.



World Championship: no changes in '76 to existing format

The CSI rally committee, supported by the BPICA, the rallying equivalent of FICA, have taken the decision not to alter the World Rally Championship for makes into a championship for drivers next year, so that for '76 anyway, the status quo will remain. However, there was apparently support for the plan to rationalise the championships and some changes can be expected shortly.

On a vaguely related note, it is now certain that the Manx will be included in the European Rally Championship in 1976.

● A sight not to be missed should be that of Colin Malkin's facial expressions on the forthcoming Shenstone Stages — as he navigates his driver (?) . . . John Foden (not to be confused with Amy Turtle, also from the "Crossroads" area). Rallying's most famous forum star is expected to be at the wheel of his ex-all conquering Triumph 2.5 PI.

Lepley's Lincs

The Tour of Lincs on April 26 will see the debut of Derby Road Garage's own development of the new Escort in RS1800 form. The car is having its first outing as part of its development programme, and has not yet been advanced to its full specification, but includes a 200+ bhp, dry sump motor, triple plate clutch, 5 speed ZF, and fully floating steel-shafted axle, plus dual circuit braking. The car will be driven on this occasion by Jill Robinson. In addition to this Graham Lepley/Martin Holmes will be out in the now familiar red RS 1600, hoping to improve on the last two years performances in Lincolnshire of sixth and fourth overall.

● Latest Ford plans for 000 96M include an entry on the Scottish . . . the driver will be none other than John Taylor who recently won the South West Stages and is seeded no. two on the Tavern this weekend.

● Polski Fiat will be making their UK rally debut in November on the RAC with at least on a one car entry to be driven by Robert Mucha. Co-driver is reliably reported to be the ubiquitous Richard Hudson-Evans. . . .

Special stage



Softly softly through the snow at Easter go Cahal Curley/Austin Frazer.

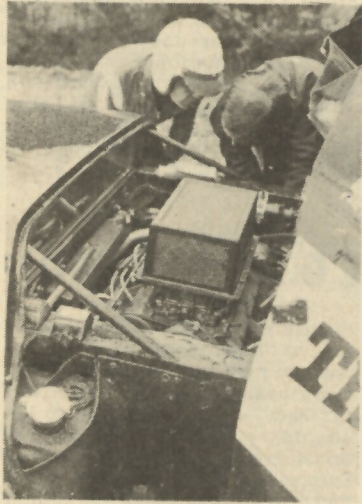
Stratos goes to Sweden

As is now well known, the promising debut of the Stratos was cut short prematurely in Ireland by an engine failure. As a result of this mechanical mishap, there was extensive damage to the cylinder head, block, connecting rods, a piston, and valves; so a new engine was obviously necessary. A new unit was brought back from Italy last weekend, and on Sunday the car, accompanied by chief mechanic Ron Pellatt, left for Sweden where Per Inge Walfridsson is to test it for a week or 10 days on the loose prior to the Welsh on the 9th May. It seems that a friend of Per's has a suitable piece of private forest in which to play.

Despite the short duration of the Irish adventure, one of two worthwhile lessons were learnt. It seems that at present, although the Lancia's suspension is infinitely and easily adjustable up to a point, there is insufficient travel at present; a problem which was causing Cahal and Austin some problems on the giant "yumps" of Torr Head, forcing them to slow down... (they still set fastest time). The team also wish to fit a balance bar for the brakes, a modification that has only recently been incorporated on the Works cars, and it is expected that they will shortly get one made up, however not in time for the Welsh.

Current plans for the car include

Tough luck for the 'Flag



definite appearances on the Welsh (Walfridsson), the Scottish (Walfridsson), Donegal (Curley), and the Manx (Curley). If Per can be prised away from his loose ties with Volvo, then the team will be on the RAC as well, and there is just a chance the car may appear on other national rounds, such as the Jim Clark Memorial as the name has special connotations in the Chequered Flag's past racing history.

Same fine ingredients make for a vintage Donegal venue



Austin Frazer - Clerk of the Course.

Regulations are now available for the International Circuit of Donegal which is to be part-sponsored by Radio Luxembourg this year (see

last week's Special Stage). A qualifying round of the European Rally Championship for Drivers and of the Castrol/AUTOSPORT championship, Austin Frazer is again Clerk of the Course and the organisers are closely following last year's successful format. Donegal, which has unique and not-to-be-missed attractions both for spectators and competitors will of course remain one of the only two stage events in the British Isles where notes are officially allowed and it provides a special challenge during the days, (and nights), the latter renowned for their revelry. The prize fund has been increased this year to £5,500, with £1,100 going to the outright winner and there is a special bonus prize of £250 going to G1.

There are 250 miles of stages in a 600 mile route, all of which is on tar. The start will be from rally HQ at the Ballyrairie Hotel, Letterkenny, on Friday June 20, and scrutineering will take place both on the Friday and the Thursday. The finish will be on the Sunday at rally HQ. AUTOSPORT will of course publish more details nearer the time of the event.

Heggie hits more trouble

The ill-fated Broadspeed gremlins struck the Idem Wiggins Teape Escort again on the Granite City. Just after lunch, when Donald Heggie/George Dean were preparing to make their big push up the leader board, the limited slip differential appeared to give up the ghost. Then on the fourth stage after lunch, Ballochwood 2, the engine spluttered and died, leaving the incredulous crew to the quiet of the forest and their own sickening disappointment. As yet this latest mystery has still to be solved, but the current tale of woe does not bode well for the next two events planned for the car, the Welsh

and the Scottish; as after almost every rally that the car has done this year it has gone home at the wrong end of a rope. There is now something of a confidence gap in the cockpit and although there may be three weeks within which to devote full time energies in the direction of the car, as George said, "we need three weeks psychological work done on us!" Donald and George saw the hard-working Broadspeed equipe on Tuesday to try and sort out the current dilemma, and it is to be hoped that something approaching good fortune may smile on the talented Scottish team.

A moment of sadly curtailed action on Saturday for Donald Heggie. The car finally expired after lunch. Donald and George left it where it stopped and walked out of the forest.



Best event

The rally voted the best London Counties event of 1974, West Essex CC's June Rally, will be replaced this year with the Uniflo Rally of Breckland. The name change is in celebration of some support from Esso. Although a road rally (described by the organisers as "press-on") there will be a full tulip road book issued at the Mundford start. The rally (150 miles, 20 miles whites) boasts a generous awards list totalling more than £300 and will be a AEMC and LCAMC qualifier. Regs will be available in mid-April from: Peter Rymill, 33 Brierswood, Springfield, Chelmsford, Essex. Telephone: Chelmsford 466774.

● Mike Summerfield, chief marshal on the Cheftain, would like to extend the organising committee's thanks to all the clubs who marshalled on the event. He praised the high standard of their work and hopes that everyone enjoyed themselves and will be back next year.

Top crews for Isle of Elba

This weekend the Livorno AC in collaboration with the Elba improvement Association will be running the eighth International rally of the Isle of Elba (17th-18th-19th April), a counter in the European rally championship for drivers. The route is divided into two 517 kms sections, each of which contains 17 special stages. The start will take place in Portoferraio at 21.01 on the 17th for the first section, and 22.01 April 18th for the second section. A fuller report will appear next week.

● The nomadic Portuguese Rally has now been postponed at least until October this year, following political upheavals and calendar clashes which would have undoubtedly seriously affected the running of this World Rally Championship round.

Special stage



Billy Coleman in action on the Granite City. The new Escort looks mild and unaggressive compared to its predecessor.

The 'City' speculation . . .

The result of the Granite City must have been a great fillip for Boreham, for in addition to the fact that Fords finished 1-2-3-, their resident driver, Roger Clark, blew everyone off just like the old days. Roger has not had much luck come his way for some time now, and to return triumphantly with the new car and put all the 'pretenders' firmly back in their respective places was exactly what was required to restore the status quo which had become somewhat clouded of late.

However just as the result must have been very pleasing to the Ford camp, so too it must have been to Leyland, for in finishing fourth in this high speed sprint event, Brian Culcheth did everything that his employers could have possibly asked. Disregarding for a moment the fact that there were only some 36 stage miles, Brian coped admirably with an obvious horsepower and weight disadvantage, driving consistently quickly to keep in touch with the leaders, while other fancied runners came unstuck. The Dolomite appears to have overcome its unreliability problems now and this result, behind three lighter, more powerful cars, is perhaps more significant than the victory on the Hackle nearly a month ago.

Below: No prizes for a fine performance from Robin Eyre Maunsell. Here he is on Fintray hill climb.

Horsepower was clearly very much in demand on the sticky soft stages and it is not often that one finds drivers of the calibre of Colin Malkin and Tony Pond finishing a national event without serious mechanical mishap in tenth and eleventh positions respectively, albeit with minimal time increments between places, it was Tony Pond's lowest ever result on a national event in his rallying career . . .



Above: Culcheth - catch me if you can . . .



Opel success

Walter Smolej/Willy Pitz won the Metz rally last weekend in their works-type Opel Ascona. The German crew inherited the lead of this German national championship event after Achim Warmbold retired his Alpine A310 soon after the halfway halt on the Hohensels stage, a military training area. The engine appeared to have ruptured an oil pipe. Apparently the oil light came on during the stage, and Achim stopped and examined the engine which was covered in oil. The motor re-started but there was no power available so he reluctantly had to retire. Second, and a long way back, was Horst Rack in a Porsche Carrera. Smolej now comfortably leads the German championship. The next round is the Rallye Nordland in two weeks' time . . .

Opel had another success, this time in Belgium, over the weekend when Lars Carlsson/Bob de Jong driving their DOT Holland Ascona, won the 12 hours de L'Est, a round of the Belgian national rally championship, after Gilbert Steapelaere, who had been leading in his Escort RS, went off into a snow bank. He did however manage to finish and still leads the championship.

Poles in town

Service cars decorated with signs such as "I like Polish bike" tell you that the rallying Poles are in town. Unfortunately the three driver, six car team - four 125Ps and two 124 Abarths - will not be including any British events in their grand tour of Europe. Eschewing the safari where they got bogged down on Mount Kenya last year, their next event will be the Semperit Rally in Austria.

Border Uniflo

The second round of the MN road rally championship, the Border Uniflo, was won by Bill Gwynne/Terry Thorpe (Escort RS) who were four minutes ahead of Les Watkin/Colin Francis in a similar car at the finish. See Sports Extra for a fuller report of the rally.

Rally men head for Knockhill

The ex-Roger Clark LHD RS, VX 942J, is now the ex-Donald Heggie car too. This famous machine has just been sold to Tom Ness for use in rallycross, and the Escort, which currently has a burnt-out clutch, is being prepared in readiness for this Sunday's event at Knockhill. The car's last previous competitive run was in fact at the new rallycross circuit, and Donald, despite a significant power and weight disadvantage, was second fastest in practice and fourth overall.

It seems that Scottish rallymen are now being attracted to the fast-developing complex at Knockhill, and this Sunday, several will be partaking of the rallycross action including Ian Gemmell (Maconochies Avenger), Dave Stuart (Escort), Andrew Cowan (SMT Magnum) and Bill Taylor (Royal Bank of Scotland Escort), so spectators are in for quite a treat this weekend in Fife.

The Sports Council pressure for more forest stage miles

The South Wales Conservancy of the Forestry Commission are having a second look at the amount of roads which could be made available for rallying.

Only 18 miles of roads will be available this season in three rural areas - Brechfa, Crychan and Brycheiniog - but there is the prospect that more will be found, said a conservancy spokesman.

The conservancy have been under growing pressure lately from rallymen and the Welsh Sports Council to make more mileage available considering the North Wales Conservancy allow more than 200 miles to be used.

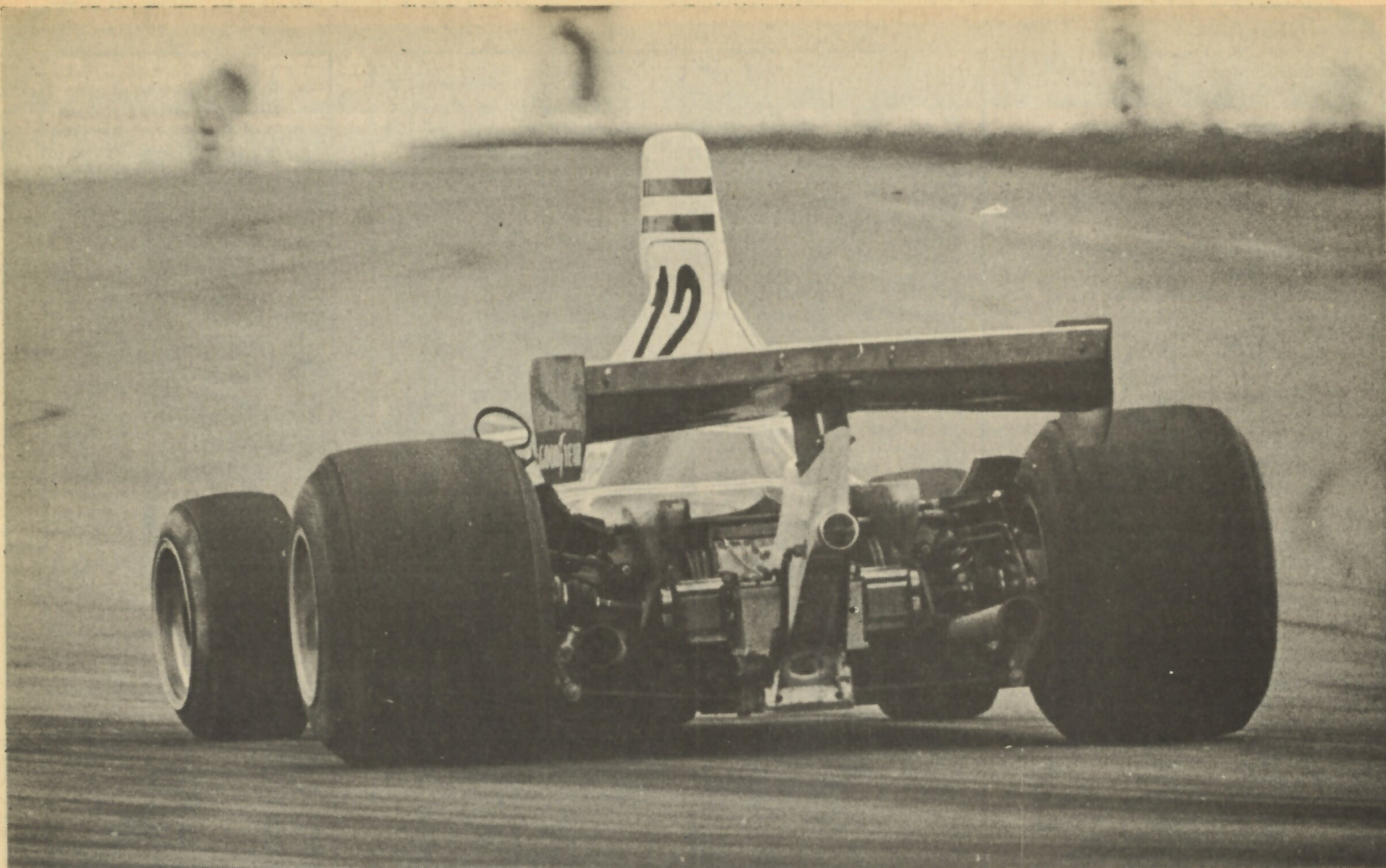
● The long standing partnership of Will Sparrow/Nigel Raeburn should be back as-always for the Welsh Rally. Raeburn has had to miss several rallies during the early part of this year due to a variety of prior commitments but will be appearing on forthcoming *Motoring News* rounds partnering Geoff Grundy with his Saab 99 EMS.

● President Idi Amin of Uganda will invite top European drivers to enter a 3,750 mile rally in East Africa in July. The event would coincide with a summit meeting of the Organisation for African Unity at Kampala and last four days, said a Uganda MC official. Drivers from Britain, Italy, Poland, France, Germany and Yugoslavia will be invited to the event which would pass through Sudan, Kenya, Rwanda, Burundi and Zaire. President Amin has indicated his intention to enter in a Citroen. There would be cash prizes for the winners.

● The 1975 Plains Rally, which is not now taking place (the Devil's Own has taken over the vacated date) should re-materialise in '76 as an all-forest stage event, planned for around mid-year. Although the Knutsford and DMC attempted to change the Plains' format this year from a road event into a clubman's stage rally, red-tape problems and delays would have not allowed authorisation of such an event until November.

Cowan - 'one off' rallycross.





The T is for Tantalizing . . . This was the goading view of Niki Lauda's transverse transmission that Emerson Fittipaldi "enjoyed" all through the tremendously hard fought International Trophy, which resulted in the new Ferrari's first victory — by one tenth of a second!

SILVERSTONE/INTERNATIONAL TROPHY

Niki's T-rrific Trophy

By PETE LYONS Photos by DAVID WINTER

It was James Hunt. Both Lauda and Fittipaldi admitted later they weren't going to be able to catch him. The Hesketh driver, defending his excellent victory of a year ago in this same race, had, by sheer force of will, taken the pole again this time and made a perfect start and gone immediately into the lead. The Ferrari driver and the McLaren driver got away well too and the trio quickly rushed away from all the others making a nose-to-tail run of it at speeds only fractionally off their qualifying performances; in fact the Brazilian was going faster than he had in practice. Both he and the Austrian were visibly scratching to keep up, and it was the young Briton who set the day's best lap at 135.61 mph. Here once again, it seemed, was a young man racing at home with just that extra bit of urgency that blows off all the rest. And then his engine blasted a rod out the side.

Right away both Lauda and Fittipaldi were lapping slower, the Hesketh tow gone from in front of them. The Ferrari was now in fact running into trouble, a vibration from the front wheels disturbing Niki and creating more and more understeer. At the same time the Texaco Marlboro car was going better and better, handling more steadily than at the beginning; a couple of laps before Hunt so suddenly vanished, Emerson had equalled the fastest time and as the short, 40-lap race came rapidly down to its end the World Champion closed right up and tried everything he could to get by. Once at Stowe he put his front wheels alongside, but thought better of it. On the very last lap Lauda, his first success in ten months in sight a mile ahead, made a slight mistake at Abbey and had to lift his foot. Fittipaldi lunged up tight under his wing and as the two hurtled into Woodcote at maximum speed he moved to go around the outside, half made it, thought better of this manoeuvre too, and changed over to the inside. Both engines straining flat out the two flashed under the chequered flag almost in Red Arrow formation, and the official margin of Niki Lauda's victory was a tenth of a second.

ENTRY

The idea was a short entry list for this short race, each of the quality teams of the Grand Prix world putting in one car and the weight up to 20 being made, not by F5000's as in years past, but by owners of F1 cars who haven't had the resources as yet this season to do the foreign GPs. The *Daily Express* meeting was a worthwhile little race in itself, but the main attraction for everyone was the chance of getting sorted out for the John Player Grand Prix later in the season.

Emerson Fittipaldi was the driver for McLaren, although there were two of the Texaco-Marlboros on hand for him to try. One, his regular race chassis No. 9, was in conventional 1975 trim, but the other, the development hack No. 4 which he actually used in this race, had the newer and at first glance reactionary front suspension devoid of

rising-rate linkage. Gordon Coppuck was not ready to say he was convinced of its value, explaining the experiment by saying: "We still think rising-rate is the way to go, but it's terribly easy to make a balls-up with it . . ." The plans to run the two differently suspended cars in direct comparison were ruined by a misfire in No. 9 during official practice; earlier in the week (Wednesday) a general test day gave results that were puzzlingly inconclusive.

Patrick Depailler, never having driven a fast car at Silverstone, was the choice of Elf Team Tyrrell for this preliminary meeting. Again there was a second car available, but the Frenchman concentrated on his regular 007/4 which, since South Africa, had been revised with angled side radiators, slim airbox-cum-slim rollover bar (as on the car crashed by Scheckter in practice at Kyalami) and the newer pattern of longer chisel nose. Once again, the rear springing was by coils

and the front brakes were mounted outboard.

For reasons having something to do with John Player sponsoring the main event in July, Team Lotus were allowed to enter two drivers. Obviously one was Ronnie Peterson, with his new-at-Kyalami 72-9; not so obviously the other was not Jacky Ickx but Jim Crawford. It was only in the middle of the week that Colin Chapman contacted Ickx in Belgium and asked him to step down in favour of giving Crawford his first real experience of F1, as opposed to a couple of test sessions. The young Englishman had done impressively well in those tests, the impression not being spoiled by its ending in a frightening crash when a rear tyre came off an experimentally wide rim. Perhaps it was with some idea of giving him a kind of back-into-the-water-immediately confidence that the crashed chassis (No. 5) was put back together and taken right back to Silverstone for him.

As for tech tweaks, both the 72s were again fitted with the cable-linkage in the rear suspension which appeared briefly at Brands Hatch. This time the fixing of the ends of the cables was improved, with machined blocks incorporated in the loops in best marine fashion to prevent the too-acute bending angles that led to fretting and eventual parting at Brands. The whole reason for the cables remained the same: the Lotus design has been found to work best on stiff-construction tyres, but since Goodyear, handicapped by industrial dispute, has not been able to produce such tyres Chapman has stiffened the suspension instead. The cables are a rough-and-ready way of allowing unladen wheels to drop to the full extent of the suspension travel, unhampered by the more limited travel of the torsion bar system. (On the very similar Parnelli system, apparently, the details are different enough that there is enough travel built in.)

Besides this the two black-and-gold cars were much as seen before, but for the second day of practice Peterson's was swapped over to wider front track dimensions. Crawford's had by then been crashed again, and thoroughly destroyed this time.

Carlos Reutemann had a pair of Martini Brabhams ready to use, but concentrated on the normal team spare No. 3. The other was a new, fourth, BT44B, which had actually been built up from the BT44 used last year by Hexagon. There was nothing significantly changed in the design; the cars were not fitted with the underside air dam

sometimes used on smoother circuits than the ripply Silverstone.

Her March 751 carrying its Elf sponsorship, Lella Lombardi was ready to do her third F1 start and learn all about Silverstone.

The Ferrari supplied for Lauda was to now-familiar T-model spec, although it was actually a brand new one. Again there had been much testing — chiefly of transmissions in preparation for Monaco — down at Fiorano in the six weeks since Kyalami. One interesting tweak was that, alone of the entry, Ferrari were using a small device called a "Safety Braker"; this is a rubber-backed plunger which absorbs shock loads and pulsations within the hydraulic brake system, such as might occur with a warped disc, and at some slight cost of a soft pedal feel gives a margin of security and stability that Ferrari feel worthwhile.

Bob Evans had Stanley BRM No. 5, which was equipped with a new pattern of Ferrari-like nose, as well as a leaner experimental airbox which offered not only better airflow to the wing but less area to the strong crosswinds which obtained at the airfield circuit all weekend.

Tom Pryce used mainly his Race-of-Champions UOP Shadow, although Jean-Pierre Jarier's was available for comparison with differing springing set up. It was Pryce doing the race finally, although it was nominally his teammate's "turn," for Jean-Pierre had chosen the Saturday for his marriage and it was thought likely that should he be allowed to follow on with a race Sunday his performance, in one event or the other, might suffer ...

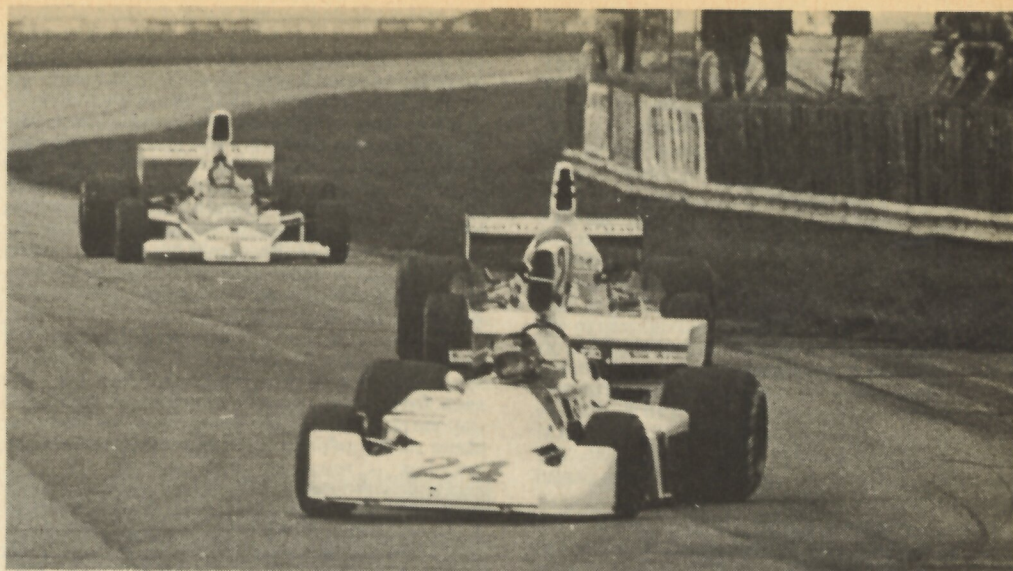
John Watson used his Matchbox Surtees No. 4, keeping another in reserve; Arturo Merzario's Fina-backed Williams was familiar; but Graham Hill's Embassy machine was brand new. The cooperation with Lolas now completely severed, this car has been labeled finally a Hill, and was chassis GH-2; Stommelen's 371-1 has been relabeled GH-1. Mechanically there was no real difference, although as at Hesketh the wing supports were of carbon filament and there was a new pattern of airbox made up by Specialized Mouldings of a new material. The SM man called it Nomex, someone else called it "Kevlar"; at the expense of being more difficult to properly impregnate with resin this cloth offers a finished piece at once stronger and lighter and perhaps less subject to distortion from heat as well.

James Hunt was using Hesketh 2 this time, and it looked just like the regular GP chassis after a tweak was removed. On the Wednesday there had been fitted a driver-adjustable rear anti-roll bar, in the form of a sliding collar on one end of the bar operated by cables and a hand lever in the cockpit. Not since March tried this basic idea in practice at Watkins Glen in 1972 has such a thing been seen in public on an F1 car; it was removed for the actual race meeting as Doctor Postlethwaite thought experiments were best reserved for private testing.

Mario Andretti had the two VPJ4 Parnellis from which to choose, fitted with differing combinations of torsion bars for quick comparison; he finally chose the later car to race. Mark Donohue likewise had two Penskes, the second Citibank car being actually the brand new No. 3. This was set up on the wheelbase/track of the original design, while No. 2 was fitted with the longer/wider dimensions that appeared in Africa. Mark chose the latter to race, saying it felt more "comfortable," but he said he felt the smaller car probably had more potential. Both the American teams were obviously suffering from not ever having been to Silverstone at all, but in both teams was a distinct feeling that F1 progress was, at last, being made.

Wilson Fittipaldi's Copersucar was the last of the GP regulars, making its first appearance in this, its summer home country. The 20 invitees were completed by four cars all of which had raced before but not as established members of the circus. John Nicholson had dusted off the Pinch Lynxcar again; Roelof Wunderink was doing his second F1 race with the HB Ensign; Tony Trimmer has the Safrir again; while complete newcomer was Alan Jones with the original 308 Hesketh, owned now by Harry Stiller, sponsored by "Custom Made" and repainted dark blue.

While the unfortunate Goodyear trouble was now resolved, the tyre situation for Silverstone was that there was simply one kind of rubber available for everyone, no matter what their individual chassis requirements. This was essentially the "South America" construction covered with a somewhat tougher tread compound for the circuit. Many people thought it was rather too hard, especially in the prevailing cold conditions of early practice, but obviously it was a better



James Hunt was the early star, his Hesketh starting from pole and leading the Ferrari and the McLaren until the engine blew.

choice than had it been too soft. In one or two cases, individual teams had brought along their own supply of left over tyres, and naturally enough — you know what racers are like — hoped to be able to use them. But Mr. Goodyear expressed that he would be pleased if they didn't ("He didn't actually say 'please'" one manager noted!). Thus the circumstances were literally "the same for everybody," the first time (with Brands Hatch when practice was wet) this has really been the case for a long time.

PRACTICE

For this race which would probably be over in less than an hour there was laid on a total of 3½ hours of practice. On Friday there were two hour-long sessions, split by an hour of fettling time, and the balance was in one session on Saturday. Britain's distinctly wintry Spring affected the first day, which was bitterly cold, windy, and cloudy; the hard tyres really didn't get very warm that day. Saturday was more moderate, with more bright intervals, and although some people thought the track surface itself was actually "slower" many drivers were able to do better lap times.

From the historical point of view there wasn't a lot of progress made in F1 during these two days. For most teams it was simply a matter of getting a familiar car dialed into a familiar and not especially complex circuit, without having to go through the bothersome (if eventually rewarding) business of trying out various kinds of tyre. Mechanical delays were of rather low incidence too, so the time seemed to pass quickly.

Poor Jim Crawford spilled a whole bottle of black-and-gold ink all over his copybook when on his first lap of the second Friday session he went spinning off the road at Club and demolished his JPS against the outside barrier. As he described it, he was cruising along the preceding short

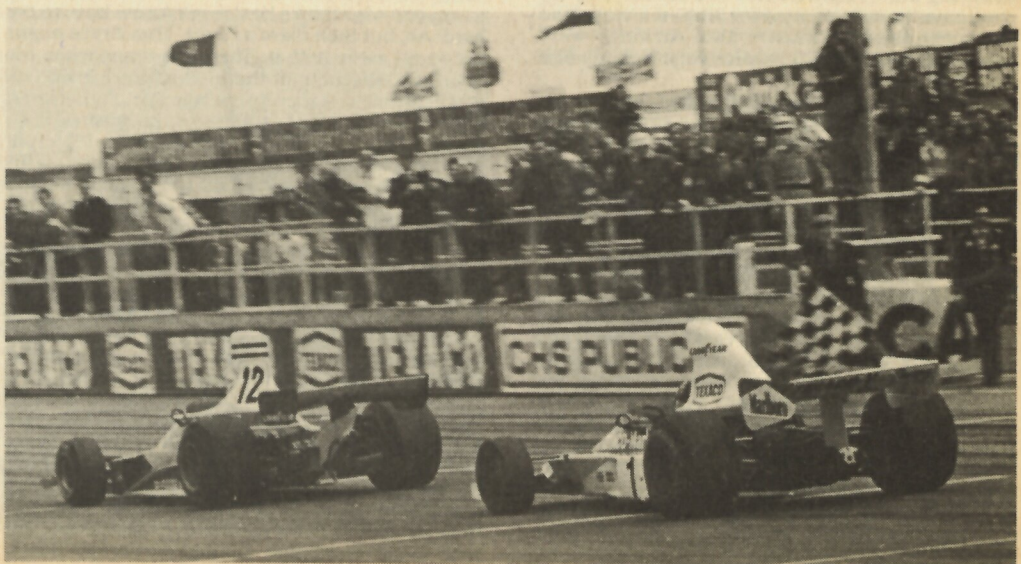
straight at a very gentle pace, about 6000 in top gear (call it 100 mph), over on the far right side of the road to be out of the way of any faster cars coming along. He checked the mirrors, moved over onto the racing line to enter the corner — and the car just spun away from under him. He said he had thought he certainly was going well within the car's limits, but the tyres were so cold they just weren't gripping, and with his revs so far down in such a high gear there was no way to recover. The JPS smashed hard enough into the barrier as to virtually destroy it, and the driver's left ankle was given a painful rap.

More painful still, of course, was this end to his F1 debut. Other Team Lotus drivers have written cars off too, but that can't have been much consolation and it was a very expensive way to learn just how treacherous a big car can be. Crawford had at that point, after 21 laps of practice in the first session, done a best lap of 1m 22.9s, which at that stage was 10th best.

So the entry was down to 19. Of them, Depailler too had a spin — the Tyrrell giving him persistent trouble with oversteer — but beyond getting involved with Merzario's Williams in the incident there was no damage. Watson did a half spin in the Surtees. Wilson Fittipaldi did a spin at Copse after 17 laps of his second session, and this did turn into trouble for the Copersucar wiped its right rear suspension off on the outside barrier. At the very end of the day, having taken the chequered flag, Donohue's Penske had a tyre go down flat suddenly and he spun in the straight toward the end of the new pits and damaged the nose piece.

Everyone seemed to agree the tyre compound was just not getting up to temperature in the grim conditions, and at one point the Hesketh team turned a large "jet engine" type of garage heater onto a stack of rear tyres and quickly put them onto James's car. The improvement in grip at the rear was very real, he reported — but unfortunately such an improvement as to destroy the overall cornering balance of the car.

The World Champion, having tried to take Lauda on the outside of Woodcote on the last lap, failed by this margin at the flag.



Another peculiar tyre problem afflicted one or two teams, notably Reutemann's, as after puzzling over very unusual tread temperature readings they thought to carefully measure the tyre circumference and found the offending covers were not cylindrical but conical!

And then there were the mechanical dramas. Emerson Fittipaldi found a misfire on the conventionally sprung McLaren, so he put it away and satisfied himself with the non-rising-rate car. Pryce did only a few laps in his own car before the clutch release bearing packed up; he swapped to the spare, which had different springing, but his attempts to sort that out were frustrated by, first of all gear linkage problem that locked him in 4th gear, secondly and thirdly by a plug lead falling off twice, and then by changing the car's suspension over to the other one's setup. Watson's engine was sounding distinctly second hand, and had to be changed after the practice, while Evans' BRM blew up. This was the only type P200 V12 available, so the older and noticeably less useful P142 was put in for the second day.

Merzario sat marooned for a long time when a fuel line came off, and later his gearbox packed up. Hill's new car suffered from a sour engine all day. Donohue, before his final little shunt, had not been able to get underway early because the scavange pump clutch in the engine's oil system had started slipping. Toward the end of the afternoon session, Hunt came into the pits with one of the two water pump castings broken and spraying, so his practice ended early that day.

When this first day was over, it was Lauda who was best. His Ferrari had lapped at 1m 17.4, which was not by any means the best ever Silverstone F1 time but it was good in the rather poor conditions and it was better by a fifth of a second from

this was a puzzle because it was the sort of circuit ("It's very, very much like Monza" said Gordon Murray) on which the 44 should go well. Depailler managed to equal Reutemann's best, although the Tyrrell was giving him difficulty with oversteer. Watson very nearly equalled these two, the Surtees looking especially fast round the circuit. Andretti managed to improve, while Donohue equalled his Friday time and Jones dropped back from his — "Learning to walk before we run," as he said. Donohue roughly equalled his time in his other, "smaller" car although it felt quicker, which was a source of some brow-furrowing with him. Nobody else of the eight remaining entrants ever got below 1m 20s that day.

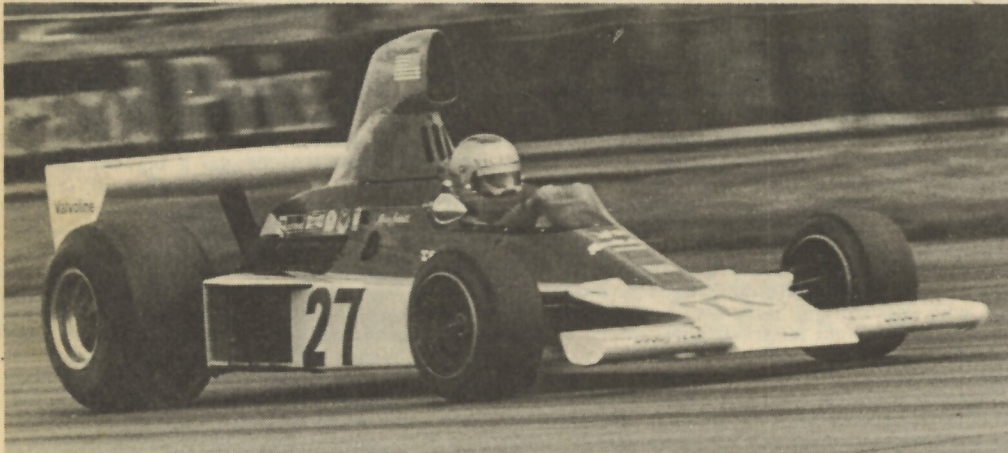
Silverstone is one of the very fastest road circuits, and the long, quick lap is most nearly typified by Woodcote corner before the pits. The view from the grandstands here is excellent, but anyone who makes the long climb up the iron stairs to the television vantage point above the pressbox is rewarded with one of the most thrilling views in road racing. Any move to "safety-ize" Woodcote by introducing chicanes or some such should be resisted by naked force, because Woodcote in an F1 car is what it's all about.

It's not flat yet, despite predictions, "not with these tyres" said Emerson, and so the fastest men are balancing the car with throttle and wheel at something like 160 mph over bumps and humps and one severe, notorious dip. The best-behaved chassis (and to listen to the drivers there aren't any of those) must look excitingly unsteady here; an awful lot of road gets used up awfully quickly even when the car is pointing straight and when the driver starts, for whatever obscure dark psychological motive of his own, pushing the straining machine to the very edge of its ability, the spectator's heart is guaranteed to skip a beat.

Pryce is fast, doing between convenient marking points (the first of the pair of slip roads at the entrance, the last white cross-line at the exit) a few laps as quick as 5.5 seconds. Other drivers can do 5.6: Peterson toward the end (and he looks it too!) and Lauda once, and Fittipaldi several times, Reutemann once and Depailler too. Obviously, someone doing a quicker individual time is easily missed, but there is consistency in these readings. Thus when John Watson, on the Friday, is quickest of all, bringing the yellow Surtees pounding through at 5.3, at 5.3 again, and at 5.4 to back it up, one can be sure that here is an outstanding performance and here is one driver and one team who are visibly on the right track at last. Great news.

There's no watching from anywhere else at Silverstone; the next day, toward the end of the session, Watson isn't quite so good through Woodcote — Surtees confirms, with teeth biting lips, that overnight changes have been made — although on the very last lap of the day the Irishman by sheer grit breaks back to 5.4. Today Pryce is still fast, doing an electrifying string of 5.5s and 5.4s. Fittipaldi does a 5.4 once. But the new star, at least as revealed by the sampling stopwatch, is Hunt who was not at all quick here the day before but whose Hesketh today is doing 5.5 and 5.4 regularly, just like the Shadow, and who once gets off a 5.3. That is a visible effort, that pole-winning lap, James' hands forcing the winged nose deep into the apex, balancing the almost wild heavings of the tail, his foot jammed flat on the pedal. For His Lordship he'd taken the pole last year and taken the race too, and every nerve of his long body is bent to the task of doing it again this year. You can see his determination.

Woodcote is what it's all about.



Mario Andretti scored the best result yet for the new Vel's Parnelli Jones team.

anyone else's best (which was Peterson's) and obviously the early-season Ferrari doldrums were over and done with. The Ferrari looked very good round the circuit, smooth and quite steady despite its noticeably stiff springing, and of course the sound of the engine across the empty grassy fields under the lowering sky was glorious.

The complete list of significant times went on to 1m 18 dead for Fittipaldi as third best, and then as joint fourth came no fewer than five men, Hunt, Depailler, Watson, Reutemann and Pryce, who all did 18.5. Jones just missed this exclusive bunching but by only a tenth of a second and the newcomer thereby created for himself a very solid first impression. Donohue and Andretti were together at 19.0 and 19.1 respectively. Nobody else was at all quick.

Saturday brought less difficulties, except for poor Merzario who lost his engine suddenly and that cost him all the rest of the 1½ hours. The weather was warmer and the wind was different today, but of course other kinds of car had practiced and many drivers thought the conditions were actually a bit worse. Certainly Lauda's times today were inferior, by four tenths of a second, and Peterson — following the overnight change to wider front track together with several other detail mods — was seven tenths slower. But Hunt improved his time, by a very big 1.2 secs, and beat Lauda out of his pole position. Likewise Fittipaldi improved, to equal Lauda's best of the day, and Pryce came up as well. Thus when it was all over five men had gotten down below the 18s line, Hunt, Lauda, Peterson, Fittipaldi and Pryce, and it looked as if the International Trophy was going to be a hard-fought battle between them.

For some reason, although he reported no problems mechanical or personal, Reutemann's best was not amongst the five ahead of him and

Ronnie Peterson is superb value through Woodcote. He gets the JPS right up on tiptoes, heavy and old fashioned as he complains it is, and the car wiggles and waggles with quick, small-amplitude oscillations and his hands flicker over the wheel with uncanny rapid grace. Emerson Fittipaldi keeps his car more firmly in hand, snubbing its wriggles almost before they start, working himself up lap by lap by steady lap until in the last available moments he deliberately steps over the Boundary; that last time through the McLaren writhes like a tortured thing and his hands are a furious blur. That's what he has to say to anyone who thinks he doesn't know how to try hard! Ah, but then there's Pryce. Tom Pryce ought not to get away with it. There are times when his Shadow, rainbow-colours flashing from its waggling sides, is merely spectacular. Sometimes, every four or five laps perhaps, he pushes it so hard that it snaps literally sideways. At 161 mph, foot hard down on the pedal, tyres just about ripping themselves from the rims, there he sits with it all happening so fast he couldn't possibly have time to turn his head to look out the side of the car at what he's going to hit. But — he brings it back. As suddenly as the tail viciously lurched out it flicks back in. Engine howling hard and clean the Shadow shoots on through the last arc of the curve, and the back wheel brushes lightly across the cobbled edge of the road there, a small puff of dust comes up, and as the little black car vanishes up the straight and the corner is left wide and empty and unlit with fragments, the observer becomes aware of a tightness in all his muscles and there is a sudden thud as his heart starts beating again.

After a while of this one is able to bring oneself to science, and wind up the stopwatch, and sit with some dispassion taking cornering times.

Niki Lauda Ferrari 312T/3 1m 17.4s	James Hunt Hesketh 308/2 1m 17.3s
Emerson Fittipaldi McLaren M23/4 1m 17.8s	Ronnie Peterson* Lotus 72/9 1m 17.6s
Carlos Reutemann Brabham BT44B/3 1m 18.3s	Tom Pryce Shadow DN5-2A 1m 17.9s
John Watson Surtees TS16-04-4 1m 18.4s	Patrick Depailler Tyrrell 007/4 1m 18.3s
Mario Andretti Parnelli VPJ4-002 1m 18.7s	Alan Jones Hesketh 308/1 1m 18.6s
John Nicholson Lyncar 006 1m 19.9s	Mark Donohue Penske PC1-02 1m 19.0s
Lella Lombardi March 751/02 1m 20.1s	Arturo Merzario* Williams FW03 1m 20.0s
Bob Evans BRM P201/05 1m 20.5s	Roelof Wunderink Ensign N174/MN02 1m 20.5s
Tony Trimmer Safir RJ02-2 1m 21.2s	Graham Hill Hill GH2 1m 21.1s
Jim Crawford* Lotus 72/5 1m 22.9s	Wilson Fittipaldi* Fittipaldi FD02 1m 21.3s

*Peterson, Merzario and Crawford did not start, W. Fittipaldi started late from pits.

RACE

The gradual, overdue coming of Spring to Northants continued; Sunday was distinctly more mild yet again than the day before. The sky was a soft, mostly sunny blue, the wind had backed and gentled, and the Silverstone operators began slowly to relax as they saw the crowd build up. Whether it was the weather that drew them, or the presence of The Duke, or the four superb F1 races that had gone before so far this year, cannot be finally known, but there were 45,000 spectators at the circuit which was an improvement of 12,000 over the year before and motor racing is certainly going to be healthy this season. Hooray.

In the untimed warm up period, Ronnie's engine blew up. There was about 2½ hours to get it changed, which should have been just about enough and in fact was. But when the new one was all connected up and the button was pressed, it went clunk. Jammed solid. Scratch the second half of Team Lotus.

The same for the Williams one-car team. With a fresh engine installed after the Saturday blow up, Merzario set off for his first warm up lap — and that one blew up too. As with their next-door neighbours in the garage, Lotus, there was enough time to change — but was there any point? As

Frank Williams expressed it, "This makes two engines in four laps. Plugging a new one in seems to me to be an expensive way to see if it's something wrong in the system . . ." Scratch Arturo, too.

Pryce too had engine trouble, of a slighter nature, a misfire, but while he was thinking about it (he said) the car got sideways on him at Becketts and half-spun. When he went to drive away again, he found the clutch wasn't withdrawing and it wouldn't until a few moments cooling time had passed. So the Shadowmen had something to sort out before the race. So did the Ferrari men, whose driver found that his guesstimate about a new fifth gear was way off and so he had to have it changed for a shorter ratio. The man way at the back of the grid, Wilson F, went missing. Once found, he did it again. The problem seemed to be clutch slip, but when the gearbox was torn down it turned out the gear clearances had been set too small, and so they were jamming as the box got hot. A new box was the fix for this one.

What had been a promisingly balmy morning, comparatively speaking, seemed to be deteriorating as the 2:45 pm race time came up. There were some heavy clouds overhead, but there wasn't any actual rain visible to windward. The possibility of rain was interesting, though, for thanks to the new spacious pits the "rain rule" had been waived; should the weather turn wet every team was free to call their man in as and when they wished for a tyre change and the race would carry on without pause.

There should have been 17 cars ready to race, but the Copersucar was still giving trouble. Now it was electrical, a short having apparently developed during the gearbox change. An hasty bodge with lengths of extra wire seemed to do the trick and Wilson still looked like joining the grid, but then the fire bottle went off . . . *Exeunt* the Brazilians behind a tactful screen of vapour and we were down to 16 cars rasping around the circuit on a warm up lap from a practice grid start and then a moment later it was the real thing.

Hunt did it beautifully. No starting problems as last year, the Hesketh just hazed its back wheels and was away up the straight, already a nose ahead of the Ferrari, and Fittipaldi was holding his third from his solitary second row position. Reutemann got away badly, too much wheelspin, and Pryce lost ground too, but Watson got off well alongside Depailler and was fifth to the Tyrrell's fourth into the first turn. A moment later, though, Andretti - who had missed seeing any 10-second board and was late into gear and got away badly, he said - brought the Parnelli by the Surtees on the straight.

Around Woodcote they burst, stunningly fast, a long fearful blur of lethal metal, rubbery wheels just brushing the verge of the End of It All and fouling the clarity of the air with grit. When they were all gone, leaving the ears ringing and the air shimmering, there was a sense of vacuum, but it didn't last long because Silverstone's 2.95 miles is very short to an F1 car and here they are again, Wham! Wham! Wham! . . . Wham!

The three leaders, Hunt, Lauda, Fittipaldi, were breaking away by themselves. Andretti was now fourth, but he had a gap already in front of his sharp Parnelli nose; he'd done very well indeed to come up from the fifth row so quickly, especially with a bad start, but he said later on that he thought that had he just been able to catch the leaders' tow in those first couple of laps he could have stayed with them. But he didn't, and gradually they escaped around the circuit, nose to

tail in a furious race all on their own.

Hunt was holding his own beautifully, the Hesketh coming around like the cutting edge of an axe, literally sucking the Ferrari and the McLaren - which was wiggling raggedly - along with it. The Ferrari driver was visibly hoping to stay within out-breaking distance, the McLaren driver was visibly hanging on with his teeth clenched, but hanging on was all they were doing. It was the Hesketh setting the pace, and on lap 14 James Hunt with Niki Lauda and Emerson Fittipaldi full in his mirrors did the quickest lap of the race at 1m 17.7 - 0.4s off his all-out practice effort. All three machines were coming out of Woodcote with engines screaming hard, their tyres flirting with the verge, their driver's gloved hands almost vibrating on their wheels.

As his car lightened, Fittipaldi found it handling better. The uneasy weave steadied, and he gradually pulled up on the other two. They were all closing up together, at half distance they looked closer than at the start, it was more a race



Alan Jones had an encouraging F1 debut in the second Hesketh.

than ever, and now at 23 laps gone the World Champion equalled Hunt's time - which was a tenth of a second better than he'd done in practice.

At 25 laps gone, coming into Copse for the next lap, the Hesketh engine gave a sickening hollow clang. Smoke and a conrod came out. The Ferrari and the McLaren whipped on, whisking away with them what, close as it was, had been James Hunt's race.

That made Andretti third, over a quarter minute now behind. He'd had Depailler hard after him, but the Tyrrell was oversteering strongly as in practice and Patrick began to drop away finally. Suddenly he was late on the road, and Watson was fourth. Pryce would have been about here, but after some alarming slides he'd brought the Shadow into the pit road with a rear tyre going down soft.

So what had once looked like a five-man race was a two-man race, but it was the closest possible two-man race. What was happening was that the Ferrari was suffering a front-wheel vibration, a thing that has happened to Ferraris before, and it was giving Lauda a severe shaking and ever-worsening understeer. Immediately the Hesketh had

vanished from in front, the pace of the race had slackened off, and the McLaren closed up squarely behind the Ferrari. The longer it ran the better Fittipaldi's car seemed to get, and with ten laps to go the two cars were six tenths of a second apart and with five laps to go they were literally nose to tail. A hand-held watch couldn't record the gap. Not trying, was he? Emerson Fittipaldi has never tried harder!

Running more wing angle, the McLaren was now superbly steady in the corners, but it wasn't losing anything on the straights either. Perhaps the Ferrari was exceptionally good under braking, Emerson thought; with about five laps to go he brought the McLaren up front-wheel-to-back with the Ferrari going into Stowe but decided against pushing the matter further. The Ferrari, less wing angle or not, vibration or not, was getting through the corners just about as well. There wasn't any way by.

There! Last lap. Abbey curve, flat out, but Lauda makes a slight mistake and lifts his foot an instant. The McLaren forges closer. Up the rise, under the bridge, down to the yawning ripply entry to Woodcote, the McLaren is right there. Emerson hangs onto the straight just a fraction deeper, aiming to go into the corner to the outside of the Ferrari; at the last instant he thinks better of this manoeuvre too and switches over to the inside partway through. In sight of the chequer he is on the inside line. Both engines are straining flat out, both sets of wheels drifting across the painted lines, both pairs of hands flashing behind the airscreens. The McLaren is pushing up to the inside of the Ferrari's tail pipes, there could hardly be a closer finish, but it's Lauda still first. The officials call it a tenth of a second. Their watches don't cut time any finer at Silverstone. Wow!

The Parnelli came third by 24½ seconds, Andretti's best finish with the car by far. Watson, driving as strongly as he could with the Surtees handling sluggishly in the slower corners, came fourth another 6½ behind. Depailler, coping with the oversteer, held fifth and Donohue, driving with consistent forcefulness although he was all alone for most of the race, had closed up to within two seconds of the Tyrrell at the finish; this was the Penske's most encouraging result to date as well.

Alan Jones completed his introductory race in a smooth style seventh, beating Reutemann who was just managing to stave off the charging attempt by Pryce to recover something from his pit stop.

The Evans BRM had been lapped, likewise after a rather lonely race, while Hill had spent most of the event fending off a spirited advance from Lombardi. Nicholson and Trimmer ran very close together all the way, and were three tenths of a second apart at the end, although neither man seemed to be very satisfied with such a dice for last place.

In fact the mechanical reliability shown in this short but sharp race was good; besides the retirements of Hunt and of Wilson Fittipaldi only Wunderink had to stop, in this case because a bush mounting the nose-piece came adrift and air pressure destroyed the fibre glass. But Mo Nunn had been pleased with the young Dutchman's drive to that point, noting that the Ensign had come up some six places at the start; "I believe he's a racer!"

So what had been for good or ill something of a test session for the July event had turned out to be a very worthwhile motor race in its own right. That makes five F1 races so far this year and all five have been fiercely fought and the kind that stick in the memory. It is going to be a good year.

Lella Lombardi threatened to pass Graham Hill quite early on but was abruptly "chopped" every time she tried to pass the former World Champion.



Daily Express International Trophy Race
April 12, Silverstone
40 laps - 117.08 miles

1. Niki Lauda (Ferrari 312T flat-12), 52m 17.6s, 134.33 mph;
 2. Emerson Fittipaldi (McLaren M23-Cosworth Ford V8), 52m 17.7s;
 3. Mario Andretti (Parnelli VPJ4-Cosworth Ford V8), 52m 42.2s;
 4. John Watson (Surtees TS16-Cosworth Ford V8), 52m 49.9s;
 5. Patrick Depailler (Tyrrell 007-Cosworth Ford V8), 52m 56.1s;
 6. Mark Donohue (Penske PC1-Cosworth Ford V8), 52m 58.4s;
 7. Alan Jones (Hesketh 308-Cosworth Ford V8), 53m 16.3s;
 8. Carlos Reutemann (Brabham BT44B-Cosworth Ford V8), 53m 34.8s;
 9. Tom Pryce (Shadow DN5-Cosworth Ford V8), 53m 35.4s;
 10. Bob Evans (BRM P201-V12), 52m 41.1s, 39 laps;
 11. Graham Hill (Hill GH2-Cosworth Ford V8), 52m 55.2s, 39 laps;
 12. Lella Lombardi (March 751-Cosworth Ford V8), 52m 57.5s, 39 laps;
 13. John Nicholson (Lyncar 006-Cosworth Ford V8), 53m 22.7s, 39 laps;
 14. Tony Trimmer (Safir RJ02-Cosworth Ford V8), 53m 23.0s, 39 laps.
- Retirements:** Roelof Wunderink (Ensign N174-Cosworth Ford V8), collapsing nose-piece, 29 laps; James Hunt (Hesketh 308-Cosworth Ford V8), engine failure, 25 laps; Wilson Fittipaldi (Fittipaldi) electrical failure, 1 lap.
- Non-starters:** Ronnie Peterson (Lotus 72-Cosworth Ford V8) and Arturo Merzario (Williams-Cosworth Ford V8), both engine failure in warm up, and Jim Crawford (Lotus 72-Cosworth Ford V8) crash in practice.
- Fastest lap:** Hunt and E. Fittipaldi, 1m 17.7s, 135.61 mph.



Scott's Lola pulls clear from Chevrons of Dean and Walker soon after the start.

FORMULA 5000

Scott comes good

By IAN PHILLIPS

Photos by DAVID WINTER

'It'll take us four races to make it a winner', these were the words of Alan McKechnie Racing Team manager John Thornburn when the Durex-Lola sponsorship for Richard Scott was announced. Well it only took three. Last Saturday in the fourth round of the Shellsport European F5000 championship Scott made a determined start from the second row of the grid, led into the first corner and never looked like losing for the rest of the 25 laps.

It was a fine steady drive by the Aberdonian in only his third F5000 race. His Durex Lola T400 was the first of this particular model to have any success in the Formula, however there was nothing hollow about this initial success for the car, Scott was joint second fastest in practice and drove the race with plenty in hand. It is bound to be the first of any wins for the much maligned T400.

In the closing laps Vern Schuppan mounted a strong challenge to Scott which narrowed the gap to just 2.5s at the end. The Theodore Racing Lola T332 had been badly held up at the shambolic start, and then by errant backmarkers and unusually unaware midfield runners. Schuppan drove the Lola with his customary smoothness and was relieved to have finished a race at last after a long run of ill-luck.

It wasn't a good race, unfortunately, for the sizeable crowd at the circuit to watch. A great deal of the interest was lost just a few minutes prior to the start when David Purley's Ford engined Chevron had to pull out with bent valvegear after one of the drive belts broke. Contrary to 'expert' opinion the V6 engine was competitive at the long, fast Silverstone circuit. It was a great shame that the car did not get into the race; a success here would have established its position in the Formula.

ENTRY AND PRACTICE

After racing on two short and twisty circuits recently it was a very relieved F5000 circus which arrived at Silverstone, a circuit which allows them to stretch their long legs. Many of the competitors took advantage of the unofficial practice day on Wednesday. This was in fact the first day this year that the teams had come across testing conditions which were half way to being suitable. The weather had, at last broken and the tyre technicians were relieved to find that some sort of temperature reading was available.

The first official practice session was on Friday afternoon when the track was in near perfect condition. The F5000 lap records were set up two years ago: the quickest ever time for these cars is 1m 17.5s which was set up in practice in April 1973 by David Hobbs. The official record was set up at the same meeting at 1m 18.0s by Hobbs and Brett Lunger. Neither last year, or this season have times anywhere near approached these. Last year the wings had to be brought forward which added a number of seconds and this year, of course, all cars have to run on one specified tyre which seems to have slowed the cars just a fraction more.

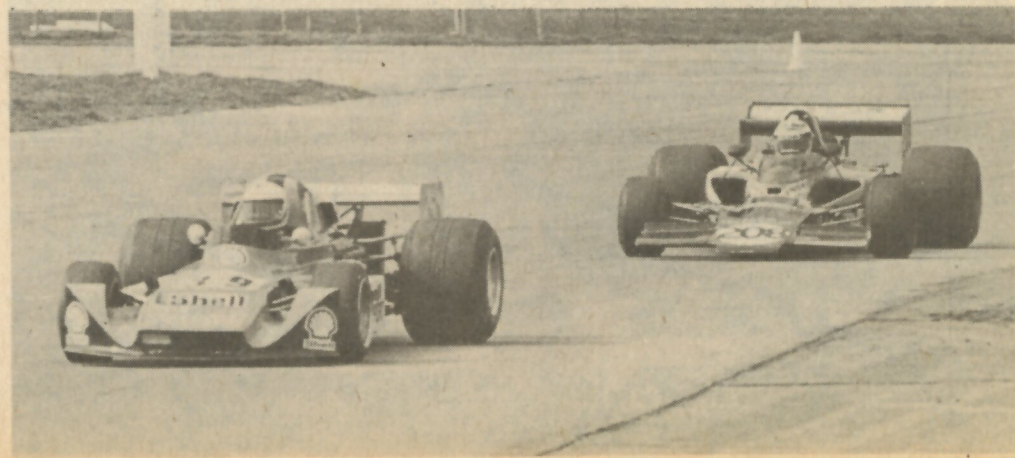
All the grid times were set up on Friday as the second session, early on Saturday morning, was run on a track which had a number of damp patches on it.

It was rather surprising to find that Tony Dean was quickest at the end of the Friday session. In the dying minutes of the session the experienced Yorkshire man really got his ex-VDS Chevron B28 flying and notched up a 1m 19.5s. This was the first time that Dean had raced this car in a championship round (Brian Redman drove it in the first two races) and he had his trusty B24/28 sitting by just in case he didn't like the newer model. Dean had no complaints about the car at all. This, like the

RAM/Thursdays entry for Dave Walker, had modified rear uprights for this meeting, which enabled them to fit the proper F5000 rear tyres (which had been the cause of so much controversy at Brands Hatch a couple of weeks ago). One problem which a number of entrants encountered was the lack of suitable wet tyres due to a Goodyear factory strike. It was proposed that the cars should use Atlantic wets should the need arise. Luckily it didn't, but Dean's reaction to the petition was that, yes he would sign it — provided that his Brands Hatch prize money would be guaranteed.

Sharing the front row with Dean was Ian Ashley in the Richard Oaten Shellsport Lola T330. The team decided that it would still be better to persevere with the older car, although an intensive testing session on the T400 will begin shortly. Blistering tyres and an oil leak were the

Walkinshaw's Ford-powered Modus heads Belso's Lola T332.



only real problems for Ashley, who ended up with a 1m 19.7s.

Third fastest and sharing the same time as Ashley, was Richard Scott in the McKechnie Durex Lola T400. This was one team that really benefited from the Wednesday session. Scott reported that the car had been undriveable and he couldn't better 1m 23.0s on the day. However, the team decided between themselves what had to be done to put matters to right; they were totally non-committal about what changes they had made, although it is believed that the characteristics of the rising rate suspension were altered. However, whatever it was, it certainly worked. Scott said that there was still plenty to come as he was still very much learning was F5000 driving was all about. To keep the BBC happy the Durex logos on the car had, unfortunately to be deleted for the race (see P&P).

Fourth fastest was Dave Walker with the RAM/Thursdays Chevron B28. Although the car had been set up to Chevron specification, Dave found that it was not the same as it had been when Chevron themselves had set it up. This was traced to positive rather than negative camber on the front wheels and when this was altered on Saturday it was a great improvement. Nevertheless the Australian got down to a very competitive 1m 19.9s and felt very confident for the race. The RAM team was another to be affected by blistering tyres.

David Purley headed the third row of the grid in the Lec/Southern Organs Chevron-Ford B30. Until the final minutes of the practice session David happily sat on pole position. Team manager Mike Earle admitted that they were perhaps just a little bit too confident and just sat in the pits waiting for the session to end. By the time they realised that the times were suddenly starting to tumble it was too late to get out and do anything about it. There were no real problems with the car in recording 1m 20.2s, although a water hose split on Saturday. Vern Schuppan was another who set his time (1m 20.6s) early on, however, the Sid Taylor run Lola T332 ran a gearbox bearing after just 16 laps and so any chances of an improvement were lost. (Incidentally it was not a tyre which burst at Brands causing his retirement but the engine pulley).

Peter Gethin was "500% happier than at Brands" with the first of the two VDS Lola T400s. The cars have been back to Lola since the last race, but still did not feel quite right. His best was 1m 20.7s. Tom Walkinshaw brought the other Ford engined car, his Shellsport Modus, up next with a 1m 21.5s. This was still last year's car and the V6 was, like Purley's, rebuilt by Swindon Racing engines. Tom was one of the quickest until he ran out of petrol on Friday and was stranded on the circuit. On Saturday he lost third and fourth gears when two new ratios were found not to fit.

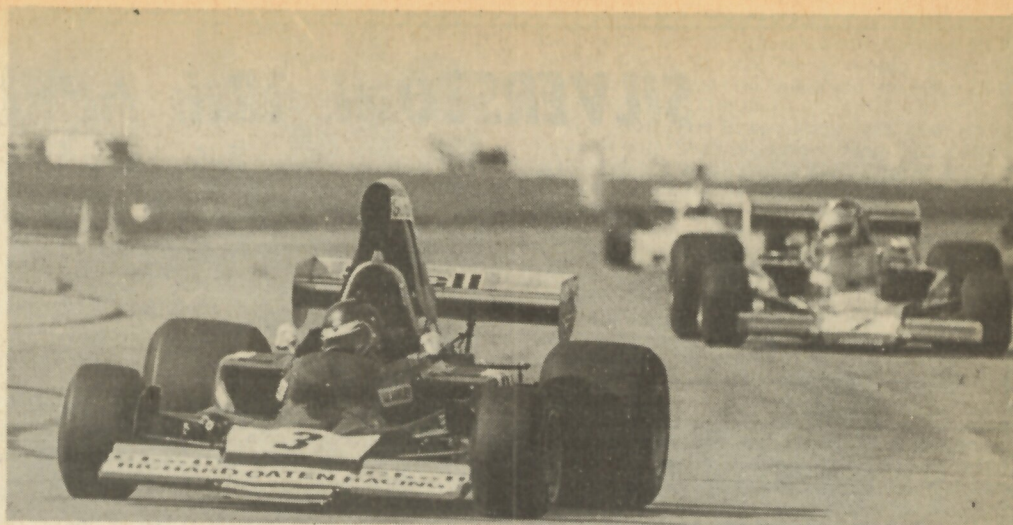
Tenth fastest was Teddy Pilette in the second VDS Lola T400 fitted, this time, with one of Louis Morand's flat plane crank Chevrolet V8s, last seen in Peter Gethin's Chevron at Oulton Park last year. The only external difference is the really pleasant scream which the exhaust emits — so much better than the droning V8s. Teddy said, in fact, that the engine had no more top end power but did have substantially more torque out of the corners. As before though, it vibrated badly in the chassis. The rear wheels were found to be pointing in opposite directions after Friday's session when Teddy was very unhappy with the handling. This corrected, he was satisfied after Saturday, when he was joint fastest with Schuppan. He had a rather horrifying experience on Friday when the car spun while flat out in fifth round the left hand kink at Maggotts.

Joint lap record holder Brett Lunger was back for another outing in the Adlards Brabham BT44. A great deal of work had been done on the car since its abortive Race of Champions outing, including the sculpturing of a new nose to increase straight line speed. However spares and alternative equipment is a slight problem on the car and Brett felt it really needed new springs and other small bits and pieces. However, he did get down to 1m 22.3s before a wheel bearing seized and ended his practice. The team were fortunate in that the one off car's designer, Geoff Ferris, was in attendance in his new capacity as designer, Penske Racing Inc. and was able to advise on repairs.

Brian McGuire had one or two niggling little problems in his Lola T332. 'It's all down to the fact that we've got no money. One bloke working seven days a week just isn't the right way to go in the Formula, but until I get some money we can't do it any other way'. His best was 1m 23.2s. Next up was Leen Verhoeven, going very well in Chris Oates' Lola on his first visit to Silverstone; he managed a 23.4s. Guy Edwards was in all sorts of engine trouble with his Britannica Lola and only got down to 23.7s. Tom Belso was also well back having suffered a seized rose-joint on Friday, which ruined the handling. Tom is, in fact, very close to dropping out of the Formula due to lack of finance. Another grossly under-financed runner in F5000 is Damien Magee. His Jim Kelly Trojan T101 had numerous problems including tyres and a misfire throughout practice and, on Friday, Damien was looking after the car himself. It is also still fitted with its short bellhousing which is not suitable for such a fast circuit. Throughout practice Damien ran "illegal" tyres as the required spacers did not arrive in time. Mick Hill was next on 1m 25.6s in his March, the last of the serious contenders on Friday.

Andy Sutcliffe only managed nine laps before the second RAM/Thursdays car dropped a valve in its Martin Murphy rebuilt Morand which put it out for good.

Chris Amon made it to the meeting and actually put on his overalls but despite three all nighters in succession by Andy Graves and his boys the Talon could not be persuaded to burst into life and so was a non-starter. John Turner could, in fact, have



Ashley threatened initially before being taken by the fast closing Schuppan.

thrust between the front row; Ashley straightened his car up and the two Lolas rubbed wheels right down to the bridge. Dean steamed down the inside; Walker, who wasn't in gear when the flag dropped, delayed those behind him but really gave the car some stick to change through and barged past Ashley slotting in behind Scott and Dean through Copse.

With the pushing and shoving going on behind him, Scott managed to ease his way into a comfortable lead at the end of the first lap. Dean, Walker and Ashley were all together dicing for second with Pilette, Walkinshaw, Gethin, Magee, Belso, Schuppan (he was badly held up), Edwards, McGuire, Leech and the rest following.

For the majority of the remaining laps Scott gained a little each time in the Durex Lola and left what action there was to those behind. Ashley slipped inside Walker to take third on the second lap and latched on to Dean's tail with Walker about ten lengths back. Pilette was not too far behind in fourth as team mate Gethin moved up to fifth, at the expense of Walkinshaw, with

Becketts on lap nine.

On lap 12 Schuppan was right with Ashley and at Stowe next time round he moved up to third and set after Dean. He was right with him on lap 15 but the notoriously wide Chevron wasn't going to let the Lola by easily, so Scott's nine second lead looked very safe.

Ashley was in big trouble not only with the handling but his Fewkes engine, like Edwards', was showing only 40 psi oil pressure on the left handers, which necessitated him taking it easy. Just two laps after Schuppan had got by, Walker started to make his bid. Just as he was thinking about a place to go by the pair came across Robinson, who did it all for him going into Copse. However by this time RAM car was pouring out a great deal of smoke and on lap 19 came Walker's inevitable retirement with a dropped valve, similar to his team mate Sutcliffe in practice. This allowed Gethin to take over fourth place as he passed Ashley just after Walker.

By lap 20 it seemed that the race was over but Schuppan really got it all together going up to Stowe and managed to nip inside Dean to take second place. Immediately he pulled away and, as Scott was being badly treated by back markers, the gap narrowed dramatically down to three and a bit seconds. At last with two laps to go the race was coming alive. Vern was flinging the Lola around in fine style and set the fastest lap in the process, but he too was in trouble, the engine running on seven cylinders more often than not, probably due to a broken rocker. Scott was kept well informed of the situation and didn't even feel it necessary to quicken his comfortable pace. He ran out the last lap unruffled to take the flag by 2.5s. It was his, the car's and the Durex team's, first win in F5000 and it was well deserved.

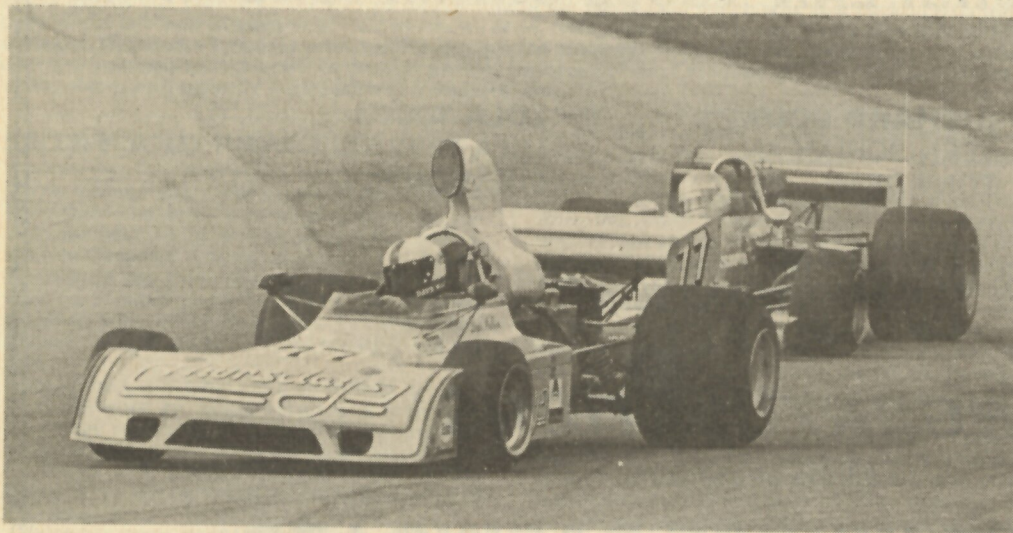
Schuppan was happy to have finished a race at last and was just left to ruminate what would have happened if the start had been conducted in a more orderly fashion. Dean must take a great deal of credit for a steady drive and third place, still only 3.4s behind Schuppan. Gethin was reasonably happy with his fourth place, which he took by a margin of 1.3s from the troubled Ashley.

Tom Belso was a very depressed sixth with a host of troubles, which included a sticking throttle, a misfire over 7000 rpm and no fourth gear. Edwards was well back eventually after having to cut the engine on the corners due to the falling oil pressure. He was nearly re caught by Walkinshaw just before the end. All the others who finished were at least on lap behind. Lunger was one who retired, his engine having succumbed to falling oil pressure on lap 17 when tenth. Pilette moved back up to eleventh after his stop while the other pit caller, Magee, lost far more time replacing a tyre which had started deflating on about lap three dropping him out of another strong position.

**Shellsport European F5000 Championship
Round 4, Silverstone, April 12, 25 laps 73.18 miles.**

1. Richard Scott (Lola-Whitehurst/Chevrolet T400), 33m 54.2s, 129.50 mph;
2. Vern Schuppan (Lola-Whitehurst/Chevrolet T332), 33m 56.7s;
3. Tony Dean (Chevron-Morand/Chevrolet B28), 34m 0.1s;
4. Peter Gethin (Lola-Morand/Chevrolet T400), 34m 16.4s;
5. Ian Ashley (Lola-Fewkes/Chevrolet T330), 34m 17.7s;
6. Tom Belso (Lola-RES/Chevrolet T330), 35m 3.7s;
7. Guy Edwards (Lola-Fewkes/Chevrolet T332), 35m 15.2s;
8. Tom Walkinshaw (Modus-Swindon/Ford M5 V6), 35m 16.0s;
9. Brian McGuire (Lola-Whitehurst/Chevrolet T332), 24 laps;
10. Leen Verhoeven (Lola-Fewkes/Chevrolet T332), 24;
11. Teddy Pilette (Lola-Morand/Chevrolet T400), 24;
12. Mick Hill (March-Whitehurst/Chevrolet 74A), 24;
13. Brian Robinson (McLaren-Close/Chevrolet M19), 23;
14. Chris Featherstone (McRae-Ward/Chevrolet GM1), 22;
15. Damien Magee (Trojan-Chevrolet T101), 22.

Fastest lap: Schuppan, 1m 19.8s, 132.8 mph.



Walker ran well despite a suspect engine in the Thursdays/RAM Chevron. It blew up eventually.

been a better qualifier in his Lola T330 but 'I have to work to make money to run this car, and I can't afford Fridays off'. Thus his time was set in Saturday in the wet and obviously wasn't competitive. Of the others Brian Robinson has proved in the past that he is capable of better things, but others should have been excluded on the 110% ruling. They are hopelessly slow and do nothing but amble aimlessly round in the middle of the circuit.

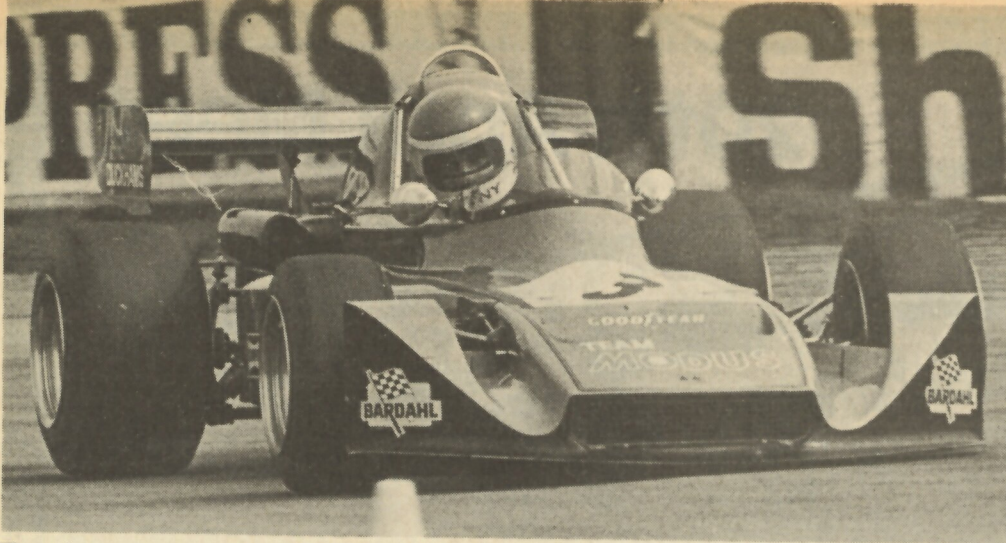
RACE

Following the damp practice on Saturday morning the track had dried out very quickly so that by the time the F5000s lined up for the 25 lap race in the middle of the afternoon, conditions were near perfect. A couple of warming up laps and the cars came to a halt in roughly the right places and were away almost immediately. When we say roughly in the right place, we do mean rough. Ashley's car was pointing almost directly towards the grandstand while others were nearly wheel to wheel on the same row and nobody at the back was ready. Nevertheless the flag dropped and they were away. Scott anticipated it well and

Schuppan moving up fast into seventh.

By the tenth lap Scott had driven coolly and sensibly and was well ahead of the rest while Dean was making his second place just as secure. Ashley's problems had started and he soon lost the undertray of the nosecone which was making the handling rather strange on the quick corners. On the ninth lap Schuppan eased his way up to fourth although Walker, whose engine was smoking quite badly on occasions from the nearside exhaust bank, clung on as best he could. Gethin had passed Pilette and seemed to be going well. His team mate, on the other hand, was losing ground rapidly which culminated with a pit stop for a new nearside rear tyre on lap 15.

Edwards made good progress early on but was now in a lonely eighth suffering following oil pressure, while Belso demoted Walkinshaw to tenth. Of the rest Lunger was moving up well, having been almost last on the first lap. The Brabham looked good and was picking up places steadily, although the airbox was loose and eventually fell off taking an inlet trumpet with it. The two former Superloon drivers, Hill and Turner, had a nice dice at their own pace before Turner suffered a puncture and spun out at



The Atlantic master at work in his Modus.

FORMULA ATLANTIC

Brise does it again

By CHRIS WITTY

It was Jackie Stewart who, when referring to Ronnie Peterson in one of the Scot's typically constructive analyses, said that once you become a winner, the other victories will follow that much easier. Tony Brise is no stranger to accumulating race victories as his many successes in Formula Ford and Formula 3 over the past few seasons will show. He showed his capabilities in Formula Atlantic last year with the works Modus with convincing wins dotted in between his off-course excursions. So far this year, he has shown a tremendous amount of maturity as a race driver, something which he has lacked previously and, above all, what stands out head and shoulders about his driving these days is supreme confidence. This was more than adequately demonstrated during the fourth round of the John Player Atlantic series.

Once again piloting the works Modus M1, Brise more or less dictated the pace at his will. He was quickest in both practice sessions, both in the wet and dry, led the race from start to finish and set up a new lap record in doing so. That is a copybook performance which is bound to impress.

The stamp of Brise's authority on the proceedings didn't in fact result in a dull race. Far from it. The works Modus was pushed all the way by Ted Wentz in his Wella Lola which was now back in Atlantic trim. Wentz too showed a degree of flair which, we hope, came from lessons learnt during his excellent F2 outing at Thruxton a fortnight previously. His expected challenge to Brise faded towards the end with electrical problems and it was left to the ever present Chevrons of Jim Crawford and Dave Morgan to pick up the places with typically spirited drives from both men.

ENTRY AND PRACTICE

The Atlantic entry was somewhat bolstered a little since the last event over Easter by the welcome addition of several prominent drivers, notably Canadian Atlantic champion Bill Brack, Bertil Roos and Dave Morgan while Ted Wentz was once more back in contention. These, together with Tony Brise, Jim Crawford and Richard Morgan would form the spearhead of the grid.

Brise was predictably the man to lead the way from the word go. Many people had taken the advantage of testing at the circuit the previous Wednesday, but what they may have learnt came to nought as it was a rather damp circuit they found very early on Friday morning for their first 45m session.

Brise has made the Modus perform extremely well in the wet so far this season and thus it came as no surprise to see the car quickest, albeit 0.9s faster than Richard Morgan in his Tom Wheatcroft/Donington Collection Chevron B29. However none of these times were to matter for by Saturday, everyone had a bone dry track to thrash around on. It was a little windy, enough to lose Crawford 400 revs on both main straights and this was seconded by Wentz and several other of the quick drivers.

It was interesting to see the first real confrontation between the Morgan brothers for Dave, the elder, was driving a brand new untested Chevron B29 belonging to American Bobby Brown and eventually destined for the Canadian series. Dave didn't like the car as much as his B27 of last year, certainly to start with, and like several of the Chevron runners, spoke of the car's tendency to roll oversteer through corners like Woodcote. Dave reckoned that he couldn't turn into a corner as quickly as with the older B27. However, it didn't seem to worry him that much for although he said the team, run by Roger Chalk, were treating this as a test session, his times soon indicated that he was trying.

Brise midway through the final practice had been setting the pace with times in the mid 25s

bracket. Then Wentz used the Lola's excellent fast circuit characteristics to push closer towards the record held by Brise and Richard Scott at 1m 25.0s set up at this race last year.

The American ended up just outside it on 1m 25.1s but Dave Morgan responded with some quicker laps and he dropped below target time to post an official 1m 24.9s, despite his pit getting him a fifth quicker. It looked good. There were only a few minutes to go.

Brise donned his Bell and slipped neatly out of the pits. A warm up and then he cut loose. Zap! A 1m 24.3s and pole! Morgan's pit couldn't believe it but F3 driver Tony Rouff standing next to the author in the pits confirmed it on his electronic timer. The unfortunate Morgan couldn't respond because he'd run out of fuel. A similar fate befell his younger brother who was also getting down to some quick laps. It ended up with the Donington car just running short of juice at the wrong time and, ironically, Richard ended up with the same time as his brother.

Crawford, who was still psychologically down after his F1 misdemeanour the day before ("I looked for a stone to try and crawl under") got his B29 well wound up as well, considering that practice had started with him experiencing a nasty front wheel vibration. Added to that, Chevron designer Derek Bennett had raised the car's rear roll centre in an effort to curb this rear end roll that seemed to affect the car. Crawford was to persevere with it throughout the meeting.

Making up the third rank was the evergreen Canadian Bill Brack in his brand new dayglo STP Chevron B29 in which he hopes to successfully defend his Canadian Atlantic crown which he has won for the last two years. The car was untested and this was particularly noticeable and Brack often had to fight the car through the corners to keep it in one piece. His mechanic Doug Crosty, who modified his all conquering Lotus 69 last year, was seriously wondering whether he'd get any sleep that night. Still Brack's 1m 26.3s wasn't bad for a first visit to the circuit for this racing veteran.

Supporting him were Val Musetti in his March 74B (1m 26.5s) who spent more time with his arm raised in anger toward the errant backmarkers than on the actual steering wheel, and Stephen

Choularton (1m 26.8s). Next up were Ray Mallock, back in his John Wingfield-owned Brabham BT40 as his March is still being rebuilt after the Thruxton incident (1m 26.8s) and the other BT40 of Cyd Williams (1m 27.0).

The Australian Birana team was now up to two cars with Dean Hosking joining Bobby Muir in the second of these neat little cars but both were to have a troubled weekend and were further down than they would have liked. Also a long way back was Swede Bertil Ross in the works Schweppes March 75B which he will run in the Canadian series under the Ecurie Canada banner, supervised by Andy Rowe. Bertil had several little problems with this new car and was treating the whole weekend as a test session and didn't seem at all interested in racing.

RACE

It was Wentz who took advantage of a good start by poleman Brise to slot in behind him as the field streamed into and around Copse. The two Morgan brothers didn't fair so well for Richard had his rev counter break on the warm-up lap and a misfire, which the team thought they had cured after the midweek testing, had returned. The engine just died as Richard booted it away from Becketts and his race was over. His brother didn't make that good a getaway and found himself fourth behind Crawford and thus the leading quartet was formed.

Musetti joined Morgan as an early retirement with an electrical lead adrift, while Brack held on initially to the leaders before gradually dropping back.

Wentz pushed close up to Brise for a couple of laps, shaping for the inside line on the entry to several corners but never actually performing the manoeuvre. A couple of lengths behind, the two Chevrons of Crawford and Morgan watched and waited.

Towards half distance, Brack, who was now well adrift of the leading foursome, began to come under pressure from Nick May who was driving his ex-Richard Scott Lola T360 with impressive verve. Perhaps a little too enthusiastically for he performed a rotation at Copse on lap 9 and dropped to tenth. He gained a place quickly as Muir slowed his Birana with the bearings shot, and then gained on Matt Spitzley's new Chevron B29 that had a recurrence of a misfire that had hampered Matt's expected rapid progress in practice. He was to retire with three laps to go.

Also destined to retire virtually within sight of the flag was Mallock who, just when he and Choularton began to close in on Brack, had the Brabham's engine drop a valve.

Up front Brise was still holding a short lead over the Lola and the quartet tightened considerably as they came up to lap Peter Munro's slow Chevron B27. But nothing happened. Brise still rushed on remorselessly while at the back, Morgan began to lose contact and his car began to oversteer a little more and he became unable to take Woodcote "flat out."

As the race began to enter its final phase, we waited for the challenge from Wentz. Was Brise holding back? Did Wentz have anything to offer? Could Crawford oust both of them?

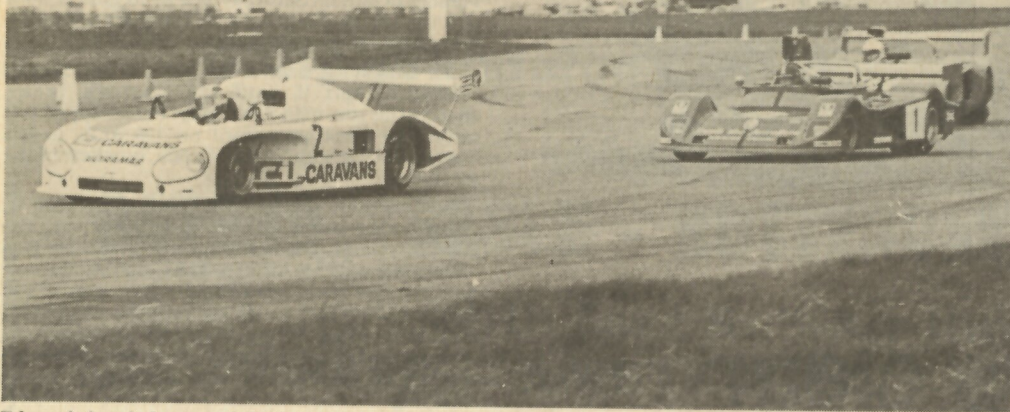
Brise had the answer it seemed. For one lap the Modus eased fractionally further away. Then it was all over. The challenge never materialized. The Lola slowed dramatically, its electrics playing up and the unlucky Wentz had to splutter around for the last three laps losing place after place.

Brise increased the pace, clocked up a new lap record and let Crawford make do with the runner-up slot. Morgan hung on but maintained there was still a lot more to come from the car. Maybe so, but there again, perhaps the Modus has a lot more to offer?

A recovered May managed to negotiate his way passed Derek Cook's ex-Opert Chevron B27 at Stowe on the last lap while further back Roos occasionally put in a lap that reminded him that he was in a motor race after all. Considering he was more or less in the same position as Brack with regards the newness of his car, it was a disappointing showing from the sometime fiery Swede.

John Player Formula Atlantic
20 laps — 58.54 miles
JP championship — round 4

- 1, Tony Brise (Modus-Nicholson Ford BDA M1), 28m 20.6s, 123.92 mph;
 - 2, Jim Crawford (Chevron-Hart Ford BDA B29), 28m 23.7s;
 - 3, Dave Morgan (Chevron-Whitehurst Ford BDA B29), 28m 24.8s;
 - 4, Bill Brack (Chevron-Hart Ford BDA B29), 28m 55.7s;
 - 5, Stephen Choularton (Chevron-Hart Ford BDA B29), 29m 03.4s;
 - 6, Ted Wentz (Lola-Swindon Ford BDA T360B) 29m 07.8s; S;
 - 7, Nick May (Lola-Richardson Ford BDA T360), 29m 19.1s; S.
- Derek Cook (Chevron-Cook Ford BDA B27), 29m 20.1s; 9, Cyd Williams (Brabham-Eden Ford BDA BT40), 29m 29.0s; 10, Bertil Roos (March-Hart Ford BDA 75B), 29m 32.5s.
Fastest lap: Brise, 1m 24.0s, 125.44 mph (new class record).



Edwards heads Lepp and Grob into Becketts, but a deflating tyre slowed him significantly.

G5 SPORTSCARS

Lepp wins a close one

By CHRIS WITTY

So the first 2-litre sports car race at Silverstone for three years produced a superb event with a thrilling three car dice for the lead virtually throughout. But while a lot of people were getting hysterical about "bringing back sports car racing to Britain", let's remember that one swallow doesn't make a summer. Silverstone, with its fast open spaces and high lap speeds, is tailor made for close slipstreaming and tightly fought races. Sports car racing works there but would it at Brands? We'll see in a few months time.

The three men and their machines who made the race were Guy Edwards, giving the brand new Lola T390 its first public outing, as too was John Lepp in the works March 75S. The third member was the young Ian Grob in the KGV Chevron B31 which has been doing so well in the first two 1000 kilometre sports car races this year.

Lepp was destined to take the honours but only by 0.2s. Grob, driving like never before, showed fire and determination and, after the pair of them had succeeded in passing Edwards' twitchy Lola, the Chevron tried time and again to outbrake the March, but to no avail.

A consolation for Grob was the fastest lap and a new lap record.

ENTRY AND PRACTICE

Fifteen laps around Silverstone isn't a terribly long way for cars that are used to covering much greater distances than 44 miles but it transpired that this was just sufficient to provide a superb spectacle for the spectators prior to the F1 race.

The entry of 22 cars was reduced to 16 actual starters and of those, five could be regarded as competitive and it was these who formed the first two rows of the grid.

On pole having been quickest in both sessions was John Lepp who has switched from the Chevron chassis in favour of March. Consequently he was making his debut in a brand new 75S run under works supervision. It is powered by one of Brian Hart's potent 2-litre 420R alloy-block racing engines.

Lepp's eventual pole time was 1m 24.6s which, surprisingly, is only just under Dieter Quester's class record of 1m 24.8s set up in his Chevron-BMW B21 back in 1972 (the last 2-litre race held at the circuit). Quester had also recorded what was then an astounding 1m 23.4s in practice. That was three years ago. . . .

Edwards, after being equal quickest with Lepp in the first session, ended up by improving, but only to 1m 25.2s. The new Lola, which Edwards runs with help from the factory, features probably one of the most advanced rising rate suspension settings at the front and rear ends of the car. The Lola looked very difficult to set up and Guy was seen visibly to be working very hard through Woodcote to keep the car on the island. Like Lepp's March, power came from a Hart 420R unit and the smile on Ed's face signified the pleasure he felt by sampling this superb engine from the House of Hart.

The front row was completed surprisingly by a non-Hart engined car. Having his fourth ever sports car drive was Richard Lloyd, current leader of this year's SO/RAC saloon series. Lloyd, as we

AUTOSPORT, APRIL 17, 1975

said last week, was having his second run in Roger Heavens' Lola T294 with sponsorship from Ripolin world famous Paints. Power came from one of Heavens' Cosworth BDG motors.

Lloyd's Lola looked much more stable through the corners than the latest model and it was evident that the BDG lacked the poke of the Hart. Lloyd drove sensibly to record 1m 25.8s and was still bringing down his times as the session ended.

"It should be on pole," said John Hine when referring to the KGV Chevron B31 which was being driven by Hine's regular co-driver Ian Grob son of the team patron. Following the 3rd place gained at Dijon last week, the team had installed a rebuilt Hart 420R engine (the one which won them the class at Mugello) but Grob wasn't really getting the semi-works car into the groove.

The Dunlop tyre personnel asked Grob to try some of their latest tyres near the end of the final session (see **Pit and Paddock**) instead of the usual Goodyears but time ran out. Although Grob liked them, Dunlop preferred for him not to race on them until they've had a chance to carry out a proper test programme. Thus Grob's time of 1m 26.7s from the first session stood.

Alongside him and having more work to do than Edwards was Martin Raymond in the second of the new T390 Lolas. Unlike Edwards car, the Fisons Lola has different rear pick up points and the car seemed to adopt a more predominant roll oversteer characteristic because of this. Martin explained that in fact the rear suspension set up doesn't possess all that much of a rising rate and he thought the initial handling problem lay in being able to balance out the car's roll centres between the front and rear. Testing will provide the answer but, for a customer car, it seems that Eric Broadley has produced a totally brand new design that will take a little while to sort out, rather like their F5000 car. However, once achieved, they look to be . . . well, let's say quick. Raymond clocked 1m 27.3s.

The third rank comprised the Chubb Racing ex-Roger Heavens Lola T294 still with its

Richardson BDA and driven by John Sheldon, the fastest dentist in racing since Tony Brooks. This was the car he'd shared with new F1 driver Alan Jones at Dijon last week and he recorded 1m 28.1s. Alongside was Pete Smith's Chevron B23 which missed the first session after the cam follower seized while they were warming it up. Smith's 1m 29.3s was half a second quicker than Scot, Iain McLaren, who raced an ex-works F2 Motul at Ingliston last year and who has now purchased the ex-Grob/KGV Chevron B26.

Sitting all alone at the back after a disastrous practice in one of Roger Hire's Lola T294s was South African F1 driver Guy Tunmer. His first session was restricted to four laps before the fuel pressure played up. The during the second period, a rear tyre apparently threw a tread and tore up the rear bodywork thereby stranding him out on the circuit after just three laps. It just wasn't to be his weekend as it turned out.

RACE

Even with only 15 cars on the grid, John Calvert's smart ex-works Huron Smith FVC not making it after a drive shaft bearing broke up in practice, there were enough to cause a startline shunt!

It happened when Raymond failed to get 1st gear. When he did find a cog, he selected 3rd and Nigel Clarkson who was behind him in his Lola T294, having already anticipated the start, had to jam on his brakes. Lloyd too had missed a gear and McLaren, from the third rank, swung across the grid and looked to glance Smith. With dust and bits of fibreglass flying about, Tunmer shot through for a gap that closed abruptly and he made contact. It was enough to send his Lola fishtailing off the circuit in alarming style to instant retirement. McLaren too was out while poor Ian Bracey in the Lloyds/II Palio Lola T294 had to stop to avoid the confusion.

Edwards meanwhile had thrust his CI Caravans Lola ahead of Lepp with Grob making it a neat trio. Lloyd had recovered to assert control of fourth place, a position he was to hold throughout by virtue of a good rapid drive.

It was obvious that Edwards was having to really fling his arms about in the cockpit of the Lola to stave off Lepp and, to one's surprise, Grob was still there. We were able to witness just what this young lad has learnt from his sports car racing over the past few months.

The three came rushing through Woodcote for lap after lap, Lepp desperately looking for a way through. He cut in a lap at 1m 25.0s on lap 5, dived inside Edwards on the same circuit and moved into the lead. Grob was quick to follow, pushing the Lola back a further place at Cope a matter of a hundred yards later. There was nothing Ed could do. Anything further would have resulted in a big. . . .

It looked all cut and dried for Lepp. But not so. No sooner had he passed Edwards than Grob made a determined bid for the lead. He was noticeably quicker through Woodcote than the March and consequently gained much ground under braking going into Cope.

The F2 brakes on the March just weren't able to cope with the bigger F5000 brakes on the Chevron. Grob was using the advantage to good effect while Lepp was using his experience to thwart such a challenge.

The lap times began to get quicker and quicker. First Lepp and then Grob would set up a new one and it eventually went to the Chevron driver with a time that just pipped Quester's best ever, albeit three years earlier.

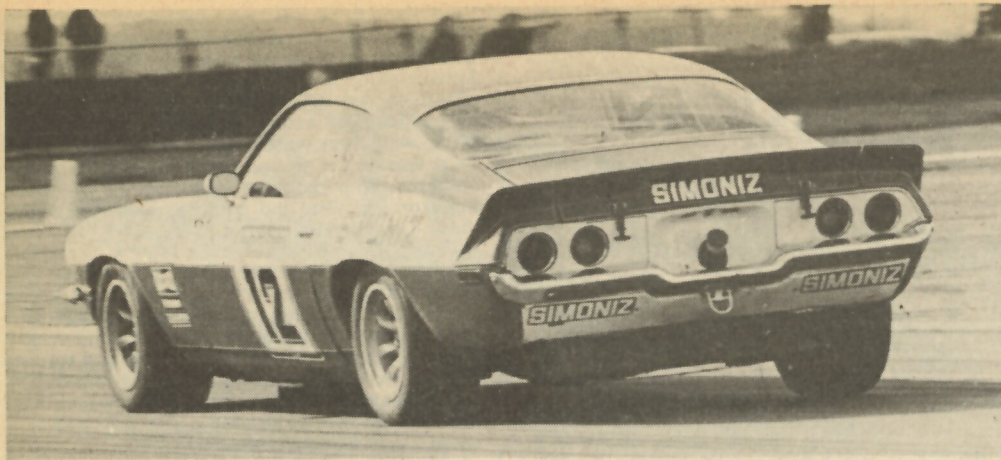
There was no way Lepp was going to let the KGV car by and the gap was a scant 0.2s at the flag.

Edwards and Lloyd filled the next places while Raymond managed to regain his lost ground at the start to take fifth, although not that far ahead of the duelling Smith and Sheldon. Seventh on the road, and a lap down, was Clarkson but he was to suffer a minute penalty for his jumped start.

Group 5 2-litre/sports cars 15 laps — 43.91 miles

1. John Lepp (2.0 March-Hart 420R 75S), 21m 18.0s, 123.67 mph;
2. Ian Grob (2.0 Chevron-Hart 420R B31), 21m 18.2s;
3. Guy Edwards (2.0 Lola-Hart 420R T390), 21m 32.6s;
4. Richard Lloyd (2.0 Lola-Cosworth BDG T294), 21m 44.8s;
5. Martin Raymond (2.0 Lola-Hart 420R T390), 22m 15.2s;
6. Pete Smith (1.9 Chevron-Kelly Ford FVC B23), 22m 21.1s;
7. John Sheldon (2.0 Lola-Richardson Ford BDA T294), 22m 22.8s;
8. Ian Bracey (1.9 Lola-Richardson Ford FVC T294), 21m 56.6s, 14 laps;
9. John Cole (1.9 Chevron-Richardson Ford B23 T294), 22m 26.8s;
10. Nigel Clarkson (2.0 Lola-Richardson Ford FVC T294), 22m 32.4s.

Fastest lap: Grob, 1m 23.2s, 126.65 mph (new class record).



This was the only view any of Richard Lloyd's adversaries had of the Simoniz Camaro.

RAC/SO GROUP ONE

Lloyd powers clear

By BOB CONSTANDUROS

From the beginning of the second Group One practice session to the final half second of the race, proceedings in the fifth round of the RAC/Southern Organs touring car championship were completely dominated by Richard Lloyd in Rob Potter's Think Automotive/Simoniz 7.4 Chevrolet Camaro Z28. He set fastest time in practice, made a superb start, and steadily pulled away from Stuart Graham's 5.7 Brut Camaro throughout the race, ending up with a lap record some 2s below the old one, shared with Stuart Graham. That final half second? It was the only moment that Richard put a wheel out of place, and the Camaro took on a huge slide to cross the line, but straightened out without damage. But it was Lloyd's day, vanquishing his arch-rival Graham fair and square with the help of perfect fine tuning preparation which has caused some power reduction in recent races. Andy Rouse wasn't quite the usual danger to the Camaros on this longer circuit, but he had no trouble taking yet another class win. However, form was upset by Tom Walkinshaw who took Alan Foster's revamped RS2000 to second in class over Roger Bell's Dolomite Sprint, which provides class variation. Gordon Spice had the measure of Holman Blackburn's Capri II from the early stages of the 20 lap race, aided by a spin, and the next two places were taken by the promising Opels. Despite a last minute panic, plug trouble cleared up after two laps on the Samuri Racing Toyota Celica and Win Percy forged past the Halesfield Avenger GTs for another class win.

ENTRY AND PRACTICE

Practice was divided into two three quarter hour sessions on Friday and Saturday, the former being damp, necessitating intermediates and in some cases, wets; and the latter, totally dry. Most times, except for Saturday non-arrivals, were set on pre-race day, and heading those were Richard Lloyd in Rob Potter's Think Automotive/Simoniz Racing 7.4 Chevrolet Camaro. His 1m 41.2s was 1.6s under his shared lap record with Stuart Graham. However, according to Ralph Broad's watch, the Camaro had set a 1m 40s during testing the previous Wednesday so the power on this circuit obviously told. However, Friday's practice had been troubled with a blocked carburettor, but *plobeur extraordinaire* Rob Potter had everything right for Saturday, when Graham felt that 7.4 litres had advantages over 5.7, especially up the hill through Abbey to Woodcote.

Also under the record was Stuart Graham in the Brut/Fabergé Racing 5.7 Camaro on 1m 42.1s, second quickest.

Some 1.4s slower than Graham was that hard charger, still determined to beat the two in front of him, Vince Woodman, whose Esso Uniflo sponsored Camaro now sports a new 5.7 engine, which the driver felt to be a wee bit tight. Furthermore, he was experiencing some fuel surge in the carburettor through Silverstone's long sweeps, and had had the shock absorbers revamped which seemed to upset the handling somewhat.

Tony Shaw, like Woodman, is determined to upset the Lloyd/Graham show, and now is merely waiting for the time to sort the heads of his National Organs Camaro, for the Camaro was only seeing 5500 rpm down the back straight instead of six. He hopes to do the work after next weekend's Brands meeting, having been filming recently for Southern TV. His 1m 44.8s was 0.3s faster than another improving driver, Brian Pepper in his General Relays Chevrolet Camaro, perfectly happy with his second row position in his second season of racing.

The big class domination continued on row three with Tony Lanfranchi's National Organs Hemi Cuda on 1m 45.4s. Tony had the front go soft on him during the dry practice, a problem which

he attributed to torsion bar heat treatment.

Beside him sat the first of the 1601 cc to 2500 cc cars, Andy Rouse in the Triumph Team Piranha Triumph Dolomite Sprint on 1m 46.3s, 1.9s quicker than Barrie Williams' lap record. Rouse was very happy with this time, although Ralph Broad felt that the somewhat blustery conditions had hampered the Triumph's performances. Delighted with improving by 1.2s on his own lap record was Barrie Williams in the Castrol/Japanese Airlines Mazda RX3. Arian had taken Williams' original engine to Racing Services (Twickenham) keeping the other one at Weslake's, and Racing Services had come out tops, so this engine was fitted between damp and dry sessions. On this long circuit, there were few worries about the perennial cutting out, although the amiable Welshman had problems out of Becketts. Towards the end of the session, the brakes had completely disappeared, although Williams felt he could have gone quicker than his 1m 47s.

John Hine was just 0.5s slower than Williams for row four in Bill Shaw's ShellSport Triumph Dolomite Sprint, sharing the row with Tom Walkinshaw's Ford RS2000.

Motor's editor, Roger Bell headed row five in the second Piranha Dolomite Sprint, on 1m 48s, having had problems with the rear brakes in the dry practice due to setting the car up for intermediates during the previous day. Terry Sanger put his Research Consultants Camaro alongside, but then suffered gearbox problems. Gillian Fortescue-Thomas made her welcome reappearance on this row with a 1m 48.5s in the second Bill Shaw Dolomite Sprint, showing that she'd lost none of her old touch, but then flew off to Devon to compete in a point to point with a handful of Bill Shaw's brass on the nag in an effort to recoup some of the running costs.

The first of the well supported 2501 cc to 4000 cc class came next on the sixth row, Holman Blackburn setting a 1m 48.8s in his new Capri II, sponsored by Hermetite. The Capri II, having its second outing, wouldn't start on Friday, later to be diagnosed as rubber in the fuel line, and then wouldn't start on the Saturday either, this time due to a broken earth lead, both problems from the Oulton accident. The Capri still had bump stops, which seemed to make it rather more unstable than it might have been. Just 0.1s slower was Gordon Spice in the Wisharts Capri II, the team

still sorting the cars, and finding that Silverstone needed a completely different set-up.

Bob Ridgard's Camaro headed row seven on 1m 49.3s, 0.5s quicker than Shaun Jackson's Opel Commodore, entered by Ottershaw Motor Co Ltd. Peter Hanson was back in the Opel seat, in his Marshall Wingfield entry, this being the Mike Wooley car formerly entered by Treble S Motors Gerry Marshall was extremely glad to have Hanson in the car. However, after a minimal number of laps on Saturday, the head gasket blew and the car was hurriedly despatched to Broad-speed again to be put right.

Bill Gubelmann set a 1m 51.3s in the second Wisharts Capri II until the gearstick broke, sharing this row with Win Percy. Percy lapped 1.4s under the class lap record on 1m 52.2s in the Samuri Racing with Toyota Celica, quickest of the small class.

Another new entry to the 1601 cc to 2500 cc class headed row nine, Cyd Williams driving the Arden Triumph Dolomite Sprint, driven by Rob Mason last year. He set a 1m 52.8s, sharing the row with the two Halesfield Chrysler Avenger GTs of Bernard Unett (1m 53.4s) and Jennifer Birrell (1m 54s), both being happy to go quicker than an Avenger has gone before on the circuit, although the Celica domination was beginning to be worrying.

Stuart Rolt was back in his ex-Boreham Capri GT following his various incidents to head row 10 on 1m 54.2s, with John Olding in the MacMillan Chevrolet Camaro for company. The Alfa Romeo Junior GTs of Stan Clark (1m 54.4s) and Tony Dron (1m 56.8s) sandwiched Jon Mowatt's BMW 2002 Tii on row 11.

After four laps on Saturday, the brand new German built Opel engine that Tony Fall has been waiting for messed up its fuel pump. But it wasn't Fall in the DOT Comondore's driving seat but John Handley. Fall was away on the Granite City rally, so Handley drove the brand new rhd car, with a new engine picked up on Wednesday night, and completely untested. After the car pulled off with the fuel pump problem, it did three laps in the 'qualifying' session at the end of the day when a bottom pulley came off, this driving the oil pump and the distributor, and the possible damage worried the team as they replaced parts for Sunday. Terry Watts' Capri shared the row on 2m 0.7s.

RACE

Even before the start, there were dramas. First of all, Peter Hanson took the Marshall Wingfield Opel Commodore straight off the grid to the pits, whence it eventually did a couple of laps before discovering a broken rocker. On the grid itself, Win Percy called over the Samuri team to have a change of plugs following a misfire, but only two could be changed before the two minute board.

At the flag drop, Richard Lloyd made the best start easily to lead Stuart Graham into Copse, while Tony Lanfranchi nipped inside Vince Woodman for third with Brian Pepper next up followed by Andy Rouse and Tony Shaw. By Stowe, Graham was still with Lloyd, but Woodman was pressing Lanfranchi sufficiently to have passed him by the end of the lap, albeit, 3.9s down on Graham already. The Triumph team had their class well in control while Blackburn was just in front of Shaun Jackson's Opel for their class. Win Percy had been well left at the start by the Avengers, and Jennifer Birrell was narrowly leading Bernard Unett. By lap two, the Mazda of Williams was already in the pits, the old cutting out problem rearing its head on the warming up lap for no particular reason. The team readjusted fuel pressure and float levels, and Williams finally completed eight laps. Olding was another to retire early on.

At the front, Lloyd had already pulled away by 0.6s from Graham, Woodman was already a little bit down, and Brian Pepper was trying to find a way past Lanfranchi. Shaw was about to dispose of Rouse, already some way ahead of team-mate Bell. Walkinshaw was beginning to pull away from Hine, and next up was Blackburn who now had Sanger's Camaro between him and next class man Jackson. Behind Gillian Fortescue-Thomas, Gordon Spice was beginning to make up for an atrocious first lap.

In the small class, as the smiles were beginning to broaden on the faces of the Chrysler men, the duff plugs on the Celica cleared, and from being fifth in class on lap one, Percy was now first on lap two. Admittedly he was aided by the pitting of

Jennifer Birrell who was having difficulty selecting gears, a problem which was to delay her for the rest of the race.

By lap four the gap from Lloyd to Graham was one second, and very slowly increasing. Lap five was to be the Hemi Cuda's last for Lanfranchi was no longer able to select third and top, and its race run leaving Pepper in fourth. Down in the 3 litre class, Gordon Spice had got the bit between his teeth and had reeled in both Jackson and Blackburn to now lead the class. Cyd Williams stopped out on the circuit when the flywheel came off, although he was some way down in class. On lap five, fourth in class Handley tangled with Stuart Rolt and they both gyrated at Becketts, and three laps later, Blackburn did the same thing at Becketts which dropped him into the clutches of Handley, leaving Spice on his own up front.

Lloyd was still increasing his lead fractionally, 1.9s on lap five, 2.4s on lap six, 2.7s on lap seven, 3.1s on lap eight, Graham having nearly twenty seconds over third man Woodman. Pepper, in an excellent fourth, was closed on by Shaw's Camaro briefly, but then the Hampshire driver heard a banging in the rear and slowed up for the rest of the race, holding station. The problem was eventually traced to a split tyre with some rubber lifted. Behind Rouse, team-mate Bell was slowly caught by Walkinshaw, and by lap 12, the two were running nose to tail. Spice was next having lost the Dolomite of Hine with falling oil pressure, and then total loss of drive on lap nine. Mrs F-T now followed Spice in tenth place, an excellent return to racing. Jackson followed her, with Malcolm Wayne, who had caught up well through the field from a penalised start, the last unlappped runner. Sanger came next, having dropped a number of places with chronic understeer. Percy had control of the small class, with Unett next and Clark beginning to speed up.

By lap 13, Walkinshaw was past Bell at Stowe, although Bell was by no means letting him get away. By lap 15, these two were the last unlappped runners. The leading two were now covered by 7.4s, increasing to 8.9s two laps from the end, and nothing could stop the runaway Lloyd from scoring a really convincing win. There was simply nothing Graham could do about it. Woodman was well out of touch in third place, some 27s down on lap 16, with Pepper now left to his own devices in fourth with Shaw leading home Rouse's Dolomite. And that's the way they finished, the only drama being a joyful slide by Lloyd as the flagman swatted him with the chequered one at the end of lap 20. The margin at that stage was 10.6s which, with the progressive increase of the gap, makes the shared lap record somewhat unlikely.

Roger Bell allowed Walkinshaw to get away to second in class by 0.2s over the final five laps, while Wayne climbed up well to take ninth. Class winner Spice came next, in front of Sanger, who found another driving style to his liking, pipping Mrs F-T on the last lap. Jackson took second in his class, just ahead of John Handley's similar Opel which pipped Blackburn's Capri on the last lap. Behind Bill Gubelmann's Capri came Win Percy's class winning Toyota, another convincing victory, with Unett's Avenger being closed upon in the closing laps by Stan Clark's Penthouse Alfa.

The final sting in the tail was provided by a protest from Bill Shaw (ShellSport Dolomites), over the Triumph Team Piranha Dolomites. As it was an eligibility matter, the protest should have been registered before the race, and as such, was thrown out.

RAC/Southern Organs Touring Car championship, round 5 Silverstone, May 13, 20 laps, 58.54 miles

- Richard Lloyd (7.4 Chevrolet Camaro Z28), 34m 5.6s, 103.02 mph;
- Stuart Graham (5.7 Chevrolet Camaro Z28), 34m 16.2s;
- Vince Woodman (5.7 Chevrolet Camaro Z28), 34m 47s;
- Brian Pepper (5.7 Chevrolet Camaro Z28), 35m 20.2s;
- Tony Shaw (5.7 Chevrolet Camaro Z28), 35m 35.8s;
- Andy Rouse (2.0 Triumph Dolomite Sprint), 35m 45.6s;
- Tom Walkinshaw (2.0 Ford RS2000), 19 laps; 8. Roger Bell (2.0 Triumph Dolomite Sprint), 19 laps; 9. Malcolm Wayne (5.7 Chevrolet Camaro Z28), 19 laps; 10. Gordon Spice (3.0 Ford Capri 11), 19 laps.

Over 4000 cc: 1. Lloyd, 103.02 mph; 2. Graham; 3. Woodman; 4. Pepper; 5. Shaw; 6. Wayne. **Fastest lap:** Graham and Lloyd, 1m, 40.8s, 104.54 mph (Record).

2501 cc to 4000 cc: 1. Spice, 96.20 mph; 2. Shaun Jackson (3.0 Opel Commodore GS/E); 3. John Handley (3.0 Opel Commodore GS/B); 4. Holman Blackburn (3.0 Ford Capri II); 5. Bill Gubelmann (3.0 Ford Capri II); 6. Terry Watts (3.0 Ford Capri GT). **Fastest lap:** Spice, 1m 47.6s, 97.93 mph.

1601 cc to 2500 cc: 1. Rouse, 98.22 mph; 2. Walkinshaw; 3. Bell; 4. Gillian Fortescue-Thomas (2.0 Triumph Dolomite Sprint); 5. Barrie Williams (2.3 Mazda RX3 Coupe); no other finishers. **Fastest lap:** Rouse, 1m 45.8s, 99.60 mph (Record).

Up to 1600 cc: 1. Win Percy (1.6 Toyota Celica), 92.92 mph; 2. Bernard Unett (1.6 Chrysler Avenger GT); 3. Stan Clark (1.6 Alfa Romeo GT Junior); 4. Hugh Oliver-Bellasis (1.6 Chrysler Avenger GT); 5. Bill Sydenham (1.6 Lotus Cortina); 6. Jennifer Birrell (1.6 Chrysler Avenger GT). **Fastest lap:** Percy, 1m 51.6s, 94.42 mph (Record).



Richard Eyre leads his heat off the line in his FF Javelin (right). John Murphy (left) is alongside.

FORMULA FORD

Lees in total command

By BOB CONSTANDUROS

A vast number of competitors turned up to battle for places in the final of the Brush Fusegear Formula Ford round at Silverstone on Sunday. However, the winner was decided pretty quickly, for on the first of the twelve laps, Jim Walsh spun at Becketts, and the resultant delay to the field allowed only heat victor Geoff Lees to get by and pull away to a 6s win. A tussling threesome for second was led home by the other heat winner, Richard Eyre in his home-built Javelin, who pipped Matthew Argenti by 0.2s. It was the usual heart stopping stuff, which saw some new names feature, and a surprisingly high standard of driving, with no major incidents.

The heats were run late in the day over 7 laps on Saturday. Lees and Argenti quickly pulled out a small gap in the first, the two doing battle for two laps. However, south African Rad Dougall detached his Royale from the bunch behind and demoted Argenti on lap three. Then Jim Walsh, from a surprisingly lowly grid position due to a blown Scholar, joined in. Lees still pulled away to a 5s win, while Argenti just got the better of Walsh for second by 0.6s, with Dougall 0.4s behind him. Kenny Gray climbed up well in his Van Diemen to take the next place, well ahead of Crosslé exponent from Ireland, Eddie Jordan. Ian Beresford kept his elderly Palliser in touch for seventh.

The second heat was a tremendous battle for first initially with Jim Murphy over from Ireland with a Hawke DL12, and Eyre's sophisticated Javelin. However, after two laps, Eyre was on his own — just — with Murphy trying to hold a vast bunch at bay. From these, Phil Dowsett (Crosslé 25F) emerged, led Murphy for a lap, and then was closely challenged for the rest of the race, beating Murphy by 0.2s. Belgian champion, Claude Crespin did well to pull out of a bunch of four to take fourth, 0.4s ahead of Chris Woodcock tying with Richard Wills. Yes, it was that close.

And so to the final, over twelve laps as the last race of the day on Sunday. As motor racing's ghoul's assembled to witness what must have been the year's biggest potential accident so far, 35 cars lined up on the grid, and steamed into Cope at a fine rate. Lees headed the bunch, with Walsh as close as possible. Until Becketts that is, where

the local lad got it sideways and spun in the middle of the track. Phenomenal avoidances left him intact until virtually the last car through, which smote him and ended his day.

Meanwhile Lees had an unheard of 2.6s lead at the end of lap one. Behind, a huge train tailed Dougall, Argenti, Eyre and Gray. As Lees increased his lead, so a gap of three detached themselves from the rest, comprised of Argenti, Eyre and Eddie Jordan who joined them up front. Gray headed the next lot comprising a further four.

Argenti seemed to have control through Woodcote each lap of the second placed bunch, but Eyre showed that he could do it too for one lap. Behind, Dougall seemed to have control of the next bunch, and with Dowsett, detached himself from Gray and John Bright amongst others.

By lap nine, the first six read: Lees on his own, Argenti, Eyre and Jordan, then Dowsett getting by Dougall to give an unpleasant blocking movement and then Gray and Bright. Dowsett dropped back with a moment behind Gray on lap nine, then Dougall got well on the grass, seemed to be about to emulate a fellow countryman, Jody Scheckter, held, it, spun the other way on regaining the tarmac, hit a marker post, straightened it up and drove on. That was followed the next lap by a moment at Becketts. This entertaining gentleman finished eleventh. With all this going on behind him, Jordan dropped back from the Eyre/Argenti battle into the clutches of Kenny Gray. As Eyre just pipped Argenti under the bridge on the last lap, so Jordan kept Gray at bay.

Brush Fusegear Formula Ford final (12 laps): 1. Geoff Lees (Royale-RE RP21), 20m 44.2s, 101.62 mph; 2. Richard Eyre (Javelin-Minister JL2), 20m 50.2s; 3. Matthew Argenti (Van Diemen-Scholar RF75), 20m 50.4s; 4. Eddie Jordan (Crosslé-Rowland 30F), 20m 54.2s; 5. Kenny Gray (Van Diemen-Scholar RF75), 20m 54.4s; 6. Phil Dowsett (Crosslé-Minister 25F), 20m 55.4s. **Fastest lap:** Dowsett, 1m 42s, 103.31 mph.

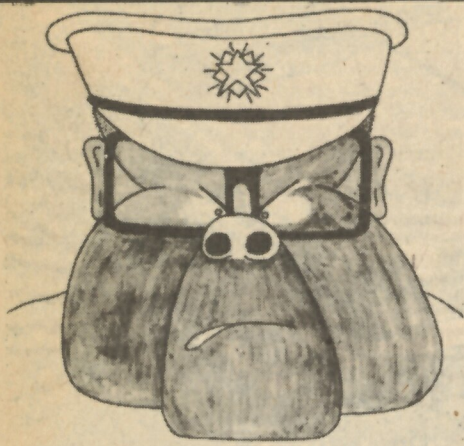
Formula Ford, heat one (7 laps): 1. Lees, 12m 11.2s, 100.87 mph; 2. Argenti, 12m 16.2s; 3. Jim Walsh (Hawke-Scholar DL12), 12m 16.8s; 4. Rad Dougall (Royale-Scholar RP21), 12m 17.2s. **Fastest lap:** Walsh and Lees, 1m 43s, 102.30 mph.

Formula Ford, heat two (7 laps): 1. Eyre, 12m 16s, 100.21 mph; 2. Dowsett, 12m 18.6s; 3. John Murphy (Hawke-Scholar DL12), 12m 18.8s; 4. Claude Crespin (Merlyn-Holbay Mk 24), 12m 23.4s. **Fastest lap:** Geoff Smailes (Royale-Scholar RP21), 1m, 43.2s, 102.10 mph.

Jennifer Birrell just has her Avenger's nose in front of Bernard Unett's, but Win Percy is poised to swoop for class honours in the Toyota Celica.



Purely personal



DE GENERAL alias PETER EVANS

Poetic flare

"Too be o' not to be, dat am de queshun! Am it nobbler in de mine to saffah de ole slings an' wotnots, or too be fillin' de fist wid de ole Webberley an' endin' orl de opposin' an' not seein' no more troubles." You am forgiven, Deah Reedahs, fo' tinkin' dis merely de beginnin' o' anudder Gran Pree report from ole Pete Tigers, but dis am de reel ting, strate from de pen o' de fust Literery Giant wot condysendin' to appeah in dis rag. Ole Pete certinly quick off de mark in pickin' up de lead set by de Mastah hisself, but if we honest, he not reely in de same class. I bin followin' orl de reports, an' ole Tigers certinly deservin' full marks fo' de effort, but he out o' his depth in tryin' to emmerlate de perfectshun o' prose wot appearin' in dis collum. It orl very well him rantin' on 'bout de fluffy grey clouds wot dancin' across de wind-swept skies an' reflectin' de grey dispair on ole Chapman's Chops, an' de quik brown fox wot jumpin' ovah de lazy dog, an' de joy o' havin' de ole eah-drums filled wid de chirpin' o' de Goodyears an' de metallic shreekin' o' de Vee 12, an' de blue flames wot dancin' abowt deep in de ole exhorsts, an' de ekstacy o' spottin' ole Shekter havin' a quick leak behine de Marshalls post but meanwhile de rayce startin' an' ole Pete missin' out laps 3-78 an' de reedahs missin' out on orl de ackshun! De flowery gubbins orl very well, but ole Belltolls an' Peskyrollers not even bin men-shunned yet, an' we half-way thru de seesson! If you askin' me, ole Pete be bettah off leavin' de poetik flare to sumwun wot it cummin' natcherly too, an' concentratin' on who blowing who off in de weeds!

It were only a mattah o' time o' course, before de ole sirket ownahs were clammerin' aftah de services o' de General fo' de Commentry Box, an' las' munth, ole Webby rollin' out de red carpit at Mallory Hatch, an' de crowd treetid to de dulcitetones o' de Kampalan Tonsils fo' de fust time. Natcherly I is a grate success, fo' who needin' a Marsh in de Commentry Box when dere orlreddy a much deepah one in de Paddock! Corse, I is only commentatin' on de main rayce, witch am fo' de Clubmans Sports, an' ole Marsh being' allowed to do de wofflin' 'bout de minah rayces. Wid me dere advisin', he soon gettin' de hang o' tings, an' amusin' de spektatahs wid de ole Etonian accent, an' sayin' ovah de mike, "I say you chaps, ole Crawford's drivin' am takin' de biskit — wot, Har Har" an' whisperin' to me "Dat bum Kidney Offal am startin' de rayce ten minits early an' not tellin' me, wot he needin' am a bunch o' fives up de frote!" an' "Dat lap-chartah bin on de ole gin agane, it say twenty laps to go on' dis am only a ten-lappah!" etceterah. Dis commentry bizniz not so ezy as it lookin'.

Howevah, de main feeture o' de day am de Donnington Colleckshun Transportah wot parked across two acres o' de paddock. Dis Colleckshun seem to be at least 1500 Botttuls, an' natcherly de place am packed out, manely wid de reportahs an' editahs. Dis am where I meetin' Ortosports Bob Cantstanduppos, who bizzy ritin' de ole rayce report from undah de bar! Ole Bob am a grate fan o' de Donnington Colleckshun, an' his favourite am de 1937 Napoleon!

Natcherly, I not proud, so I joinin' him on de floor, aftah helpin' mahself to de gallon o' Boofs an' Tonik, an' ole Bob fillin' me in on de ole Paddock gossip! De man am Motorin's ansah to de ole Lousy Welsh, de Amazin' Memmry Man, an' my eyes boggin' wydah dan when Linda Luvlace replacin' Tom an' Jerry at de Entebbe Roxy!

He tellin' me how he sneekin' in to de ole Board Meetin' at Heskif Property Co, an' lisnin' to de noble Lord defendin' de ole nose-dive wot de profits bin takin' ovah de las' two seasons. De minits o' de meetin' goin' like dis:

Chairman — Meelord, wot am dis loss o' two millyun wot we makin' las' year? Orl we doin' am supposin' to be collectin' Four Millyun in rent from orl de property!

Lord Heskif — Mr Chairman, dis no probberlem to explane, wot wid orl de bad wether, de ole plastik dranepipes on Belgrave Square rustin' up summin' orful an' we needin' to replace orl de front door-bell batteries, an' so on.

Chairman — How am de batteries costin' thirty quid each, wot dis ole Reg Varley got dat Evereddy lackin'? An' wots more, who am dis Hardly Apothecary wot costin' twenty grand per annum fo' cleening out de dranes? An' anudder ting, I appresheatin' de need fo' de new tyres on de Company Rolls, but wot am dis bill from Firestone fo' four hunnerd thousand? De shareholdahs gonna be hoppin' up an' down like

de Kangahroo wid a thissul up de bum-ole! Lord Heskif — (Sotto Vole) I wundah if ole James fancy doin' a spot o' de ole Clubmans dis seesson?

No wundah de nobility conspikewus by de ole abberseance at de Rayce o' Champyuns! But de rayce am a grate success, an' orl de uddah champyuns turnin' up. De ole entry list reedin' like a Who's He o' Motah Raycin'.

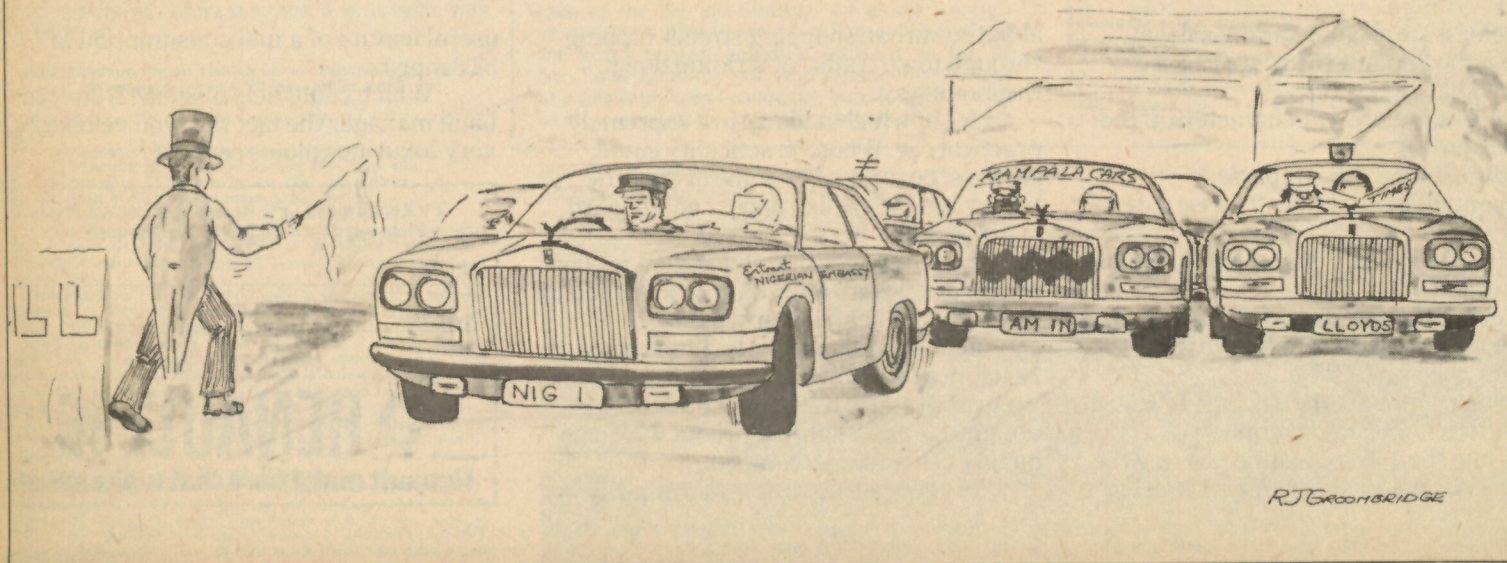
Fustly dere de Champyun Optimist, Bob Evahns, an' de Champyun Barber, Tony de Trimmah; an' de Cahmpyun Midgit, Arturo Mustavago, an' de Champyun Spellin' Mistake, Roelof Wunderink Well, it am a grate rayce, an' de Llandow Chapyun, ole Pryce hisself, scorin' a good win. De hat-throwin' Champyun, ole Crapman, showin' de sportin' spirit an' rushin' up to ole Rees aftah de rayce an' sayin' "Well done ole chap, an' wot abowt our deel, an' we chuckin' in de ole Green Stamps wid ole Ronnie, an' two hunnerd fags an' ole Warrder's second best pair o' hancuffs." But ole Rees playin' it close to de chest, an' stickin' out fo de ortograffed foto o' Divine Garlicky so de whole deel fallin' thru agane!

Words o' wisserdom

Still, de future o' British Motah Raycin' lookin' brite, fo I discoverin' de noo pussahnality wot puttin' us back on de map. Dis am none udder dan de famous Pete Brownin', wot runnin' de BRSCC. While I sittin' in de bog at Mallory, I reedin' ole Pete's words o' wisserdom in Motoring Screws wot sumwun kindly tore up an' hung on de nail. Ole Pete reely on de ball with such accurit gems as "Orl de drivahs good for am forcin' us to spend £100,000 on de ole Armco" and "We not got enny Sports Car formulah at orl." De percepshun o' de man am jus' fabberlus, an' it simple to see wot he meenin'. Until dis jeenyus opened de ole eyeballs, I nevah realisin' dat de club drivahs so powahful an' corzin' so much trouble. Orl de time I bin undah de rong impresshun dat it only de Gran Pree Drivahs wot cum here wunce a year an' rebuildin' de sirkits, when orl along it am de two thousand club drivahs wot forcin' their opinyuns on poor ole Pete. Dis reely am outrayjus, speshully when you considerin' orl dey puttin' into de sport am about sixtee quid a week each, an' about four millyun quids worth o' raycin' cars. No wundah ole Pete reely brownd off, when he puttin' in orl de effort an' only gettin' de salary an' de ole expenses, an' nowun lisnin' when he sayin' "Too menny peepul expectin' a livin' from de Sport!" Well, don't wurry Pete, de averidge drivah am rite behine you, an' dat spannah wot he holdin' am only fo' titenin' up de ole wheel-nuts!

Must begoin', as I visitin' ole Nick Brittle in Hospital, where he recoverin' from de nasty operayshun. It not evry day when you havin' de ski-stik removed from de bum! Dat o' corse, am wot cummin' from tryin' Page sixtee wun o' de ole Kama Sutrah without a propah test sesshun!

Ole Brownin's latest low-cost formulah am for bog standard Camargues, chauffah — driven o'corse!







Goodyear

HERB

11

Agip

GOOD YEAR

Agip

Appearances belie

A philosophical question often raised by enquiring minds is that of the relationship between appearance and reality. Thruxton on Easter Monday provided an excellent opportunity to example this relationship.

Consider the difference between (say) the Bang and Olufson team and the respective teams of Brian Henton and Ted Wentz. In the paddock, the B&O F2/F3 organisation certainly impressed with their well-equipped transporter in gleaming livery, mechanics resplendent in B&O clothing and two new cars for both F2 and F3. A deservingly ostentatious and thoroughly professional appearance. In contrast, the cars of Brian Henton and Ted Wentz were virtually invisible to the naked eye. Even when these teams were found, they displayed a somewhat spartan appearance.

However, the F2 race revealed a startling reality. Brian and Ted provided some of the best driving during the day. Each appearance of these two drivers brought appreciative responses from the crowds who received real value for money. Somewhat lacking in appreciative response were the B&O team whose cars lapped consistently at the tail of the field.

Appearance for this exercise was therefore to be found in the paddock, whilst reality (in terms of performance) was established on the track. Discriminating sponsors might do well to consider the following lines by W. B. Yeats before committing their resources:

'The best lack all conviction, while the worst are full of passionate intensity.'

M. D. AULT

BECKENHAM, KENT.

Costs gripe

I now feel it is necessary for me to bring up a few points regarding the cost of motor racing, especially in the light of the present economic situation which is making the sport almost prohibitive to many would-be drivers.

First of all, why is it when manufacturers of racing cars are consulted about a new formula, the majority of their costing recommendations are not adhered to? Take for example, FF2000, where at the first meeting of the constructors, drivers, Ford Motor Co and the BRSCC, the safety regs were settled as per Formula Ford 1600, then six months later the RAC said that bag tanks were to be fitted as well as full appendix J fire extinguisher requirements. Just these two items affected the car price by another £300 or so. Fortunately, through the efforts of the ACCM, of which I am a member, the bag tank ruling was scrubbed but the extinguisher system was to stay. Hence, certain of the drivers declared that they would rather chance the fire risk and run with an empty bottle should they happen to accidentally trigger the system rather than keep paying someone like Gravier the sum of (would you believe) £47.82 plus VAT to refill it each time. The fire risk in the formula is considered by most to be on par with that of Formula Ford i.e. minimal.

Another point which digs deep into the competitors' pockets is that concerning entry fees. Are they truly necessary nowadays? Motor racing is still a huge spectator sport, for International and Restricted meetings alike — so why must the driver pay for the public's entertainment? — the administration costs can surely be absorbed by the organisers/promoters. Most other forms of public entertainment do not require the competitors to pay a fee, so why should motor sport? This saving for the average racing driver could amount to £200-£300 per year. Even if drivers find a sponsor, their money is eaten into to a greater degree as they are now obliged to pay about £2 more on each entry fee if entered under a Trade licence. They might get an extra one or two passes, but do they all need them? Let's not exploit the sponsors now that they have become an absolute necessity for drivers who wish to win.

Manufacturers are finding it increasingly difficult to sell new cars, so a move must be made soon to ensure that our sport survives healthily. This burden should be taken from the competitors themselves and placed more with the PR departments of the organisers who rely on the drivers for their existence. If Ford, for example,

want their engines promoted i.e. FF and F2000, they should at least provide worthy prize money. In fact prize monies in general (in the UK) could do with a raise. The manufacturers now have to do deals to sell/hire/loan racing cars and equipment, so let's have some give-and-take from the powers that be.

I could bleat on like this for hours...

J. GLEAVE

BOURNE END, BUCKS.
(MRE (RACING SERVICES) LTD).

Park it, Buddy

It had to happen! The constructors and organisers used to be the evil men who stifled the golden boys with the real talent, now it is dotting fathers who are putting up obstacles to our great white hopes for the future. Mr Richard Willerton's remarks about Divine Garlicky are as illogical as they are tasteless and crammed with sour grapes. I do not think that she is the greatest lady driver since Mme Junek, but she has, at least, achieved world class status in one sport. Perhaps the dedication necessary to do this will aid her racing.

Mr Willerton waxes emotional about "enthusiasts scrimping and scraping, not being born with a silver spoon in their mouths, and only getting the odd line mention when they do particularly well in outclassed machinery." Enthusiasts have always faced these problems and have been content, if not happy, so to do. That is why we call them enthusiasts. Obviously Mr Willerton is no enthusiast, just an undiscovered champion with a chip on his shoulder because the queue of works managers and wealthy sponsors is not forming outside his Nottingham door.

Divina has charm, publicity value and a proven ability at one of the world's most difficult, competitive and downright scaring sports; all of which makes her an attractive proposition to a sponsor. Regrettably Mr Willerton would seem to lack these qualities, but from his letter it seems that no sensible person could possibly understand how anyone could prefer La Galica to his good self.

I have spent twelve years racing all types of expensive machinery as an enthusiast. My enjoyment has come from driving, not from reading about my incredible talent in a magazine. "The odd two line mention" will not buy a new set of tyres, nor will a whole paragraph. If Mr Willerton wants to be an enthusiast, he should get on with it and can the sour grapes. If he wants to climb the ladder, he should save his stamps and energy and write to sponsors. No more crying in AUTOSPORT and he might take the advice of the late, great Lucky Casner: "If you can't drive it, Buddy, park it!"

MICHAEL MCGRATH

LONDON, SW1

It's tiring behind the scenes

Re the *Sports Extra* news item "Two too many?" on April 3, quite unwittingly was unfair to my son Peter White, and as Peter is at present on a Manchester/Montreal shuttle I hope that you will not mind my trying to put matters right.

As the Royale advertisements in AUTOSPORT have said, Tony Trimmer and Peter have carried out lengthy testing of the Royale FF designed by Rorie Byrne. The "Rob Roy Racing with D. J. Bond" Royale FF was thoroughly tested and set-up by Peter, who is as enthusiastic about this as he is about the actual racing, and he was confidently looking forward to two opening wins at the beginning of the season when, to his chagrin, British Airways scheduled him for work involving these two weekends in addition to the third for which he was already on "stand-by." Geoff Lees was therefore loaned the car for the three opening meetings and it in no way diminishes his success that apart from removing Peter's engine, fitting his own, and getting the feel of the car, no setting-up had to be done by Geoff. The car was already race-ready! Sadly Peter had to wait four weeks to race it.

Unfortunately the Team's Super Vee had not had the same pre-race work done on it and if Peter looked tired at Mallory you really ought to have studied Rorie, who was literally asleep on his feet as a result of having worked throughout the

previous day and night to put the car together. To get third place on the grid, without having the right gear ratios, was not too bad but I venture to suggest that Peter was more frustrated than tired, although undoubtedly both, when the struggle to get the car fully prepared for the race failed at the last moment and it did not get to the grid.

It is important that your readers should know how much work is done by most drivers before they are able to enjoy the thrill of taking part in a race. Those drivers who buy Royale FFs will find some reduction in this work-load because of the factory preparations having been based on expert track assessment. It is hoped that the Royale Super Vee will soon benefit from similar treatment.

J. L. WHITE

EPSOM, SURREY.

'Ard up

In his excellent report on the Thruxton Formula 2 race, Chris Witty unwittingly gave a somewhat false impression of our new team. He quotes Ray Mallock's entrants, Ardmore Racing, as being run by a "wealthy band of clubmans drivers." Much as we wish it were true, we must respectfully point out that it isn't!

Two months ago, through no fault of his own, it looked as if this very talented young driver faced a bleak season with no car, and very little outside support. Remembering how the same kind of thing happened to poor Ian Taylor last year, we decided at short notice to do what we could to help out.

Ardmore Racing was formed in a hurry and is currently being run on a very tight budget. However, the team is now here to stay: next year we intend to consolidate, and hope to have a major sponsor. In the meantime hard work, enthusiasm and determination have to suffice!

We are grateful to those who are helping us, and especially to John Wingfield, whose generous help and advice is very much appreciated.

No, we are not a band of wealthy philanthropists, but a small group of people who would like to see natural ability given a fair chance.

CREIGHTON BROWN

NEWBURY, BERKS

Waiting over?

May I take this opportunity of endorsing Ian Phillips' comments with regard to Damien Magee's fine drive at Brands Hatch recently.

I have known Damien and his "half of Ireland brigade" for some seasons and have always maintained that some day, his undoubted natural talent would duly be recognised and a car worthy of his ability made available.

Surely, this moment is not too far off, so how about it, one of you talent spotting owner/entrant/sponsors — you'll get your money's worth twice over, not only with his driving ability but also with his very own brand of personality! — shades of Ulf Norinder and one or two other Formula 5000 characters? More power to your chassis, Damien.

PETER W. HAND

CATERHAM, SURREY.

Fittipaldi foibles

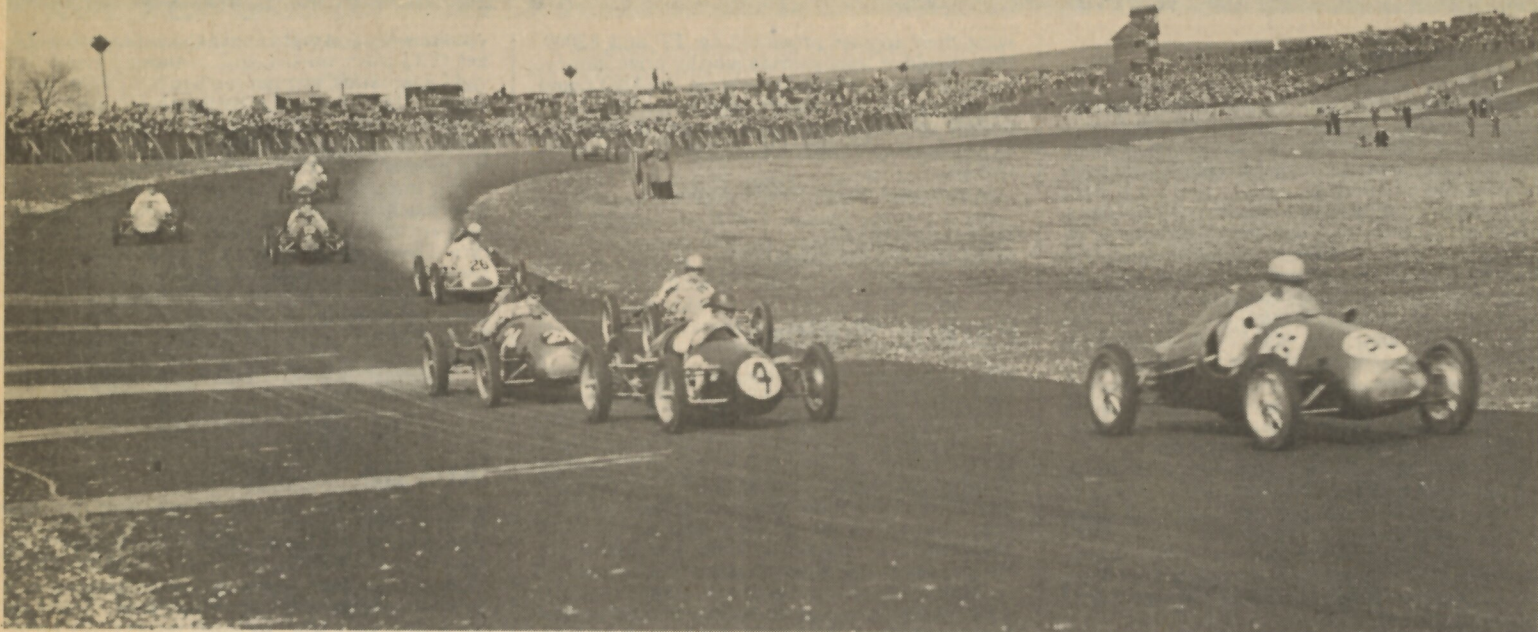
In answer to Richard S. Lander ("Fittipaldi's Warning") in last week's AUTOSPORT I would say that he did not get the full story of Emerson's performance at this year's Race of Champions. We stood in the mud and snow to see him and were not disappointed in the result. A poor practice, which seemed due to the car not the driver, placed him right at the back of the grid, so to finish fifth was pretty good. Pryce, Peterson, etc. had the advantage from the start.

Emerson is a driver who does not need to go all out for a do or die win but still gets the championship points, as last year proved.

He's still the best, I'm all for Fittipaldi.

WENDY J. APPS

HASTINGS, SUSSEX



First race meeting in April, 1970. Entering Clearways the wrong way are Ken Carter, Alf Bottoms, Bill Whitehouse, John Cooper, Austen May and Stan Coldham.

Happy Birthday, Brands

IAN PHILLIPS outlines the history of Britain's busiest circuit

Yesterday, Wednesday, April 16, was the 25th anniversary of motor racing at Brands Hatch. In fact the history of the site as a sporting venue goes back even further, to 1926 in fact, when a group of cyclists stopped at the mushroom growing meadow. Almost immediately it became a popular venue for cycle events and in 1938 for motor cycles.

After the war the motor cyclists came back and by 1947 it was the finest and most famous grass track in the country and Brands Hatch Circuit Ltd was formed to run it commercially.

A demonstration by 500 cc racing cars was laid on in early 1949 and soon afterwards Joe Francis, the circuit's managing director decided that car racing on a permanent tarmac circuit, as proposed by the 500 Club, would be a good idea. That year £14,000 was spent on laying a one mile

track. The historic day was April 16, 1950, when the half litre racers arrived for the first time. Reports of the crowd size vary between seven and ten thousand, but Brands Hatch had arrived. Ken Parker, Don Parker and Bill Whitehouse were among the winners and Cooper cars featured strongly.

The circuit in those early days was kidney shaped and the cars ran round anticlockwise, which tended to strain both cars and drivers. They did try going clockwise but, like everyone since, were daunted by the prospect of Paddock Bend downhill. So it wasn't until 1954 that it was decided that clockwise was the right way round.

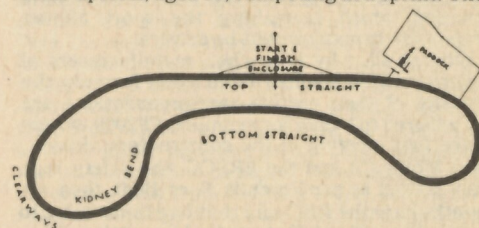
There were five meetings in the first year and seven the next. In an attempt to cut out reckless driving a "no-spin" rule was introduced at one point in 1952 — one of the first to be disqualified

for such a misdemeanor was one Bernard Ecclestone.

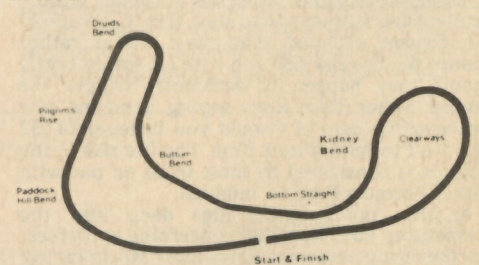
Other famous names who hit the headlines in the first three years, when only 500 races were allowed, were Stirling Moss, Eric Brandon, Alan Brown, George Wicken, Harry Schell, Johnnie Claes, Stuart Lewis-Evans, Les Leston and Paul Emery to name but a few.

It was during the winter of 1953 that Brands as we know it today came into being when Druids Bend was added and, consequently Bottom Bend. From 1954 all races were run clockwise too. The track was also widened by five feet to 35ft.

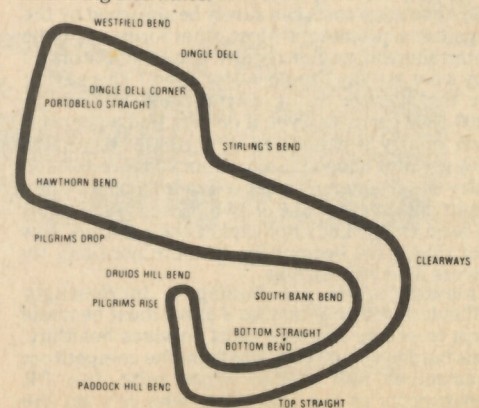
The first winner on the new track was a certain Jackie Epstein, aged 19, competing in a sprint. The



The original layout (above) of the 1-mile circuit opened in 1950. Below, the new 1.24 circuit run clockwise for the first time, with Druids extension in 1954.



The GP circuit (below) was opened in 1960, measuring 2.65 miles.



The Druids extension being built in 1954.

first real race was won by Stuart Lewis-Evans. With the addition of the Druids section cars other than the 500s were allowed to race on the circuit. Peter Gammon was an early winner in a Lotus Mk 6 beating none other than Colin Chapman himself. Other non-500 racing stars in those days were Don Beauman, Frank Nichols, Jim Russell and Ivor Bueb, while making his name in 500s was a certain Graham Hill.

In 1954 came the first Boxing Day race meeting dreamt up by the circuit's first press officer 23-year-old John Webb a press and PR consultant. The idea was accepted by John Hall, Brands MD at the time, and the BRSCC (formerly the Half Litre and 500 club) ran it. Fifteen thousand spectators turned up for seven races and other entertainments.

In 1955 the circuit's first permanent grandstand was erected and the following year a telephone link was provided between race control and all the marshals' posts.

At this time the outright circuit record stood to John Surtees on a motorcycle at 60s dead although in October 1955 Ivor Bueb lowered it to 59.4s in his Cooper Mk10.

Nineteen fifty-five saw the introduction of really big time racing at Brands with F2 races and a genuine F1 event.

That first F1 event was a 15 lapper in October and was won by Archie Scott Brown's B-type Connaught.

The first fuel crises to hit Brands racing was at Suez time in 1957. Nevertheless two F2 meetings were held, both resulting in victories for Jack Brabham. In the same year John Webb held the saloon car record in his Jensen 541.

They were keen on F2 in those days and the Formula provided the major events of 1958 and 1959. Nineteen fifty-eight was the first time Jim Clark raced at the circuit when he dived with Colin Chapman in a Lotus Elite before being baulked out of first place. In 1959 Brabham and Hill lowered the circuit record to 56.6s.

It was in January 1960 that the idea of Brands becoming a Grand Prix circuit was announced. Planning permission had been given for an extension into the country from Kidney round to Clearways. The length would be more than doubled to 2.65 miles although it would not supercede the now-named 'Club' circuit.

The first race on the GP circuit was on August Bank Holiday for F1 cars. The race featured a big battle between Jim Clark and Jack Brabham until the latter retired with gearbox failure. The fastest lap was 1m 40.6s by Clark and Brabham.

After eleven years as a racing circuit Brands Hatch was established as a world class circuit. It was at the beginning of the 12th year that Grovewood Securities, headed by John Danny, acquired the controlling interest of the circuit.

The takeover was initiated by John Webb, who joined the board of directors under chairman Lord Gainsborough. Webb, who worked for a PR company in London, sought, under instruction from Brands MD John Hall, a large company with funds to help in development. Needless to say Grovewood were in property, among many other things, and rumours then, as indeed now, suggested they would turn it into a housing estate. However, encouraged by their Brands investment, Grovewood acquired Mallory Park, Snetterton and Oulton Park in successive years and Motor Circuit Developments was formed under John Webb to plan and promote meetings. As a result of Grovewood's involvement many of the current amenities for spectators and competitors were erected in 1961. The same year saw the first involvement of Carreras/Rothmans in Brands and motor sport; the marriage ended last year. Big race winners that year included Stirling Moss (UDT-Laystall Lotus 18/21) and Jack Brabham (Cooper T53). Bruce McLaren took the GP circuit record down to 1m 40.2s.

The following year saw no F1 or F2 meetings but in October the circuit had its first long distance race, the *Motor* 6 hours for saloon cars, won by Mike Parkes/Jimmy Blumer in a 3.8 Jaguar. The Club circuit record tumbled, finally, that year to Denny Hulme at 54.4s in a Brabham BT6.

In 1962 the *Motor* 6 hrs was won by Denny Hulme/Roy Salvadori in a 3.8 Jaguar, while a certain Roger Penske won the Guards Trophy for sports cars in his Zerex Special. The year also saw the introduction of the Grovewood Award for up-and-coming Commonwealth drivers. The winners were Dickie Attwood, Tony Hegbourne and Brian Hart.

Since the extended GP circuit was opened, Brands Hatch had aimed at one target, a world championship Grand Prix. This honour was finally bestowed upon the Kentish track in 1964 and also

given the title of European Grand Prix. It was a great occasion and new Brands landmarks were erected such as the Paddock Bar and Grovewood Suite.

The race itself was the fastest ever at the circuit and saw Jim Clark pip Graham Hill by 2.8s. The outright record dropped to 1m 38.8s. A bonus for spectators was Jackie Stewart's 'public' test drive in an F1 Lotus.

This historic year in the circuit's history was also its busiest ever — 14 meetings were organised. This was the pattern for the future; during the next three years it went to 17,23 and then 35.

The success of the GP in 1964 was followed by an agreement with the RAC for it to alternate with Silverstone in the future. With no GP in 1965 the first *Daily Mail* backed Race of Champions non-championship race was held, won by Mike Spence. The first 100 mph lap was recorded on this day by Jim Clark with a time of 1m 35.4s. In May the circuit's longest ever race was held, the

Guards 1000 — a two 500-mile production sports car event. The overall winner was the works MGB of John Rhodes/Warwick Banks.

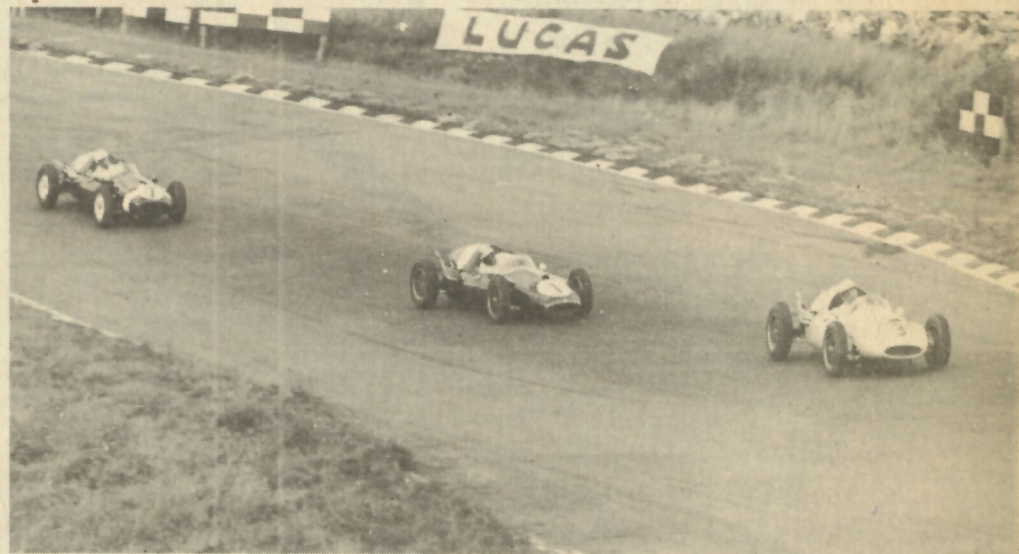
The GP returned in 1966 and was a Brabham walkover with Black Jack himself leading home Denny Hulme. It was also the last year of the big G7 sports cars with John Surtees taking his second successive Guards Trophy. The F2 Motor Show 200 at the end of the year saw Jochen Rindt hand the first defeat to the Brabham-Honda while the European F3 Challenge at Brands went to the British Team.

After much adverse national publicity surrounding Paddock Bend the circuit management moved back the spectator banks to provide greater run off area. This was also the year of pirate radio and motor racing which produced unrivalled scenes as thousands of raging pop fans were introduced to the sport.

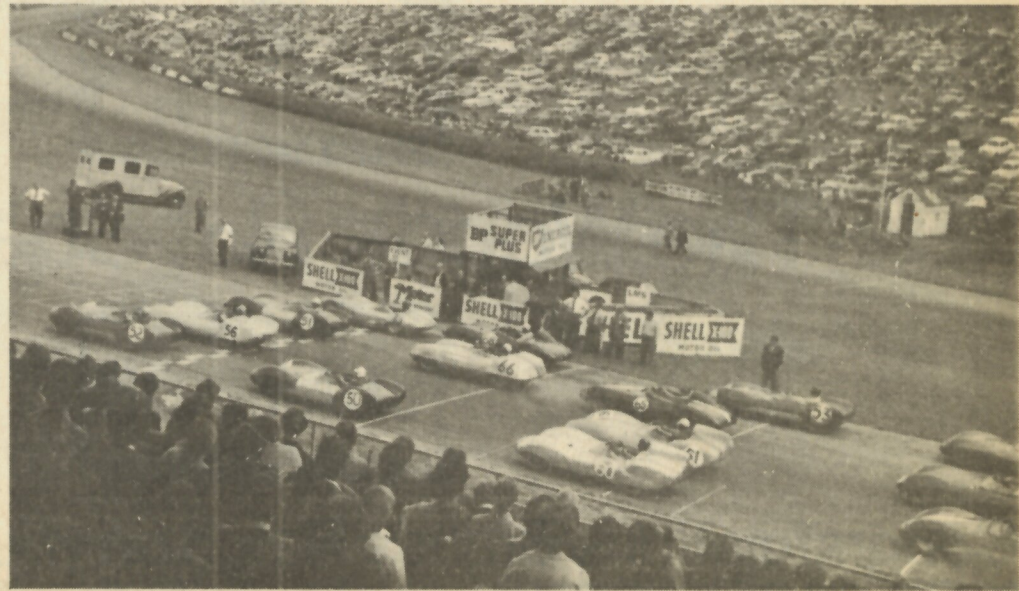
Americans featured strongly at Brands in 1967. Dan Gurney's Eagle won the Race of Champions, which was now an annual promotion, and Mike



John Webb, lap record holder (above) takes his Jensen inside R. Bates at Paddock in 1957. Below, the Kentish 100 F2 race in 1958. Lewis-Evans leads Brabham and Moss.



The Rochester Trophy race in 1968. Note the control tower.



Spence and Phil Hill won the world championship BOAC 1000 sport car event in the Chaparral.

The first of the Brands Hatch inspired Formulae came into being in 1967 when the "under £1,000" single seater Formula Ford was introduced. The first race was won in July by Ray Allen. The Formula got off to a slow start, but, co-incidentally, this year saw the introduction of a "relief" formula to cut down the numbers.

Constantly searching for ideas to brighten the programme, compulsory pit stop events were introduced in 1968 but were not a success. It was a busy year on the international scene with the Race of Champions, BOAC 500, British Grand Prix, Guards Trophy and Motor Show 200 all being full internationals. In addition there were nearly 30 club meetings.

After the success of FF, John Webb and BRSCC executive director, Nick Syrett, dreamed up Formula 5000 for 1969 as a new "big power, low cost" formula. It got underway amid much publicity and, although the first championship was very close (ultimately going to Peter Gethin) it took some four years of MCD perseverance before being accepted. Perhaps it was a little premature? The year saw the failure of another entertainment idea, Indy style qualifying for F1 and F5000. It was the year of Jackie Stewart's Race of Champions and Jo Siffert/Brian Redman's BOAC 500. Emerson Fittipaldi made his F3 debut at circuit and less than a year later made his F1 debut at the same circuit.

That year, 1970, was Jack Brabham's bad luck year — he was robbed of the Race of Champions

and the British GP. At the end of the year the Australian announced his retirement which was commemorated by a special meeting at Brands in November.

The BOAC 500 (now the 1000) had always been successful and popular and the next "Brands formula" was the F1 based FF100 sports car category. Harshly criticized from the outset it never got off the ground. Following quickly though was the single seater Formula Atlantic which caught on almost immediately and now ranks with the successful FF and F5000. Clay Regazzoni scored a popular Race of Champions win for Ferrari but the non-championship Victory meeting celebrating the Stewart/Tyrrell championship win, ended in tragedy when the popular Jo Siffert, Brands GP winner in 1968, was killed.

The first Brands celebrity race, based on an idea from the Brands based on the successful Fordsport meetings, was run. These consist of between 16 and 20 identical standard cars being given to celebrities from all walks of life to race. This has been one of the most successful novelty ideas from Brands and for three years they have run a series of these races using Ford Escorts sponsored by Shell and run from Brands Hatch.

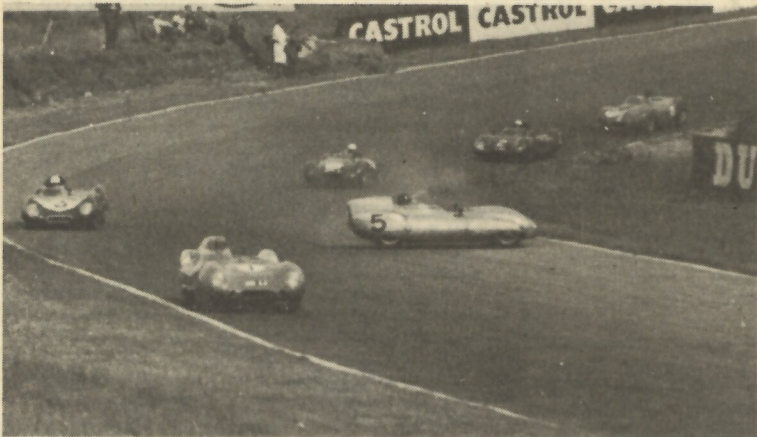
Following Siffert's accident a major safety improvement scheme was started at the circuit costing £35,000. In addition to sleeper, barriers and run off areas improved spectator viewing facilities were added. Following almost immediately was a £50,000 scheme for improved pit, better access roads and yet more spectator facilities. Then, for

this, the circuit's Silver Jubilee year, a complete resurfacing programme was undertaken for the first time. Recently plans have been announced for a new paddock to be completed in time for 1976.

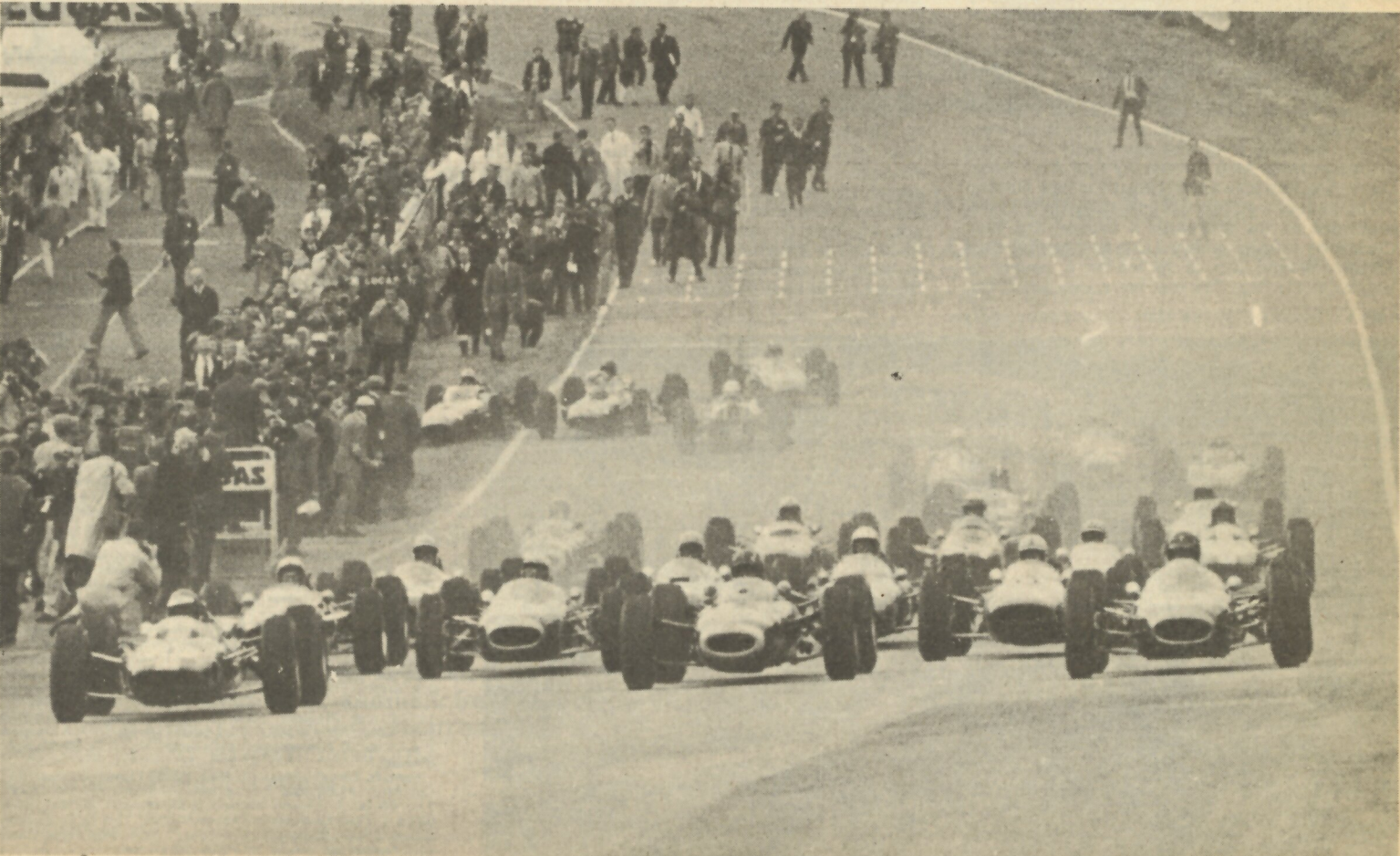
Race results of the last few years are still fresh in the memory, but Brands Hatch continues to be the busiest circuit, probably, in the world. The Celebrity races have become established, "special" days are increasingly popular especially those involving pop stars and the TV and radio. Crowds are generally on the increase and these Brands Hatch promotions have stimulated commercial interest in the sport to an unprecedented level.

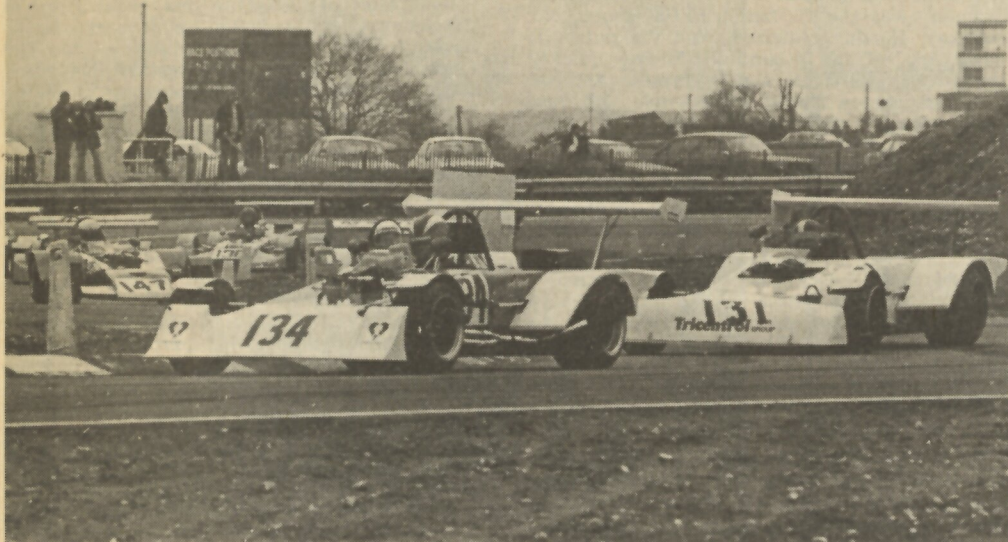
Brands Hatch, via managing director John Webb, in conjunction with the still closely-tied BRSCC have been responsible for more innovations that have helped the sport progress during the past 25 years than any other organisation. They don't always meet with approval, they're not always successful but, all in all, it's a positive attitude without which the sport would almost certainly be much near those homely days out of 1950. "Those were the days," some may say, but today is 1975 and motor sport is only in tune with it thanks to Brands Hatch.

A full detailed history of the 25 years of racing at Brands Hatch is available in a superbly illustrated book edited by Mike Kettlewell, priced 65p, from Brands Hatch Circuit Ltd, Fawkham, near Dartford, Kent.



Above, Graham Hill spins at Bottom Bend in 1957. Right above, Nick Syrett (hands on hips) about to brief the ladies before a 1963 celebrity race. Below, the first ever GP at Brands in 1964. Clark (left), Hill, and Gurney lead away at the start.





Geoff Friswell leads the Tricentrol Clubmen's round but Frank Sytner, second here, took overall honours.

SNETTERTON

Supersports super racing

Billed in the MCD Booklet as the Tricentrol Car Races, it was appropriate that this sponsor's Clubmen's Supersports race stole the show at the first Snetterton Club race meeting of the season on Sunday. Frank Sytner won the closest of races from a really back-to-form Geoff Friswell after Friz had spun away a good lead in the early stages of the race and then climbed back through the field at an astonishing rate. Non-starters marred this first TEAC meeting and even marshals were rather thin on the ground despite a last minute influx of Sporting CC of Norfolk crews — a sign on the economic times this, perhaps. The rest of the races catered for the usual spectrum of club racing to entertain a quite respectable sized crowd but despite running to time and finishing at a very early hour, the meeting seemed to lack some of TEAC's expected "bite".

The first round of TEAC's Mini 7 Championship got the programme underway at 2pm. It looked after practice as a gift for Chris Tyrrell, the 1974 National Champion not having Graham Wenham to contend with this week. However it all went wrong for him from the start with a strong challenge from Alan Corbishley and Alan Seekings luring him into a mistake at the new Hairpin. Seekings followed him off and stayed off, Tyrrell continued to the pits with a broken fan belt. Corbishley seemed to have a safe lead until Robert Addison wound him in to within a couple of lengths at the flag. The rest were well adrift but

Alan Corbishley took the Mini 7 round deservedly.

the close dicing of this excellent Formula kept up the excitement, which is more than could be said for the Formula Vee event which followed.

Some old faces and some new set out on the trail for Volkswagen (GB) Ltd title points. For the first four laps the lead dice between poleman Gordon Rae (RAE) and Peter Wimshurst's Veemax made up for the wide spread of the rest but Rae had a large spin exiting Russell which o-so-nearly removed both he and Wimhurst from the running. Both emerged unscathed leaving Wimhurst with the race and Rae with third place behind Tim Flynn's Vee.

As detailed in *Sports Extra* the Clubmen's Tricentrol Round was combined into one race, 14 Class A cars and 8 class B making the start. Barry Foley put the Roughcutter on pole but he was left at the start by Geoff Friswell's U2 and Frank Sytner's similar Mallock device. Friz tried to build up a safe lead as soon as possible but this was to be his undoing for the very next lap saw him exiting backwards from the new Hairpin as five cars went by. This left Sytner in the lead but under pressure from both Foley and Vernon Davies. By half distance, (five laps), the leaders were already among the slower Class B cars and Sytner had a moment at the Esses lapping one. The U2 almost got away from him and the closely following Foley took to the rough (in the Cutter) to avoid a collision and retired to the pits with what we all thought to be body damage but it turned out that a



head gasket had gone on his car. Friswell meanwhile was already back to fourth having passed Creighton Brown (U2) and aided by a spin from Malcolm Jackson. On lap seven both Davies and Sid Marler (Gryphon) were his victims and half a lap later he was on the heels of Synter. Frank was not going to let the lead go cheaply and countered every move which Friswell made in the next two laps, holding on to win by a length with Friswell taking a new lap record of 101 mph.

What then of the Class B cars? Well all were lapped by the leaders but their dicing was almost as close apart from at the front where Nick Adams kept his Team Camborough U2 ahead of Peter Clark's Centaur throughout and keeps the overall championship lead. A super race but 10 laps is far too short, for Class A anyway.

A depleted field of Special Saloons saw a flag to flag win, his first, for Brian Thackray in his 1850cc Ford Escort BDA as prepared by AVJ Developments. A steady, and safe second throughout was John Homewood's new lightweight Imp, even with its hack 1 litre mill. Neil Totman's superb 1 litre BDA-engined screamer overcame a challenge from Barry Morris in a 1300 Mini, those two running home safe in third and fourth place. With Thackray, Morris and Homewood taming the first three classes the 850cc class winner was not to be outdone. David Enderby made it five class wins in six starts and sixth overall today to boot, as well as breaking the Pole Position sponsored Mini's own lap record.

Fourteen Supersports came out for their non-championship race and Geoff Friswell set off as if still in his Atlantic car, lowering his own lap record by nearly 2 seconds and leaving the Clubmen's target at 103 mph. Creighton Brown held a very unsafe second from Sid Marler after Davies had a stop to replace a loose fuel line, but Malcolm Jackson muscled in with his U2 and this three car dice for second diverted the attention from Friswell until the last couple of laps when it seemed the trio were much closer to him. Sure enough the lead on lap 10 was down to a couple of hundred yards at Coram, Friz had switched off and was cruising in with a boiling engine, he held the lead through Russell but all of the other three passed him before the flag.

Keith Wilson's Jamun-Scholar won an exciting F. Ford event to close the programme after newcomer James Weaver had spun his Hawke out of contention. Behind Wilson, Chris Ings (Van Diemen) needed all his knowledge of the circuit to keep ahead of the lucky number 13 of Mike Morland (Elden). Merlyns took the next two places, John Conway and David Kemp being interrupted in their private battle by Weaver as he attempted to regain ground after one spin only for the Hawke driver to park it in the Lytag at Russell on lap nine.

MIKE DIXON

TEAC Mini 7 Formula Championship Round (10 laps): 1, Alan Corbishley, 15m 18.2s, 75.16 mph; 2, Robert Addison, 15m 18.6s; 3, Terence Pudwell, 15m 42.0s; 4, Roy Finlay, 15m 45.6s; 5, Richard Hamlyn, 15m 55.0s; 6, Bill Booth, 16m 10.8s. **Fastest lap:** Chris Tyrrell, 1m 29.6, 77.02 mph. (Establishes Record).

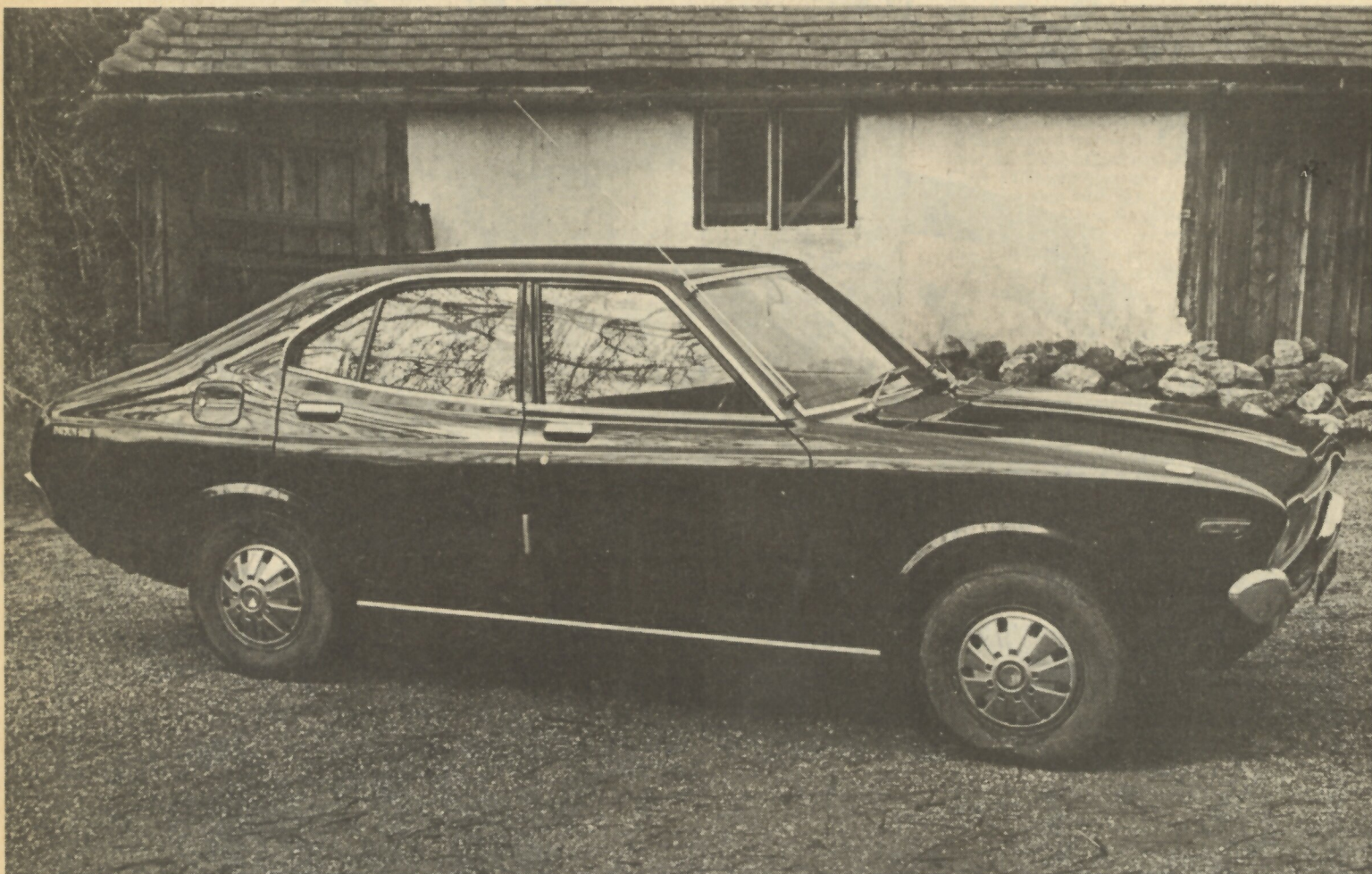
Volkswagen (G.B.) Ltd National Formula Vee championship round (10 laps): 1, Peter Wimshurst (Veemax), 13m 35.6s, 84.62 mph; 2, Tim Flynn (Vee), 13m 49.2s; 3, Gordon Rae (RAE), 13m 51.6s; 4, Tim Green (CM Vee II), 14m 28.6s; 5, Alex Lowe (Valient), 14m 34.0s; 6, P. Davey (Vee), 14m 49.2s. **Fastest lap:** Rae, 1m 18.6s, 87.80 mph. (Establishes Record).

Tricentrol Car Group Clubmen's Sports championship round; Class A full-race-engined cars; Class B Formula-Ford-engined cars (10 laps): Overall and Class A: 1, Frank Sytner (1.6 U2 Mk 14), 11m 45.2s, 97.86 mph; 2, Geoff Friswell (1.6 U2-Hart Mk14), 11m 45.4s; 3, John Davies (1.6 Gryphon C73a), 11m 51.6; 4, Sid Marler (1.6 Gryphon-Dacron C73/74a), 11m 52.4s. **Fastest lap:** Friswell, 1m 08.2s, 101.19 mph. (Establishes Record). **Class B:** 1, Nick Adams, (1.6 U2-Holbay), 9 laps; 2, Peter Clark (1.6 Centaur 14b); 3, Nick Scott (1.6 U2-Close Mk11b/14). **Fastest lap:** Adams, 1m 17.4s, 89.15 mph. (Establishes Record).

Special Saloons; over 1300cc, 1001 to 1300cc, 851 to 1000cc, up to 850cc (10 laps) Overall: 1, Brian Thackray (1.8 Ford Escort BDA), 13m 23.2s; 2, John Homewood (1.0 Sunbeam Imp), 13m 42.4s; 3, Neil Totman (1.0 Mini-BDA), 14m 26.2s; 4, Barry Morris (1.3 Mini), 14m 29.8s. **Over 1300cc class:** 1, Thackray, 85.92 mph; 2, Barry Barnes (1.6 Ford Escort T/C), No other finishers. **Fastest lap:** Thackray, 1m 19.0s, 87.36 mph. **1001 to 1300cc class:** 1, Morris, 79.34 mph; 2, Bob Morey (1.3 BLMC Mini), no other finishers. **Fastest lap:** Morey, 1m 24.6s, 81.57 mph. **851 to 1000cc class:** 1, Homewood, 83.92 mph; 2, Totman; 3, Paddy Loughane (1.0 BLMC Mini). **Fastest lap:** Homewood, 1m 20.8s, 85.31 mph. **Up to 850cc class:** 1, David Enderby (850 Mini), 78.23 mph; 2, Bernie Tester (850 Mini); 3, John Flack (850 Fibresports Mini). **Fastest lap:** Enderby, 1m 26.2s, 80.66 mph. (Record).

Clubmen's Sports: Class A-Full-race-engined cars; Class B-Formula Ford-engined cars (10 laps): Overall and Class A: 1, Creighton Brown (1.6 U2-Close Mk14), 11m 44.6s, 97.94 mph; 2, Malcolm Jackson (1.6 U2-Holbay Mk 14), 11m 45.0s; 3, Sid Marler (1.6 Gryphon-Davron C73/74a), 11m 45.8s; 4, Geoff Friswell (1.6 U2-Hart Mk14), 11m 46.2s. **Fastest lap:** Friswell, 1m 07.0s, 103.00 mph. (Record). **Class B:** 1, Chris Greville Smith (1.6 Phantom); 2, Alex Ferrada (1.6 U2-Davron Mk16); 3, Ron Morgans (1.6 U2 Mk14). **Fastest lap:** Greville Smith, 1m 16.8s, 89.86 mph. (Record).

Formula Ford (10 laps): 1, Keith Wilson (Jamun-Scholar T3b), 12m 58.6s, 88.64 mph; 2, Chris Ings (Van Diemen-Minister RF74), 13m 08.4s; 3, Michael Morland (Elden-Minister Mk10c), 13m 09.2s; 4, David Kemp (Merlyn-Abbott Mk20a), 13m 15.2s; 5, John Conway (Merlyn-Rowland Mk20a), 13m 17.6s; 6, Brian Turner (Lotus 51c). **Fastest lap:** Wilson, 1m 16.2s, 90.57 mph.



The Datsun 140J has a look about it that is quite neat and functional

Datsun 140J represents serious challenge

There are so many different makes and types of Japanese cars nowadays that I can't pretend to know them all by heart, as I do the European products. Nevertheless, Datsuns seem to have something special about them, judging by the sales figures.

In the past, I have tested all the six-cylinder models at the top of the range and the gay little front-drive Cherry, which is Datsun's smallest car. Now, the concessionaires have submitted a middle-sized Datsun, a family four-door saloon of 1428 cc. This has a sturdy overhead camshaft four-cylinder engine, a 5-bearing cast-iron unit

that is typical of the *marque*. Unlike the other Datsuns I have tested, this one is entirely conventional, with MacPherson front suspension and a live rear axle on semi-elliptic springs.

The car has a Japanese look about it but is quite neat and functional. Entry is easy through the four doors and the interior treatment is attractive. The rear seats are exceptionally comfortable if the front seats are not adjusted to too far back, the leg room in front being barely adequate for a tall driver. Over bumps, the bottom seems to hit the bottom, which is somewhat uncomfortable. The ventilation is

excellent, though the heater is slow to warm up, and the rear window demister died on me.

The engine is pleasantly smooth and not at all noisy unless pressed really hard. It starts instantly from cold though it is a long time before the choke can be fully released. Fuel consumption is moderate and may be around 30 mpg at quite a respectable average speed, which is good for a car of this size. The 140J cruises easily at 80 mph on a very small throttle opening, but the acceleration for overtaking might be a little more brisk.

Japanese cars nearly always have splendid gearboxes and this one is no exception. The gearchange is light and rapid, which encourages the driver to make the best use of the box. The engine is actually very flexible and will pick up smoothly, if not very rapidly, from quite low speeds in top gear. When in its stride, the 140J swings up surprisingly steep hills without a change to third, if the driver is so inclined.

In the past, I have experienced some brake fading with the bigger Datsuns, but the lower performance of this model puts less load on the anchors. They are adequate for all normal driving, but I started to get the gipsy's warning when really having a go. The parking brake will hold the car safely on the steepest hills.

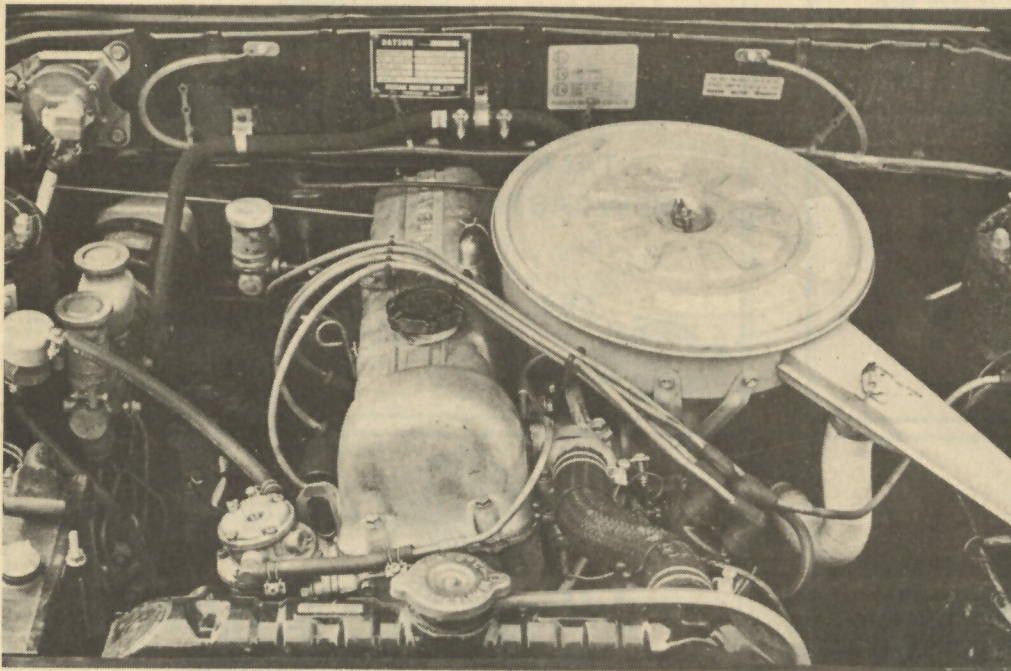
During reasonably hard driving, the Datsun handles well, without too much roll, and gives the driver plenty of confidence on wet roads. When pressed to its limit, however, it understeers strongly and the cornering speed is consequently not very high. This only becomes noticeable, however, when the car is driven harder than most owners are likely to attempt.

While the ride is quite comfortable on the better British roads, it deteriorates considerably on broken or rippled surfaces. As I have previously remarked, there are parts of France and Spain where cars with live axles are at a disadvantage, to which rule the Datsun is no exception. When one is tired, towards the end of

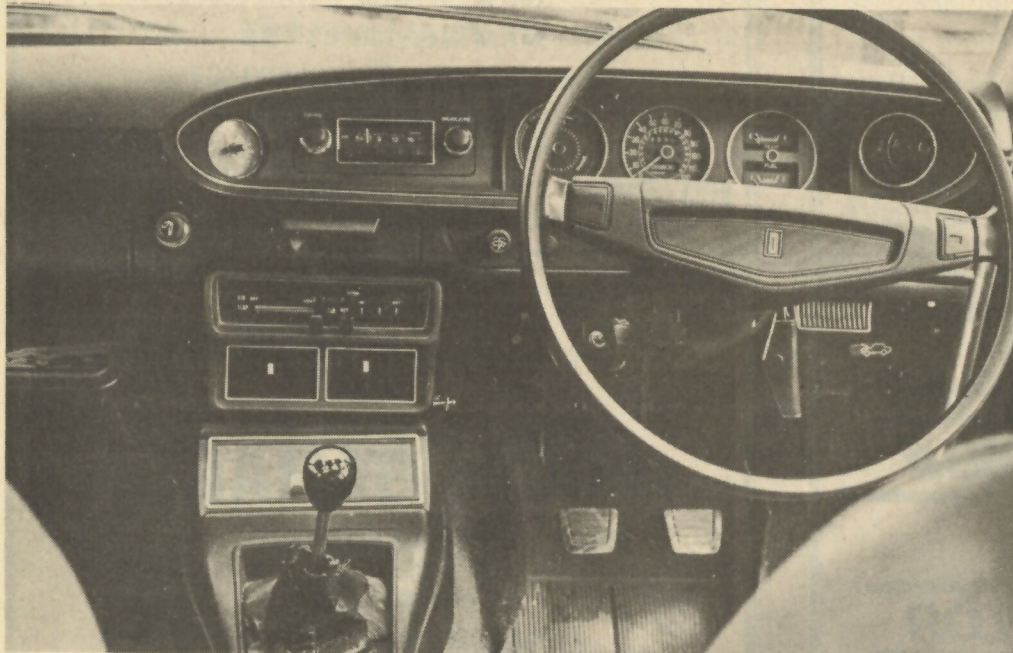
Such a car as the Datsun 140J must be a serious challenge in the family saloon market.



Road test



The engine is pleasantly smooth and not at all noisy.



The car is particularly well equipped (above) and the accent is on quality rather than cheapness as can be seen from the car's appearance (below).



a long journey, the suspension feels a bit jiggly on minor roads and one would appreciate a softer combination of tyres, springs, and seat cushions.

Road noise is moderate on nearly all surfaces and the wind noise is insufficient to irritate the occupants. At normal cruising speeds, the 140J is probably a little quieter than most of its competitors. The engine is not noisy mechanically and the carburettor intake and the exhaust are well silenced, while the transmission is almost inaudible.

The headlights give a good view of the road, while night driving is rendered more pleasant by the effectively illuminated instruments, which are easy to read but cause no reflections in the screen. The window area is not at all large by modern standards and the backwards view from the driver's seat is somewhat obstructed, which can make parking awkward. The boot gives space for a useful amount of luggage.

Nowadays, more and more people are having to learn to do their own servicing. In this respect, the Datsun earns full marks, everything that may need attention being arranged for easy access, while the nervous beginner is encouraged by the neat and uncluttered under-bonnet appearance. The simplicity of the chassis design will be appreciated by fleet owners, who are more interested in ease, or otherwise, of fitting replacement units than in engineering refinements.

The car is particularly well equipped, such things as the radio, the reclining seats, head restraints, and tinted glass being included in the price. Some rival makes, too, are inferior in small refinements like the exact fit of the carpets. This is not a high-performance car and young men will not lose their sleep at nights over it, but its a thoroughly useful saloon for the man who regards his car as one of the tools of his trade.

We are now feeling the second wave of the Japanese invasion. The first wave failed because the cars were too unconventional for the British buyer. Now, the Japanese are making the same sort of cars as we do, only they are trying to build them a little better, and the accent is on quality rather than cheapness. Such a car is the Datsun 140J must be a serious challenge in the family saloon market.

Car Tested: Datsun 140J 4-door saloon, price £1539 including car tax and VAT.

Engine: Four-cylinders 83 x 66mm (1428cc). Compression ratio 9 to 1. 65bhp DIN at 5800 rpm. Chain-driven overhead camshaft. Nikki twin-choke downdraught carburettor.

Transmission: Single dry plate clutch, 4-speed synchromesh gearbox with central change, ratios: 1.0, 1.42, 2.18, and 3.66 to 1. Hypoid rear axle, ratio 4.11 to 1.

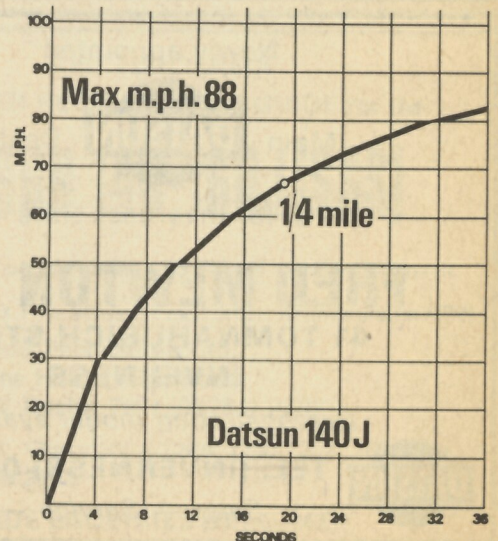
Chassis: Combined steel body and chassis. MacPherson front suspension. Recirculating ball steering gear. Live rear axle on semi-elliptic springs with telescopic dampers. Servo-assisted dual-circuit disc/drum brakes. Bolt-on wheels fitted 165 SR 13 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Fuel and water temperature gauges. Heating, demisting, and ventilation system with heated rear window. 2-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Cigar lighter. Reversing lights, radio.

Dimensions: Wheelbase 8ft 1½in. Track 4ft 4¼in/4ft 4¼in. Overall length 13ft 5¼in. Width 5ft 2¼ins. Weight 1 ton.

Performance: Maximum speed 88mph. Speeds in gears: Third 78mph, second 50mph, first 30 mph. Standing quarter-mile 19.6s. Acceleration: 0-30 mph 4.2s. 0-50 mph 10.5s. 0-60 mph 14.8s. 0-80 mph 30.8s.

Fuel consumption: 26 to 35 mpg.





Lights on in the rain (it's the law) for bedraggled Llandow competitors.

LLANDOW

Drizzle dampens the enthusiasm

Llandow, which tends to suffer from rain at BARC meetings, produced a new variety which was a nice pea-souper fog with a steady drizzle, which spoilt the enjoyment of the large band of competitors and the surprisingly large band of spectators last Sunday.

A late start, due to the inability to distinguish one marshal's post from the next one along, was recouped during the morning and an early rainy start and reduced race lengths ensured that the eight race programme ran more or less to schedule. The most spectacular of the morning practice sessions and races was the Britax Production Saloons where the greasy conditions combined with very competitive driving saw much fishtailing and sideways motoring.

The programme kicked off with a heat of the BAF Formula Ford Championship which Rick Morris in a Hawke DL12 won by the easy margin of half a minute. Tony Broster, in the Newbridge Racing Dulon MP17, and Peter White, in the Rob Roy Racing Royale RP21, cruised into second and third places.

The following Forward Trust Special Saloon Championship round, for cars up to 1000cc, saw Georgie Constantine in the Hytec Showerbaths 1000cc Longman-engined Mini take a well deserved win. His main rivals from practice suffering a variety of maladies from Richard Belcher, with a thrown rod in his Ford Anglia, to Allan Parfitt with a three stroke motor. Richard almost didn't make it to the race anyway because in practice Clifford Watts, in an 850 Imp, spun coming out of Old Paddock ending up across the racing line which Richard was using; a nicely timed flick produced the proverbial miss by an inch.

The smaller class was taken by Barry Reece, who had to perform an engine transplant between practice and the race, borrowing his racing mechanic's motor to try for those valuable points.

The next heat of the BAF Formula Ford saw worsening weather — if that were possible — and the race was run sensibly if tending towards a procession by the drivers. Ian Moore, David Buttigieg, and David Heale, all in Dulong, took the first three places.

The Formula Fours, who were next out, were never too happy with the conditions and only Fergus Tait in the Delta and Ian Briggs in the Low Cost Racing entered March mastering the

conditions to take first and second places. Bruce Coate-Bond, in the immaculate Ensign LNF4 entered by the Horseless Carriage Co, took third place.

The Britax Production Saloon Championship drivers were obviously out for a good thrash with action from the word go, the five fastest from practice, Jock Robertson, Jean-Pierre Aux and Neville Knight, in Mazdas, and Derrick Brunt and Trevor Moore in Camaros being separated by only 1.2s, were the contenders for the outright victory. The sheer power of the Camaros proved an embarrassment with the agile Mazdas more suited to the conditions. Jock Robertson, in the Marshall Wingfield Mazda, was chased long and hard by Derrick Brunt in the Camaro but he drove just hard enough to stay in front, with the Big Camaro sliding its tail out at Devils Elbow on every lap and Derrick obviously fighting to get the power down coming out of Old Paddock. Jean-Pierre Aux, in the other Marshall Wingfield Mazda, had a monumental spin and slide up the start straight with the driver fighting hard to avoid wrapping himself round Race Control. In the lower orders Simon Kirby, in the Halesfield Motors Simca Rallye 1, certainly seemed to be having problems, leaving an enormous cloud of oil smoke on each visit to Devils Elbow, and eventually the motor decided it wanted a divorce.

The Formula Libre race saw Pete Cook disappointed after setting the fastest lap of the day in practice, the car sounding right from the start as though it just wasn't interested. Uwe Jantzen in his Chevron B17C managed to spin on his last lap through Devils Elbow and ended up by the infield facing the wrong way. A high speed dash in reverse towards Old Paddock was followed by what appeared to be an attempt at getting first, a loud bang was heard and great gushings of smoke and oil were seen as the motor self destructed. Garth Anderson, in his Anson F3, drove a calm and unhurried race to take an easy win with the Newbridge Racing Team of Tony Broster and David Buttigieg in Dulong in next up.

The BAF final saw David Heale, in his Oselli engined Dulon, lead the field away with Tony Broster snapping at his heels. David resisted as best he could but the old master outbraked him at Devils and went on to a comfortable win. In their rush for points many competitors spun or had moments to the enjoyment of the rather damp crowd.

The final event was the Forward Trust race for Special Saloons over 1000 cc. From all the wierd and wonderful shapes on the grid, Phil Winter in a BL engined five port 1293 Mini rushed away from the line with a large chasing pack led by Dave Millington in the Brook Hire 2.3 litre Vauxhall Firenza. Phil drove a well controlled race apart from one big moment in Old Paddock, when an excursion onto the infield was just corrected in time sending showers of great lumps of earth onto the track. Millington chased hard throughout but sheer speed down the straights was outweighed by a higher cornering power. First of the Ford engined Minis home was Bernard Richards in his 1300 twin-cam in third place followed by team-mate Phil Rees in a 1600 twin-cam.

ANDREW THOMAS

BAF FF championship round, heat 1 (15 laps): 1, Rick Morris (Hawke DL12), 11m 55.8s, 75.44 mph; 2, Tony Broster (Dulon MP17), 12m 25.2s; 3, Peter White (Royale RP12), 12m 25.8s. **Fastest lap:** Morris, 45.8s, 78.60 mph.

Forward Trust Special Saloon Car Championship, up to 850 cc and 851 to 1,000 cc (15 laps): Overall and 851 to 1,000cc: 1, George Constantine (1.0 Mini), 11m 56.4s, 75.37 mph; 2, Andy Holloway (1.0 Hillman Imp), 12m 48s; 3, Alan Parfitt (1.0 Mini), 12m 34.6s; 4, Barry Reece (850 Mini), 12m 35.2. **Fastest lap:** Holloway, 46.2s, 77.92 mph.

Upt 850cc 1, Reece, 71.50 mph; 2, Jack Wines (850 Mini), 14 laps; 3, Clifford Watts (848 Imp), 14. **Fastest lap:** Reece, 48.6s, 74.07 mph.

BAF FF championship round, heat 2 (15 laps): 1, Ian Moore (Dulon MP15), 12m 19.8s, 72.99 mph; 2, Dave Buttigieg (Dulon MP15), 12m 22.4s; 3, David Heale (Dulon MP15), 12m 28.4s. **Fastest lap:** not given.

National Formula Four championship round (10 laps): 1, Fergus Tait (Delta), 7m 57.6s, 75.37 mph; 2, Ian Briggs (March), 7m 58.8s; 3, Bruce Coate-Bond (Ensign LNF4), 8m 39.0s. **Fastest lap:** not given.

Britax Production Saloon Car Championship round, up to £1,299, £1,300 to £1,699, £1,700 to £2,299 and over £2,300 (10 laps): overall: 1, Jock Robertson (2.0 Mazda RX3), 8m 32.2s, 70.28 mph; 2, Derrick Brun (5.7 Chevrolet Camaro Z28), 8m 35.0s; 3, Neville Knight (2.0 Mazda RX3), 8m 42.4s.

Up to £1,299: 1, Tony Stubbs (1.2 Lada), 9m 22.8s, 63.96 mph; 2, Martin Williams (1.2 Toyota Corolla); 3, R. Posner (1.3 Simca Rallye 1). **Fastest lap:** Stubbs, 55.2s, 65.21 mph.

£1,300 to £1,699: 1, Robertson; 2, Knight; 3, Jean-Pierre Aux (2.0 Mazda RX3). **Fastest lap:** Robertson, 49.6s, 75.58 mph.

£1,700 to £2,299: 1, Rod Birley (3.0 Ford Capri), 66.39 mph. No other finishers. **Fastest lap:** Birley, 53.0s, 67.92 mph.

Over £2,300: 1, Brunt, 69.90 mph; 2, Trevor Moore (5.7 Chevrolet Camaro Z28); no other finishers. **Fastest lap:** Brunt 49.6s, 72.58 mph.

Formula Libre (10 laps): 1, Garth Anderson (1.6 Anson Holbay), 7m 59.2s, 75.12 mph; 2, Tony Broster (1.6 Dulon MP17); 8m 7.8s; 3, David Buttigieg (1.6 Dulon MP15), 8m 19.6s. **Fastest lap:** Anderson, 47.0s, 76.59 mph.

BAF FF championship round final (12 laps): 1, Tony Broster (Dulon MP17), 9m 50.0s, 73.22 mph; 2, David Heale (Dulon-Oselli MP15), 9m 68.8s; 3, Peter Williams (Hawke DL77), 10m 14.8s. **Fastest lap:** Rick Morris (Hawke DL12), 46.2s, 77.92 mph.

Forward Trust Special Saloon Car Championship round, 1001 to 1300 cc and over 1300 cc (10 laps): 1, Phil Winter (1.3 BLMC Mini), 7m 52.2s, 76.23 mph; 2, Dave Millington (2.3 Vauxhall Firenza 2300), 7m 52.8s; 3, B. Richards (1.3 Mini-Ford), 8m 4.2s.

1001 to 1300cc: 1, Winter; 2, Richards; 3, D. Hancock (1.3 Mini). **Fastest lap:** Winter, 45.2s, 79.64 mph.

Over 1300cc: 1, Millington, 76.14 mph; 2, Phil Reece (1.6 Mini-Ford); 3, John Morgan (3.8 Jaguar Mk1). **Fastest lap:** Millington, 44.4s, 81.08 mph.



Alec Poole takes the BDG-engined Skoda into the lead on the first part of the Super Saloon race ahead of Nick Whiting, Gerry Marshall, the ill-fated Doug Niven, Bill Dryden and the rest.

INGLISTON

Marshall's double Scotch

The eleventh season of racing at Ingliston opened on Sunday last, with the 10 event Rossleigh Trophy meeting. After a bitterly cold and damp practice session on Saturday, similar weather prevailed on race day, but fortunately, after the lunch break, the clouds lifted and the track dried out sufficiently for new class lap records to be established. Kenny Allen in his Clan Crusader scored two victories and established his class record lap during the soaking morning race! The others were put up during the Super Saloons event by Alec Poole, while Gerry Marshall and Nick Whiting shared the over 2500 cc class record, the former winning the opening Tricentrol round, in the DTV Firenza and winning the Production Car Event in the SMT Firenza, driven last year to such effect by Jennifer Birrell. In the absence of Tommy Reid, Andy Barton had a resounding win in his March 73B well ahead of the wet October race winner Patsy McGarrity (Chevron B29) who was ably backed by fellow Irishman Ken Fildes (Britannica Lotus). The meeting finished after the Super Saloons, 20 lap second part, which was marred when Doug Niven had the spare throttle spring of his Ford Boss Escort, jam the throttle wide open, the car leaping off the Armco, to injure five spectators.

A ten-lap Modsports event opened the racing which despite the prevailing dampness, saw Ken Allen storm his Alex Smith Metals Clan Crusader off the front row leaving his team-mate Alex Smith fumbling with his Elan in the pack. John Kirk had his F & F Metals Davrian shadowing Allen, the pair outstripping Eric Liddell, who held a safe third in the Jenscot Jensen-Healey, that is until the last lap when he took the flag just ahead of the hard-charging Smith, who had stormed his way through from a first lap sixth. Behind the placemen, Mike Nugent drove his Elan just fast enough to fend off the attentions of Peter Baker, Triumph GT6.

Changes of fortune marked the second event, for over 1000 cc Special Saloons, for after leading the first lap, Jim Dryden (1293 Longman Mini) pitted, handing the lead to Doug Niven (Ford Boss Escort) followed by Jim McClements in the McMaster of Ballymoney Mini, which took the lead when the Boss Escort had its engine succumb to the dampness, but he got no peace from the well driven Jett Turbo RS2000 of Jim Evans, who in return had to contend with the pressure from Arthur Collier (5-litre Skoda). This lasted till half distance, when Collier took the lead as McClements dropped back to third place. Immediately following the lunch break the first 12 lap part of

the Super Saloons race had Alec Poole show the potential of the 2-litre BDG Skoda S110R, ministered to by Derek McMahon, when he assumed an unassailable lead from the Escort of Nick Whiting, who had Gerry Marshall imperceptibly reeling him in. At mid-distance Marshall and Doug Niven shot past after the hairpin as the Escort of Whiting slowed. Bill Dryden (2.3 Firenza) just held off the well driven Jett Turbo RS2000 of Jim Evans. Meanwhile Tony Strawson (5.0 Capri) was having his own private battle with Arthur Collier (5.0 Skoda), with Frank Gunn riding shotgun in his 1970 cc Escort.

The Sports and Special GT event saw Doug Baillie exit his Lola 212 FVC in front of the main stand, as the Davrian of John Kirk fled from pole into the lead, ahead of Alex Smith (Elan), Eddie Labinjoh (Fisher Spyder) and Ken Allen (Clan), the latter moving through into the Daurian's shadow until lap six, when Ken Shade deposited a liberal coating of oil to the approach to the hairpin and promptly spun off. On the next lap Kirk shot into the Armco, letting Allen into the lead, and team-mate Smith in the ASM Metals Elan, second. Eddie Labinjoh was next up but was to be overwhelmed by the Elan of Mike Nugent.

The 10-lap affair for up to 1000 cc Special Saloons set the scene for a battle between the Imp of Ian Forrest and the Agra version driven by John Fyda — the latter taking until lap four to get past at the hairpin, to pull away into the distance. Mike Shakespeare had spun his Stiletto, but had been avoided by the field. K. Millar in third place was harried by Bruce McLeod (999 Alval Mini) who had outfumbled the similar car of Al Fleming, the pair swapping places on the way around. However, the flag fell for Fyda to give him a well merited boost after his ill-luck in the past season.

The Formula Ford event found Stu Lawson make no mistakes, taking his McDonald Shand/Ecurie Ecosse Hawke DL12 away from Neil Williamson (Van Diemen) who was slowly being caught by George Franchitti (Hawke DL12). Some little way back, George Mundell (Royale RP16A) had a race long struggle with Colin MacLean (MRE 75F) eventually having to give best.

A smallish field of Supersports cars contested the Edinburgh Students Charities Cup Race, round two of the Northern Clubmen's Champagne Championship. Mal Youde streaked his Hustler MTA away ahead of Ray Edge, Alistair Mackintosh (Mallock U2 MxX1B) and Tim Wood (Magnum). Despite taking to the grass at the hairpin, Edge took his Mallock in front and

thereafter took command, Youde finding himself a lonely fourth, his Hustler now noseless, while after nine laps Roy McNab disappeared from second place which was taken by Wood.

The Production Saloons 10-lapper had Gerry Marshall outdrag, the Alfa Romeo 2000 GTV into the first corner, and the SMT Firenza held the advantage of a single second throughout the race. John Pollock howled the tyres of the Ford Capri as George Windrum in the other Team Zippo Capri tried to get to grips. Tom Irvine did exceptionally well to keep Chatham's Honda Civic ahead of a lot of more potent machinery, for much of the race, but power eventually told and he had to give way to Tom Meldrum in the team Zippo Escort Mexico, and the Avengers of Bob Leckie and Ian Stirling.

Andy Barton (Lotus 73B) ran away from the rest, led by the Chevron B29 of Patsy McGarrity, during the 15-lap Libre event. Graham Hamilton suffered a deflating front tyre, causing him to exit the Macdonald Shand Ecurie Ecosse March 753 after four laps, letting Ken Fildes (Britannica Lotus) move up and pull away from Andrew Jeffrey, driving a steady race in the Chevron B25 FVC.

The meeting ended with the Super Saloon 20 lapper. Gerry Marshall sweeping the 2.6 DTV Firenza away in the absence of the non-starting Alec Poole (Skosa). He was followed by Bill Dryden in his former 2.3 Firenza, Doug Niven, Tony Strawson, Nick Whiting, Arthur Collier, Ian Rogerson (Turbo Cooper S) and Frank Gunn. On lap seven Strawson had a nonsense at Caravan leaving Niven and Whiting to contest third place until the Vauxhall slowed and Dryden stopped. Then Niven came past South Stands on lap 13 fighting his Boss Escort, it got on to the grass at undiminished speed, thumped the armco and disappeared in a cloud of glass fibre dust and earth between a toilet block and the stone wall flanking the main road. The driver emerged shaken but unfortunately some spectators were injured. The race was forgotten as marshals 'whiteflagged' ambulances across the track, but in the final reckoning only Marshall and Evans completed the full distance, giving them first and second points in the Tricentrol championship.

BILL HENDERSON

Modsports (10 laps): 1. Ken Allen (998 Clan Crusader), 10m 25.2s. 59.31 mph. 2. John Kirk (1.1 Davrian), 10m 31.8s. 3. Eric Liddell (2.0 Jensen-Healey), 10m 46.0s. 4. Alex Smith (1.6 Lotus Elan), 10m 46.4s.

Over 1300 cc: 1. Liddell, 2. Smith; 3. Mike Nugent (1.8 Lotus Elan). **Fastest lap:** Smith, 61.4s. 60.39 mph.

Up to 1300cc: 1. Allen; 2. Kirk; 3. Bob Rollo (1275 MG Midget).

Fastest Lap: Allen, 60.8s. 60.99 mph (record).

Special Saloons, Over 1000cc (10 laps): 1. Arthur Collier, (5.0 Skoda), 10m 21.2s. 59.60 mph; 2. Jim Evans (Jett Turbo RS 2000), 10m 23.0s. 3. Jim McClements (1299 BLMC Mini), 10m 23.0s. 4. Frank Gunn (1970 Ford Escort), 10m 45.8. **Fastest lap:** Evans 60.0s. 61.80 mph.

Special Saloons up to 1000 cc (10 laps): 1. John Fyda (997 Agra Imp), 10m 38.3s. 58.05 mph; 2. Ian Forrest (998 Forrest Imp), 10m 53.4s; 3. K. Millar (970 BLMC Mini), 10m 55.2s; 4. Bruce McLeod (999 Alval Mini 'S'), 11m 04.0s. **Fastest lap:** Fyda, 61.2s. 60.58 mph.

Rossleigh Trophy Race for Super Saloons. (Part One) (12 laps): 1. Alec Poole (2.0 Skoda S110 R), 11m 41.0s. 2. Gerry Marshall (2.5 Vauxhall Firenza), 11m 51.8s; 3. Doug Niven (5.7 Ford Boss Escort), 11m 56.0s; 4. Bill Dryden (2.3 Vauxhall Firenza), 12m 09.4s. **Fastest lap:** Poole 57.4s. 64.60 mph.

Rossleigh Trophy Race for Super Saloons (Part Two) (20 laps): 1. Gerry Marshall (2.6 Vauxhall Firenza), 18m 55.2s. 65.33 mph; 2. Jim Evans (Jett Turbo RS 2000), 19m 33.4s; 3. Nick Whiting (2.0 Ford Escort), (19 laps); 4. Tony Strawson (5.0 Ford Capri), 19. **Fastest lap:** Marshall, 52.4s. 70.76 mph.

Aggregate (32 laps): 1. Marshall, 30m 47.0s; 2. Evans, 31m 43.0s; 3. Strawson, (31 laps), 4. Arthur Collier (5.0 Skoda) 30. 5. Frank Gunn (2.0 Escort) 28 laps.

Special GT and Sports Cars (10 laps): 1. Ken Allen, (998 Clan Crusader), 10m 34.0s; 2. Alex Smith (1600 Lotus Elan), 10m 39.6s; 3. Mike Nugent (1800 Lotus Elan), 10m 39.8s; 4. Eddie Labinjoh (Fisher Spyder) 10m 42.8s.

Over 1300cc: 1. Smith; 2. Nugent; 3. Labinjoh. **Fastest lap:** Nugent, 6.10 secs. 60.79 mph.

Up to 1300 cc: 1. Allen; 2. Alistair Mackintosh (Mallock U2 Mx X1B); 3. J. Olsen (Mallock U2). **Fastest lap:** Allen, 61.0s. 60.79 mph (Record).

Bernard Hunter Crane Hire FF Championship. (Round 1) (10 laps): 1. Stu Lawson (Hawke DL12), 9m 42.8s. 63.62 mph; 2. George Franchitti (Hawke DL12), 9m 52.1s; 3. Neil Williamson (Van Diemen) 9m 54.8; 4. Colin McLean (MRE75F), 9m 58.2s. **Fastest lap:** MacLean 57.1s. 64.94 mph.

Edinburgh Students Charities Cup for Supersports Cars (12 laps): 1. Ray Edge (Mallock Holbay), 11m 27.4s. 64.73 mph; 2. Tim Wood (Magnum Holbay), 11m 35.2s; 3. Alistair Mackintosh (Mallock U2 MxX1 B), 11m 39.0s; 4. Mal Youde (Hustler MTA), 12m 15.2s.

Class A: 1. Edge, 2. Wood; 3. Youde. **Fastest lap:** Edge, 54.6s. 67.9 mph.

Class B: 1. Mackintosh; 2. G. Lambert (Mallock U2 Mx 14B); 3. G. Olsen (Mallock U2). **Fastest lap:** Mackintosh, 55.8s. 66.45 mph.

194 Radio Ford Championship for Production Saloons (10 laps): 1. Gerry Marshall (Vauxhall-Firenza) 11m 3.0s; 2. Eddie Labinjoh (Alfa Romeo 2000 GTV), 11m 4.0s; 3. John Pollock (Ford Capri) 11m 25.6s; 4. George Windrum (Ford Capri), 11m 47.6s.

Over £1,699: 1. Marshall; 2. Labinjoh; 3. Pollock; 4. Windrum. **Fastest lap:** Labinjoh, 65.0s. 57.05 mph.

Up to £1699: 1. Bob Leckie (Hillman Avenger GT); 2. Ian Stirling (Hillman Avenger GT); 3. Tom Irvine (Honda Civic). **Fastest lap:** Leckie and Stirling 68.8s. 53.90 mph.

The BP Super Viscro Race for Libre Cars, (15 laps): 1. Andy Barton (1.6 March 73B), 12m 25.1s. 74.65 mph; 2. Patsy McGarrity (1.6 Chevron B25 FVC), 12m 41.4s; 3. Ken Fildes (1.6 Britannica Lotus), 12m 51.8s; 4. Andrew Jeffrey (1.9 Chevron B25 FVC), 13m 00.2s. **Fastest lap:** Barton, 48.5s. 76.45 mph.



Doug Niven's rebuilt Boss Escort shadowed by Jim Evans' Turbo Escort.

CROFT

Niven shows who's Boss

The NSCC hosted their first meeting of the year at Croft on Sunday, April 6. With the slick organisation we have come to expect from them, they laid on five races, which is rather less than other clubs at this circuit, however, if the programme was shorter, the more relaxed timing and atmosphere more than made up for it.

John Simpson continued the 'local boy makes good' story in the FF races, Doug Niven showed again that the rebuilt Boss Escort is just as effective as ever, and Tim Wood gave Andy Barton a run for his money in the Libre/Clubmen's event.

Originally it was intended to run two separate FF heats with the entry split between them, but when it came to it everyone seemed to want to go in both heats. As this did not exceed the permitted number of starters it was agreed to; the heat results were therefore to be amalgamated to determine the winner of the 'Ladies Cup.'

John Bright (Merlyn) led for the first two laps but was demoted to second place on laps three and four by Mick Starkey in the ATS Merlyn. John Simpson (Nike) was doing his, by now usual, climb through the field after a grid position on the third row and took the lead on lap seven. He held this until lap 11, when Bright went past for good. Second place went to Simpson only 0.4s behind, while Starkey was in third spot at the finish a further 0.2s down.

The rest of the field trailed somewhat behind the leaders but had enough battles among themselves to keep them occupied: George Franchitti (Hawke) won in a race-long battle for fourth place with Eric Horsfield (Alexis) and Frank Potts (Hawke).

John Absalom's Ginetta G4 appeared for the Vitesse Trophy Modsports race but with Richard Sutherland driving it, Absalom taking the role of entrant only. This change of driver did not make any difference to the car as it claimed its almost rightful pole position.

The first four laps were processional ones with the order never changing from the expected Sutherland, Andy Smith (Elan), Kenny Allen (Clan) with Ian McCullough (1293 Sprite) and Rollo (1275 Midget) chasing them. But on the fifth-lap everyone moved up a place as the Ginetta spun out with brake trouble, on the seventh lap the same thing occurred when Smith also disappeared with a puncture. This left Allen in a seemingly comfortable lead but shortly the Clan went off song and on the tenth lap the Sprite of McCullough took over the lead. Dropping further back the Clan finished 13s down on the Sprite, but still ahead of the Midgets of Rollo and Bury. As Anthony Palmer was the only finisher in Class A

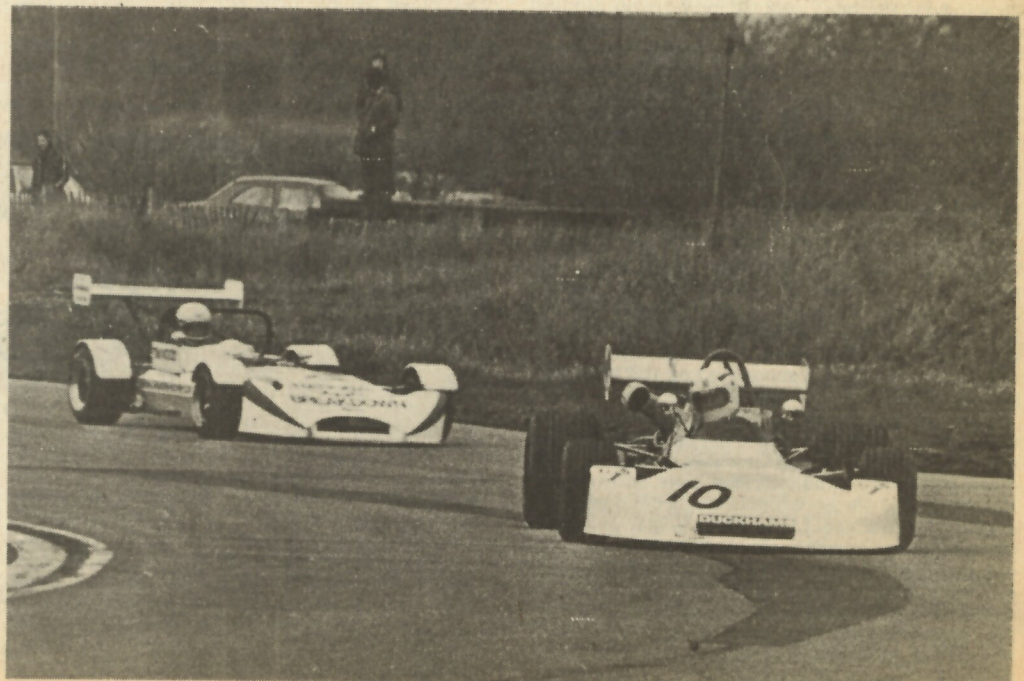
and his MGB took that award as well as overall fifth in the race.

With only four exceptions the field for the second FF race was the same as for the first. Making no mistake about it this time John Simpson led the field as he plainly intended to go on — in the lead. Starkey, Williamson (Van Diemen) and Franchitti were in hot pursuit though, and when the weather turned wet and the track very slippery, Simpson made a mistake and Bright nipped through to take over at the front on lap seven. This situation only lasted for the next lap before Simpson regained his lead which he managed to keep to the end.

Bright fended off Williams to take second place only 0.4s down on Simpson. Franchitti was fourth again with the Elden of David Kerr — very wild at Oxo corner in the wet — fifth and Eric Horsfield (Alexis) sixth.

The aggregate result was that the 'Ladies Cup' had to be shared between Simpson and Bright as they had both finished first once and second once with equal margins between them of 0.4s.

The Libre race featured a big battle between Andy Barton's Lotus 69 and Tim Wood's Magnum.



Non-starters marred a reasonable entry for the Alan Pond Special Saloon race, with one of the potential front runners Brian Whiting taking his Escort home after practice.

On a wet track Doug Niven shot off pole position into the lead he never lost, closely pursued by the Jett Turbo Escort of Jim Evans which has such a quiet exhaust note that its speed is very deceptive; it is obvious that the alterations to the Turbo Escort detailed in *Sports Extra* the other week are very effective. The 1293 Mini of Gerald Clark held third place throughout and took the Class B honours while the Cooper S of Owen Corrigan was in fourth place from start to finish as well.

The Libre and Clubmen's was another promising race when the programme was consulted, but was again marred by a number of non-starters in the Libre class. In fact only Andy Barton started in the Libre classes out of an original seven entries. In pole position and with none of the expected opposition Andy in the ex-every one (including Fittipaldi) Lotus 69 won the race as all thought he would. But this does not take into account the fact that it was by a margin of only 0.2s from Tim Wood in the Magnum C75A. Some cynical observers may have thought that Andy was not trying or had some problem with the car but after the flag came out he pointed to Tim Wood as if to say 'he deserves the applause.' Wood's time was also over 50s faster than the next Clubmen's car, that of Barry Joel (Gryphon) in third place.

PAUL BOOTHROYD

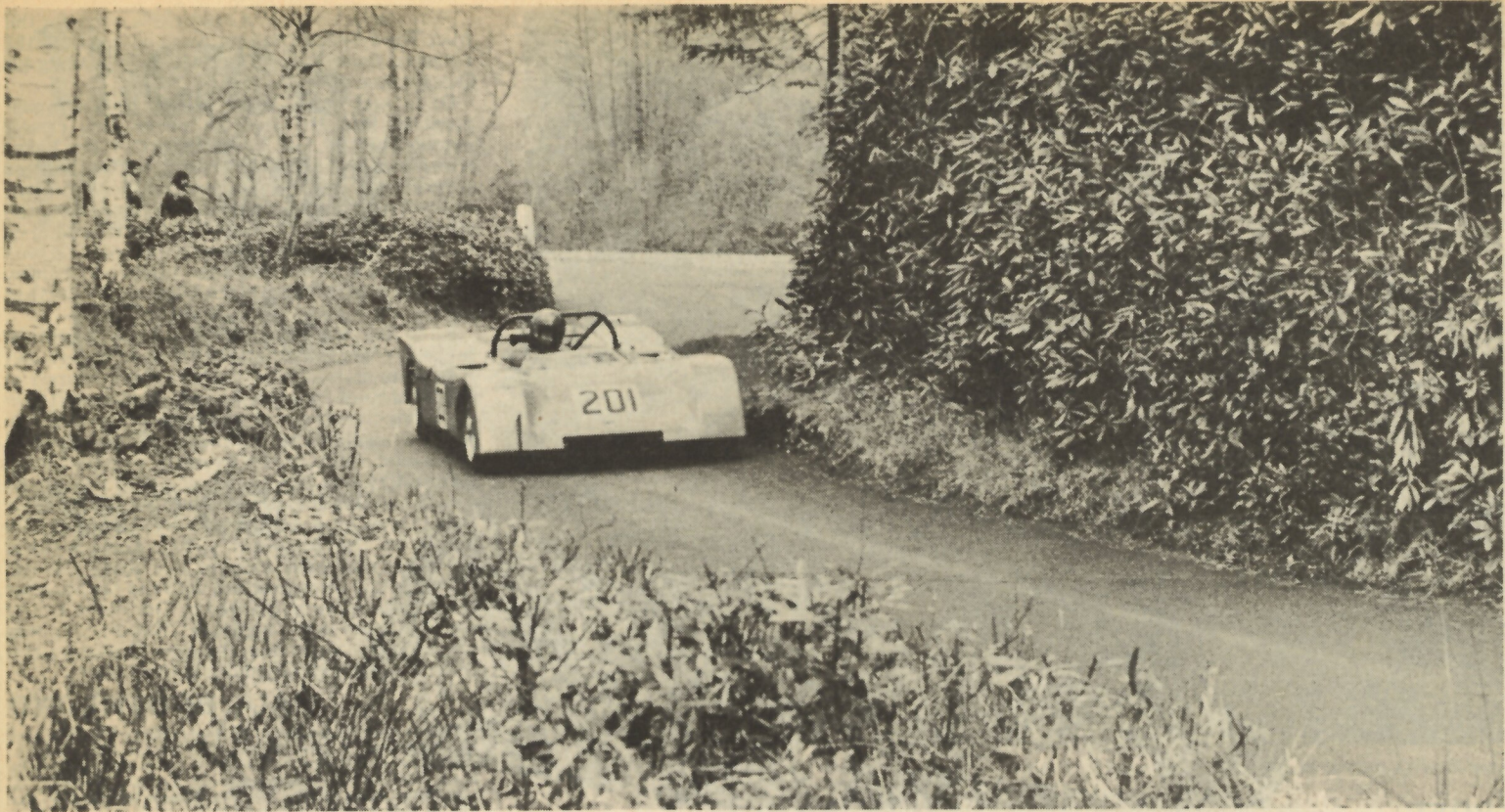
Formula Ford (12 laps): 1, John Bright (Merlyn Mk 11A), 15m 18s, 82.35 mph; 2, John Simpson (Nike Mk 10), 15m 18.4s; 3, Mick Starkey (ATS Merlyn), 15m 18.6s; 4, George Franchitti (Hawke DL11), 15m 31.2s; 5, Eric Horsfield (Alexis 23B), 15m 34.8s; 6, Frank Potts (Hawke DL 11), 15m 42s. **Fastest lap:** Simpson, 1m 15s, 84 mph.

Modsports over 1300cc, 1151cc to 1300cc and up to 1150cc (12 laps): 1, Ian McCullough (1.3 Austin Healey Sprite IV), 15m 51.4s 79.46 mph; 2, Kenny Allen (1.0 Clan Crusader), 16m 4.4s; 3, Robert Rollo (1.3 MG Midget), 16m 21.8s; 4, John Bury (1.3 MG Midget), 16m 33.8s. **Over 1300cc:** 1, Anthony Palmer (1.8 MGB), 75.98 mph; no other finishers. **Fastest lap:** Richard Sutherland (1.8 Ginetta G4), 1m 14.4s, 84.68 mph. **1151 to 1300cc:** 1, McCullough, 79.46 mph; 2, Rollo; 3, Bury. **Fastest lap:** McCullough, 1m 17.4s, 81.40 mph. **Up to 1150cc:** 1, Allen, 78.39 mph; 2, Ron Harper (1.1 Triumph Spitfire); 3, Anthony Wood (1.1 Austin Healey Sprite). **Fastest lap:** Allen, 1m 17.8s, 80.98 mph.

Formula Ford (12 laps): 1, Simpson, 16m 38s, 75.75 mph; 2, Bright, 16m 38.4s; 3, Neil Williamson (Van Diemen Mk RF74), 16m 42.2s; 4, Franchitti, 16m 59.6s; 5, David Kerr (Elden Mk 10A), 17m 2.4s; 6, Horsfield, 17m 4s. **Fastest lap:** Simpson, 1m 20.6s, 78.16 mph.

Special Saloons over 1300cc, 1001cc to 1300cc, up to 1000cc (12 laps): 1, Doug Niven (5.7 Ford Boss Escort), 16m 33.8s, 76.07 mph; 2, Jim Evans (2.0 Jett Turbo Ford RS2000), 16m 34.8s; 3, Gerald Clark (1.3 BLMC Mini), 16m 36.4s; 4, Owen Corrigan (1.3 BLMC Mini), 16m 55.8s. **Over 1300cc:** 1, Niven, 76.07 mph; 2, Evans; 3, Ian Rogerson (1.8 Mini). **Fastest lap:** Niven, 1m 18.6s, 80.15 mph. **1001cc to 1300cc:** 1, Clark, 75.87 mph; 2, Corrigan; 3, Dave Horsley (1.3 Mill Lance Cooper S). **Fastest lap:** Clark, 1m 19s, 79.75 mph. **Up to 1000cc:** 1, Peter Burdis (1.1 Anglia), 66.35 mph; no other finishers. **Fastest lap:** Burdis, 1m 30.8s, 69.38 mph.

Formula Libre up to and over 1600cc, Clubmen's up to 1600cc modified and unmodified (12 laps): 1, Andy Barton (Lotus 69), 14m 27.6s, 87.14 mph; 2, Tim Wood (Magnum C75A), 14m 27.8s; 3, Barry Joell (Mallock U2 Mk11B), 15m 20.4s; 4, Alan McBeath (Gopher), 11 laps. **Formula Libre over 1600cc:** no starters. **Formula Libre up to 1600cc:** 1, Barton, 87.14 mph; no other starts. **Fastest lap:** not given. **Clubmen's modified:** 1, Wood, 87.12mph; 2, Joell; 3, David Sugden (Mallock U2 Mk 11B). **Fastest lap:** Wood, 1m 9.8s, 90.26 mph. **Clubmen's unmodified:** 1, McBeath, 73.72 mph; 2, Kenneth Brown (Mallock U2); 3, Geoffrey Lambert (Mallock U2 Mk 14B). **Fastest lap:** McBeath, 1m 22.8s, 76.09 mph.



Richard Brown (Martin BM8) climbs the attractive Wiscombe Hill in a respectable 46.37.

WISCOMBE PARK

Lane dominates the climbing

Last Sunday the Aston Martin Owners Club staged their *Daily Mirror* Trophy Hill climb at the beautiful Devonshire venue of Wiscombe Park. The west country air certainly seemed to affect Roy Lane and the Fenny Marine GM1 Chevrolet for they totally commanded the proceedings from the word go, despite a brush with the bank in the morning practice session. Lane really was in amazing form, dominating both the *Daily Mirror* trophy runs and also the normal class runs, and such was his superiority that he won both categories by well over a second.

The weather, as is now customary, played its usual tricks with several showers during the day and there was never any chance of record breaking, not even among the saloon cars which opened the meeting with perhaps the driest track of the day. Once again, as in the past at Wiscombe, the unlimited saloon class turned into a battle between the one litre and 1300cc Cooper S types. True to form the small engined model came out on top. Patrick Watts is really motoring well now with his Cooper S and, despite the presence of record holder Richard Fry with his 1300cc version, it was the one litre car of Watts which just scraped home. His effort at 48.84s beat Fry by just 0.03s, while the third placed 1310cc Cooper S of Robert Mortimore only fended off the one litre John Brown Motors car of Alan Cox by 0.08s; a fine opening to the meeting. With the drizzle starting to fall the Mod Sports cars came to the line and once more it proved to be a straight battle between the Jaguar V12E of Guy Bedington and the Cobra of Paul Channon. Record holder Bedington took the honours by 0.8s at 51.04s. Di MacMaster again embarrassed many a mere male with her little one litre Clan taking an excellent third place at 53.47s, a second up on the opposite locking TVR Griffith of Simon Brookman.

The special class for the *Daily Mirror* Trophy then followed and featured most of the country's top hill climbers but, as previously mentioned, no one could hold a candle to Roy Lane on the day. His climb of 43.48s gave him over a second in hand over the Grunhalle Lager March 74B of Chris Cramer. John Cussins is slowly but surely sorting out his Waring and Gillow Chevron B32 as he proved by taking third spot at 46.08s, just under a second clear of the Huntsman Ensign of David Franklin who, despite his 1600cc motor, still headed the Kidderminster Motors Brabham BT33 DFV of Tony Griffiths by a second. Having

stopped on his first run Malcolm Dungworth managed 48.61s on his second climb with the Waring & Gillow Brabham BT35X Repco to take sixth place, a second up on the Modus of Ken McMaster. He also was fairly well clear of the Severn Advertising McLaren M10B of Martyn Griffiths, who took just one run having lost his distributor drive before the second runs.

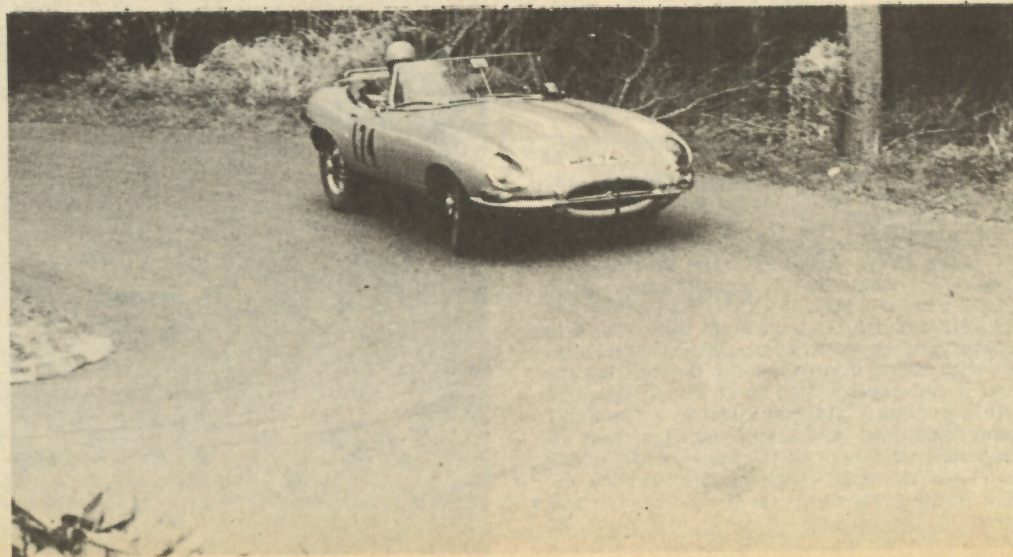
The up to 1600cc sports racing car class saw John Pascoe in tigerish form with his twin cam engined Mallock U2 Mk8B/11 and his climb of 50.08s looked good enough for victory until Jeremy Hunt with his Team Fibreglass Mk11B pulled out all the stops to just pinch victory at 49.97s. Pascoe remained a clear second as his nearest challenger, the Mk12 version of Ian James, could not really get the power to the floor and was over three seconds adrift. If Roy Lane dominated the meeting, then Richard Brown did likewise with his Martin BM8 in the large sports racing car class, albeit against little opposition. Brown won as he liked with a smoothly controlled climb of 46.37s, but a battle raged for second place between the Aston Martin DB5 of Malcolm MacGregor and

the delectable Jaguar D type of Martin Morris. Victory and second place just fell to the former after a ten tenths effort at 53.71s.

Odds-on favourite for the up to 1100cc racing car class was the Dinitrol Vixen of Terry Smith, but even such a fine time as 49.72s in the slippery conditions was to net him third place only. The man in form in the class was John Frampton with his Terrapin, who clinched the award with an excellent climb of 49.15s, 0.43s ahead of Alan Richards who battled manfully with a sick motor in his Gryphon 3AR. As expected David Franklin was untroubled in the up to 1600cc class, taking his beautifully prepared Huntsman Ensign to victory at 46.20s. Graham Watts appears to be a man to watch this season for again he handled his March 733 with aplomb, coming through for second place at 47.93s, nearly two seconds clear of Ray Thomas in his self-constructed Revoray, which headed the Ensign FVA of David Way by just over half a second.

The large racing car class was purely a Roy Lane benefit for his climb of 42.58s in the Fenny Marine GM1 not only gave him the class and BTD but also left him over a second and a half clear of the chasing pack. Second place was taken by a very much on form Tony Griffiths, who ushered his Brabham to the top in 44.17s to head Chris Cramer by a third of a second. Ken MacMaster, as he always seems to do, revelled in the damp conditions taking fourth place in the Modus at 46.80s. Both the Waring & Gillow cars were in trouble with spins and nose cone demolitions on the second runs, but Cussins' effort on the first run with the Chevron B32 at 47.02s gave him fifth spot.

Rod Stone's Jaguar "E" Type tackles the Wiscombe hairpin.





Patrick Watts in his 1.0 Mini Cooper S scorches up the hill to a class win.

His team mate Dungworth could only manage eighth behind Martyn Griffiths, who had rediscovered the drive to his distributor on the McLaren and Richard Jones who managed an encouraging 48.54s with his now two litre engined Surtees TS10.

The vintage and venerable handicap proved a triumph for both the handicappers and the BMW 328 of Simon Phillips who stole the class on corrected time by just 0.4s from the Alfa Romeo Monza of Doc Taylor. The Cooper Bristol of Richard Pilkington, despite a blown head gasket,

was only a further three-quarters of a second down.

The top ten at the end of the meeting was not won by Roy Lane he, like John Cussins and David Franklin, decided not to run as there were no championship points at stake, although there was £20 and the Charles Lambton trophy for the fastest aggregate of the two runs. Tony Griffiths, having steadily improved throughout the day, proved quickest on both runs with his Brabham — his best effort at 44.35s giving him three-quarters of a second in hand over Chris Cramer. His aggregate time was over a second quicker than Cramer so he also collected the trophy. Ken MacMaster posted the third fastest time with a controlled 45.60s, while Richard Brown again pushed on with his Martin BM8 to take fourth place in front of Martyn Griffiths and Graham Watts with Richard Jones seventh, the last three separated by just 0.62s. The top ten, which eventually proved to be a top nine, was completed by two saloons. Patrick Watts repeated his class form with the one litre Cooper S and headed Richard Fry by half a second with his climb, a most creditable one in the conditions of 50.81s.

ROBIN BOUCHER

BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 42.58s.
Daily Mirror Trophy: Roy Lane (5.0 Fenny Marine Chevrolet), 43.48s.

Charles Lambton Trophy: Tony Griffiths (3.0 Brabham BT33 DFV), 89.16s.

Class Winners: Patrick Watts (1.0 Mini Cooper S), 48.84s; Guy Bedington (5.3 Jaguar E V12), 51.04s; Roy Lane (5.0 Fenny Marine Chevrolet GM 1), 43.48s; Jeremy Hunt (1.6 Mallock U2 Swindon Mk 11B), 49.97s; Richard Brown (1.8 Martin BM8 BDA), 46.37s; John Frampton (1.1 Terrapin-BMC Mk1F), 49.15s; David Franklin (1.6 Ensign Holbay LNF373), 46.20s; Simon Phillips (2.0 BMW 328), 52.36s.

Top Ten Run Off: 1. Tony Griffiths (3.0 Brabham BT33 DFV), 44.35s; 2. Chris Cramer (2.2 March Hart 74B), 45.11s; 3. Ken MacMaster (2.0 Modus Hart M4 420R), 45.60s; 4. Richard Brown (1.8 Martin BM8 BDA), 46.86s; 5. Martyn Griffiths (5.8 McLaren Chevrolet M10B), 47.13s; 6. Graham Watts (1.6 March Holbay 733), 47.36s; 7. Richard Jones (2.0 Surtees TS10 BDA), 47.75s; 8. Patrick Watts (1.0 Mini Cooper S), 50.81s; 9. Richard Fry (1.3 Mini Cooper S), 51.37s.

LYDDEN

Owens and Perry make merry

The weather improved for the second of Lydden's circuit events last Sunday. As a result the West Essex Car Club were able to organise a pleasant six race meeting with the accent on the cheap specials formulae. In fact there was a distinctly amateur air with a first time commentator and only one timekeeper. The latter fact meant that not only were no fastest laps recorded, but also that grids were decided by ballot. At least that is the official RAC ruling in such circumstances and we were told that is what was happening, but somehow the composition of the grids seemed to indicate that common sense had prevailed and the quick men were at the front.

Both the 750F races were rounds of the Reliant National championship with the second race as exciting as the first (won by Richard Stephens) was dull. Frank Williams' assistant designer, Richard Owens only just won after a frantic, race long, wheel to wheel dice with Kim Perry. The F1300 race was also a championship round with Brian Cocks' Briokay Elva leading throughout. Len Fletcher (Crossle 25F) won the FF event once Rob Newall (Jamun T3C) had dropped back with falling oil pressure while Terry Harmer (Cooper S) and Philip Guerola (Brabham BT30) took the saloon and Libre races.

The first race for the little 750s kicked off the afternoon's proceedings for the few who had decided that the real thing was better to watch than Silverstone on the television. Unfortunately they were rewarded with the sight of Richard Stephens taking a leisurely win in his PSL. Ian Schlanders had led for the first lap with his ex-Dave Newman DNC and had stayed with Stephens until he spun at the Elbow on lap six. This let Bill Simpson's Special up into a lonely second spot while third place man, Mike Harris (Darvi) could even afford the luxury of a spin, enabling Robert McHardy (Jeffrey) to briefly pass him before resuming the status quo.

The FFs promised better and for a while Len Fletcher, Tony Howard (Merlyn Mk17/25) and Rob Newall looked like providing the excitement with the three in close company. Howard bowed out by crashing at the Elbow the fourth time around leaving Newall, who had made a poor start, to

chase Fletcher. He tried all he knew with the Jamun drifting superbly at times and at other times almost overdoing it. However Newall couldn't make any impression and by lap eight the Lion-tuned engine was beginning to smoke. With oil pressure of about 25 psi Newall wisely slowed down, a loose bung at the rear of the engine being suspected. This enabled Tony Halliwell (Merlyn Mk.17A) to almost catch up with him, the pair being side by side down Hairy Hill on the last lap. The dice for fourth spot was equally exciting with Dave Wijdro (Image FF1) just pipping bodywork specialist Len Marchant in his rebuilt Brabham BT21/28.

The second 750 race was the best of the day. Former autocrosser Chris Elmes (Maggot) took an initial lead pushed hard by lap record Holder Kim Perry (DNC). Frank Williams' man Richard Owen was also trying to find a way through with his immaculate Arcos. A devilish manoeuvre at the Elbow almost took him past and then coming down Hairy Hill he shot into the lead taking both Elmes and Perry in one go! Elmes then fell out of the running with a suspected loose oil pump, leaving Owen and Perry seemingly tied together. The Enfield man seized the opportunity to retrieve the lead on lap seven, when Owen nearly lost control, but Owen stayed with him with the doggedness of his Grand Prix boss. Again he nearly lost it two laps later. However, as soon as they lapped a back marker, he was able to pull alongside, at the start line. But it was not until Hairy Hill that he was able to take an inside line and a tenuous lead which he retained to the flag, much to the delight of his demonstrative mechanics.

For the second race running the car on the centre of the front row pulled off just before the start with, this time, John Allan (Allan) leaving oil behind as the top return oil hose burst. Thus any hope of a battle between him and Brian Cocks was quashed and the latter was able to win the Super Visco 1300 championship round as he pleased. At first Mike Roberts (Navajo) and Barry Keheller (Mallock Mk. 11B) followed through the cement dust with Kelleher trying all he knew to get into second place. Unfortunately, at about half distance, his car began to smoke badly and he fell

back before spinning at Chessons, a mixed set of tyres causing excessive understeer. Kelleher pulled into the paddock with the catch tank filling with oil and left Roberts in a vain chase of Cocks. A missed gear change out of Elbow was insufficient to slow the Elva at all and the race ended in a strung out procession with Phil Lloyd (Nomad) inheriting third place.

Terry Harmer's Rob Roy Racing Cooper S shot into an immediate lead in the special saloon race chased, initially, by the Coopers of Dave Foster, Jeff Drew and Mick Davies, these four well ahead of the rest of the field. Harmer never really looked like losing and when Foster's Cooper fell back, firing on three cylinders with suspected plug trouble, it was all over bar the shouting. Drew and Davies swapped places at the half distance mark and the field strung out with fourth place man, Colin Craven (Imp), the winner of the 1000cc class.

The closing *Formule Libre* race was uneventful with Philip Guerola's Brabham BT30 using its FVC power to stay a couple of seconds ahead of Wil Arif's works FF2000 Palliser 74 which is sponsored by both Anglo-Scottish Petroleum and Southern Organs. The Minister powered car, the second Super Ford Palliser built, had only been finished that morning and Arif was treating the race as a bedding in session prior to joining team leader, Damien Magee at Brands. The only excitement in the race came in the struggle for third place with Paul Webb's F1300 Delapena staying fractionally ahead of Tony Howard's Merlyn.

IAN WAGSTAFF

Formula 750 race 1 (12 laps): 1. Richard Stephens (PSL 1116), 10m 57.0s, 65.75 mph; 2. Bill Simpson (Special); 3. Mike Harris (Darvi Mk11C); 4. Robert McHardy (Jeffrey Mk. 111); 5. Steve Wyatt (Maytaur); 6. Ian Schlanders (DNC Mk. 111).

Formula Ford (12 laps): 1. Len Fletcher (Crossle-Minister 25F), 9m 33.6s, 75.31 mph; 2. Rob Newall (Jamun-Lion T3C); 3. Tony Halliwell (Merlyn-Ford Mk.17A); 4. Dave Wijdro (Image-Minister FF1); 5. Len Marchant (Brabham-Scholar BT21/28); 6. John Walters (DAC-Minister).

Formula 750 race (12 laps): 1. Richard Owens (Arcos Mk68) 10m 29.2s, 68.66 mph; 2. Kim Perry (DNC Mk. 111); 3. Rob Wells (Trickfore); 4. R. Simpson (Special); 5. Ray Wilson (Omagoi 750F); 6. R. G. Harvey (Libra M. Trickfore).

Formula 1300 (12 laps): 1. Brian Cocks (Briokay Elva Mk. 11), 9m 48.6s, 73.39 mph; 2. Mike Roberts (Navajo); 3. Phil Lloyd (Nomad Mk. 1); 4. Barry Webb (Delapena); 5. Dick Miller (Centaur Mk. 14); 6. Andrew Nimmo (Wrap Nine).

Special Saloons (12 laps): Overall and 1001-1300cc class: 1. Terry Harmer (1.3 BLMC Cooper S); 9m 58.4s, 72.19 mph; 2. Mick Davies (1.3 BLMC Cooper); 3. Jeff Drew (1.3 Austin Cooper S); 4. Colin Craven (1.0 Hillman Imp).

851-1000cc class: 1. Craven, 10m 22.4s, 69.41 mph; 2. Steve Pattison (1.0 BLMC Mini); 3. Shaun Blake (1.0 BLMC Mini).

Formule Libre (12 laps): 1. Philip Guerola (1.8 Brabham-FVC BT30), 9m 10.6s, 78.46 mph; 2. Wil Arif (2.0 Palliser-Minister 74); 3. Paul Webb (1.3 Delapena F1300); 4. Tony Howard (1.8 Merlyn-Minister Mk. 17/25); 5. Barry Kelleher (Mallock Mk. 11B); 6. William Bullard (1.6 Merlyn-Ford Mk. 11A).

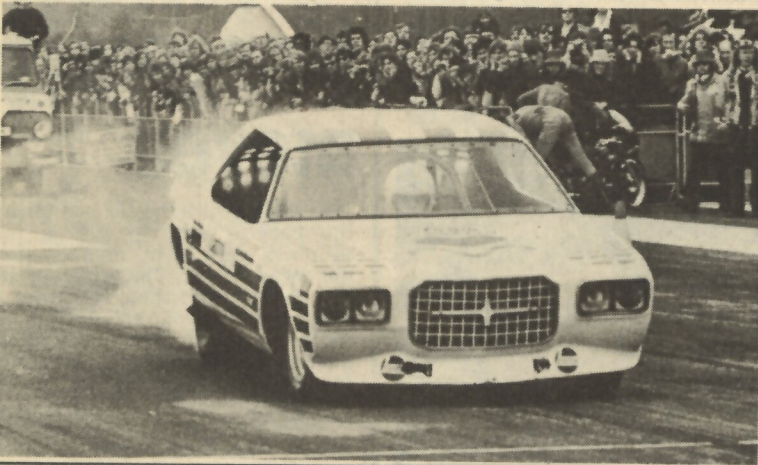
Priddle's at 225mph

At last the weather was kind at the weekend, and although the early sunshine faded away, there was some good action in the afternoon at the Blackbushe drag meeting.

Fastest qualifier in Top Fuel was Roz Prior, who took the Revell dragster to a good 7.62s 174 mph run, smoking the tyres nearly all the way. Dennis Priddle was second with a 7.9s blast, his rail using the Donovan as expected. New man Trevor Young failed to qualify the Revolution Three car after suffering a chronic misfire, while Liz Burn, making only her second full run in the ex-GTX car ran a nine.

This she repeated later against Dennis Priddle, who notched up a strong 7.14s at 198 mph to win. Then Liz was out again to face Roz Prior in the second round of a round-robin between the three cars. In what was almost certainly the first ever all female Top Fuel race, including the States, Roz showed her greater experience by leaving Liz on the line with another smoky 7.8s at 200 mph, but Liz improved substantially when she got going clocking an 8.7s at 174 mph. But this run had

Peter Barnet debated Mark Stratton's new rear-engined Vauxhall with care.



shattered a wheel bearing in Roz's car, so for the final and last run of the day, Dennis Priddle was by himself, and he really turned it on with a 7.08s run, the car boiling the tyres for two hundred yards but still clocking a phenomenal 225 mph, the fastest ever in Europe.

With Priddle's funny still not quite ready, the funny car class was further depleted when the Hillbillies car siezed its blower on the warming up. But there were still three cars left, Mark Stratton's rear engined Vauxhall with new driver Peter Barnet, Liam Churchill in his Capri and C.S. himself in the new Vauxhall bodied American car.

Liam had trouble with his engine that prevented him getting a good run, whilst both Barnet and Skilton were taking it easy as a new driver and new car respectively, though Skilton's Donovan powered device started to look very serious during the burn-out for its second run — which was only a mid-nine half pass.

In all it was a bit early in the year for the best racing to take place, but the meeting was arguably the best run at Blackbushe for some time.

Evans sorts them out

For once the two classes of the Clubmen's Supersports Formula were allocated separate races in the Snetterton Tricentrol Round. However the Class B (Formula Ford-engined cars) entry was a bit thin and after practice only eight starters were left. Register Secretary Peter Evans called an impromptu meeting after which it was agreed to amalgamate the two classes into one race for Tricentrol points and run a separate race for anyone who wanted another 10-lap sorting out session.

In order to help sort out the problems currently being experienced within Class B where at some circuits a good entry of FF-engined cars is turned away since there is only one race on the programme, or

a situation such as happened at Snetterton on Sunday, Evans is trying to get one competitor to liaise with him on behalf of the Class B cars to see that good fields are forthcoming at all events of the many Clubmen's Championships.

● Clubmen's driver Charles Tippet arrived at Snetterton without either licence or Medical Certificate and was refused a race. He promptly offered his drive to Register Secretary Peter Evans. Evans promptly ran over debris on the track and damaged two tyres. Herb Moger then lent him replacement tyres, of another make! Moger broke his gearbox in practice and was lent a spare by Tippet! It's still the friendliest Formula around.

Locals emphatic victory

Local lads Gwyndaf Jones and Martin Thomas scored an impressive victory down in central south Wales last Saturday night when the Teifi Valley MC ran their Valley Services Trophy Rally, a round of the Welsh Rally Championships. Their winning margin of more than three minutes was an emphatic victory over a 110 mile route much of it on well used local territory.

In their RS 1600 they dropped 17m 45s to beat Dave Wilks and Paul Copner in their Mexico on 21m 3s and then there was a gap of another three seconds before John Pugh and Bernard Hill weighed in at 24m 6s in their Mexico.

One of two events the same night counting for the Welsh Champion-

ship, the rally nevertheless attracted a near maximum entry of 92. Evans and Thomas, who are having a fairly successful season, went into the lead almost at once and, aided by fastest time on the selective of four miles, they consolidated their position and added valuable championship points. Second quickest on the four mile selective were Howard Davies and Phil Jones who filled fourth spot well ahead of the famous Midget of Pat Jerome and Lee Vincent who did not have a smooth run.

1. G. Evans/M. Thomas (RS 1600), 17m 45s; 2. D. Wilks/P. Copner (Mexico), 21m 3s; 3. J. Pugh/B. Hill (Mexico), 24m 6s; 4. H. Davies/L. Jones (RS2000), 24m 53s; 5. J. Davies/L. Andrews (Escort), 128m 43s; 6. P. Jerome/L. Vincent (Midget), 29m 28s. **Other Class winner:** P. Dark/G. Davies (Alpine). **Best Carmarthen:** R. Street/B. Jones (Mexico).

Rose's successful M14D

Bob Rose, uncrowned master of Curborough for several years, gave a newly-acquired McLaren M14D its first local victory of the year at the Staffordshire sprint venue last Sunday when Mini 7 Midlands ran their restricted event.

Rose, while never seeming likely to get near his record of 31.13s, returned 32.91s to beat John Ravenscroft's ex-Rose M10B by a comfortable margin.

Best of the class battles was between the shared modified Cooper S of Don Hardman and Dave Chaney with Hardman getting the verdict by two tenths.

Cyril Baxter's Marcos did not have things all its own way as usual in the mod sports for John Gathercole's Turner got within two tenths in a fine initial run. Rain later spoilt all but the first few second runs.

Among the unusual, Shaun Lewis's 5.7 litre Capri thundered round impressively but was not that much quicker than a supercharged A30 of N. N. James.

BTD: R. Rose (McLaren M14D), 32.91s. **Class winners:** B. Yarwood (RS2000), 42.14s; D. Hardman (Cooper), 37.44s; D. Carvell (Cooper S), 37.18s; S. Lewis (Capri), 38.91s; R. Jevons (Europa), 40.64s; C. Baxter (Marcos), 38.01s; D. Booth (Spectre), 36.44s; R. Williams (Mallock U2), 35.78s; B. Brant (Cooper Mk 10), 38.37s; R. Turnbull (Brabham BT 35), 34.11s; J. Ravenscroft (McLaren M10B), 34.25s.

Showbiz' varied run

The Showbiz Car Club are to hold their second annual trial on Sunday, May 4, which provides a unique combination of various off road tests including production car trial, auto-test, and driving tests. The event takes place in the south London area, driving from venue to venue, and it's all in aid of the National Society for Mentally Handicapped children. Open to all, it costs £5 to enter and is organised by the Showbiz CC in conjunction with the Hounslow and District CC, Seatech MC, 218 MC, and the Windsor CC Ltd. The winner will be presented with the Peter Collins Memorial Trophy to be held for a year, and the event is followed by a Disco party at the Dawbourne Club in Bracknell where the prizes are awarded. Extra tickets are available for the party at £2 each or £3.50 for a double. Regulations and entry forms can be obtained from Miss Ros Rumsby, Pembridge Hall, 17 Pembridge Square, London W2.

Knockhill National on Sunday

Knockhill's third rallycross takes place on Sunday with their first National event, starting at 2 pm. Entries are slightly low, but they are of good quality. Bernard Rode-mark (Porsche), Trevor Reeves (Mini), Hugh Wheldon (VW), Ian Smith (Escort), and the Airey Mini team of Mr and Mrs Potter, Tom Airey and Mick Bird are making the journey up from the South.

Some excellent entries have been received from the rally brigade, including Andrew Cowan in the SMT Vauxhall, making his personal debut in rallycross, and having his first drive since the Safari. Bill Taylor drives the Royal Bank of Scotland, Ian Gemmell his Avenger, and Dave Stewart an Escort. Donald Heggie may be there in the Broadspeed Escort, although if his Granite City problems are serious, he may try and borrow back LVX 942J.

Friz cools it

To cure his overheating problems on the U2 Geoff Friswell tried out a couple of air-boxes to force air onto the radiator. A tall one blew up like a balloon during practice but the shorter version seemed to work well. Unfortunately it too came apart, blocking off all air and sending the temperature gauge off the clock, when Friz was leading the second Snetterton Clubmen's race by a mile. He switched off at Coram on the last lap and rolled down the hill and up to the finish only for first one, then two and finally three cars to swoop by and leaving him with only fourth place.

Mrs J goes Wessex

Wessex Racing Developments will be entering two cars this year in rallycross both at home and abroad, both powered by Wessex long-stroke, five-port engines of 1460cc. They will both be Minis, to be driven by Bruce Bramber from Swanage and Judith Jesty of Bere Regis. Judith, with husband Nick (3.5-bhp Hillman Imp), will be contesting a number of events on the continent, the first of which was this last Sunday at Malmo in Sweden. An event in Hanover follows before the European series starts in May.

Gwynne/Thorp show well

Taking the lead very early on and maintaining it throughout a very mild night but an extremely tight route, Bill Gwynne and Terry Thorp brought off a surprising but thoroughly deserved win on the Welsh Border CC's Border Uniflo Rally in central Wales last weekend, the event being the second round of the *Motoring News* Championship.

In their RS 1800 they scored a handsome win by over four minutes totalling 38m 11s to leave Les Watkin and Colin Francis second in their RS 1700, some 20s ahead of Kevin Videan and Peter Valentine in their 'old faithful' Datsun 240Z.

The event proved the undoing of many fancied crews, several of whom broke down but others just disappeared behind the bushes as they found the twisty route a little more than they bargained for. At the first petrol, after some 90 miles, Colin Mack and Dave Thomas had powered into a slight lead but they were out as they arrived at the halt for the water pump had cracked on their Avenger GT and a run of 27 events without a breakdown had ended.

The majority of those top seeded

survived the first half but troubles began for some soon after. Frank Pierson, taking Barry Hughes with him for the first time at night, ran into his old trouble and eventually the clutch packed up altogether leaving Frank's Escort RS to eventually drop to seventh spot while Messrs Briant and McKerrell (RS2000) disappeared early on when reputedly they got lost!

After a moderate first half the Mini Cooper of Cyril Bolton and David Stephenson was just getting into its stride in this period when the gearbox flew apart.

Behind the Videan/Valentine Datsun John Griffiths, one of the most seasoned campaigners came through from a poor seeding in the forties to claim a worthy spot with Jim Bowie in their Avenger GT getting the verdict by a mere nine seconds over Ken Tranter and Rod Palmer in their RS2000.

1. B. Gwynne/T. Thorp (RS1800), 38m 11s. 2. L. Watkin/C. Francis (RS1700), 42m 21s. 3. K. Videan/P. Valentine (Datsun 240Z), 42m 41s. 4. J. Griffiths/J. Bowie (Avenger GT), 44m 59s. 5. K. Tranter/R. Palmer (Escort), 45m 8s. 6. L. Cowan/F. Parker (RS2000), 45m 41s. **Semi-experts:** J. Jorris/J. Roberts (RS1600), 54m 6s. **Novices:** C. Ashton/V. Brown (Escort), 71m 37s.

Marion wins Casey battle

Although they lost some 500yds of their proposed course at Duxford airfield through a clash with some large aircraft taking up part of the perimeter road, Falcon MC still had about 800yds for their sprint last

Sunday and, as usual, David Render had little difficulty in taking BTD in his Brabham BT29. He had a best of three runs in 26.3s his nearest rival being Les Edmunds in his Royale who was nearly a second and a half down.

David Render — BTD.



Among some pretty tight class battles perhaps the best winner was Marion Casey who took the family 1600 Capri to a half second win in 33.4s beating her husband on the way and leaving Bert Wood's BMW 2002 behind as well. In the up to 1300 standard saloons Dave Fuller squeezed home by two tenths ahead of Elizabeth Gentry, both in Minis and in a shared 3 litre Capri Steve Gilbey beat Roy Pitt by four tenths.

Mike Hipperson's lovely 4.4 Ferrari Daytona collected the class for Falcon members in roads cars in 32.9s but an identical time in the sports car class was nearly a second slower than Pat Thomas's Elan.

BTD: D. Render (Brabham BT 29), 26.3s. **Class winners:** D. Fuller (Mini), 37.1s; Mrs M. Casey (Capri), 33.4s; S. Gilbey (Capri), 33.3s; A. Dorrell (Imp), 32.3s; J. Fenn (Anglia), 33.7s; S. Wood (Midget), 36.3s; P. Thomas (Elan), 32.0s; L. Edmunds (Royale), 27.7s; M. Hipperson (Ferrari Daytona), 32.9s.

Lotus' test

Steve Stringer, who did well last year in the BT&RDA Autotest Championship, was in fine form winning the restricted autotest run by Blackpalfrey MC at West Malling airfield last Sunday by a handsome margin. He had a total time of 709.8s to head a disappointing entry of only 22 cars by a wide margin. Competing in his first event Roger Bateman collected the novice award in his Escort.

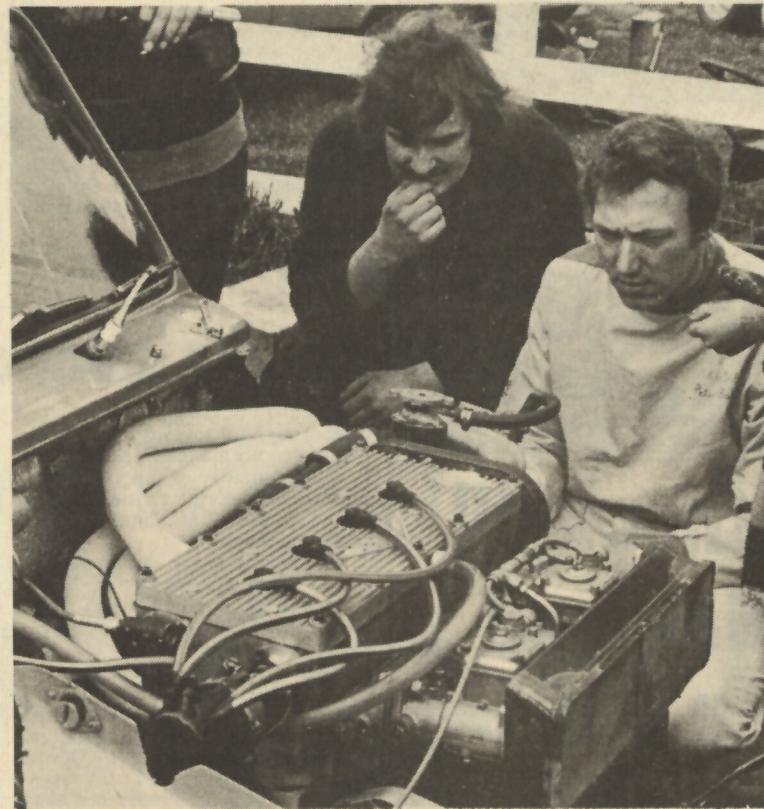
BTD: S. Stringer (Lotus 7), 709.8s. **Class winners:** J. Scott (Mini), 755.0s; D. Barney (Mini), 755.5s; B. Downs (Morris Minor), 1220.1s. **Novice:** R. Bateman (Escort), 1075.7s.

No class changing

The RAC competitions committee have confirmed the rule which prevents a car from having its engine capacity increased and moving into a larger capacity class. This applies not only to boring and stroking but also to nominal capacity increases resulting from super charging.

Therefore, a car which has had a supercharger added must have its actual capacity reduced so that when this actual capacity is multiplied by the 1.4 equivalent factor allocated to superchargers, it still comes within its original capacity class.

● The BARC's hillclimb championship continues this weekend at Harewood, with a very good entry in the top classes. These include Alister Douglas-Osborn, John Cussins, Chris Cramer, Roy Lane, Ken MacMaster and Peter Voigt in a BRM P153C. In the 1001cc to 1600cc class, Geoff Deakin, Anthony Taylor and John Kitchen do battle among others. The meeting has practice from 12 noon on Saturday and championship runs start at 12.30 on Sunday.



Peter Baldwin in overalls thoughtfully surveys his BDA installed in the Mini.

Snetterton BDAs debut

If you want your Mini to be at the front in Special Saloons the answer continues to be fit a Ford BDA engine. Two new BDAs were out at Snetterton for the first time on Sunday, both built up by Gordon Allen. A 1300cc unit nestles in the front of Peter Baldwin's familiar Marshalls-sponsored Mini, now fitted with a Clubman front to accommodate the bigger engine unit, and giving a reputed 175 bhp.

The other unit, the only one of its type yet produced by Allen, is a 105 bhp 1-litre and has been fitted to a

brand new light-weight Mini by brothers Neil and Paul Totman, the whole outfit having its first outing of the season. After testing the brothers will share the car and attempt to cover both Simoniz and Esso Special Saloon Championships.

The first Esso Uniflo autotest is organised this weekend at the Leyland Works, Oxford, expected to start at 10.30 am. The event is organised by Thame MC and is the first event in the six round Oxford Mail championship.

Monoposto moves

The Monoposto Register has taken the careful step of giving its members permanent numbers for the entire season. The top 20 or so are as they finished last year's championship, while the rest are as they registered. The list makes interesting reading, not the least for the fact that their racing scene seems 45 strong.

Among the names are special saloon man Mark Kopieczek, the American constructor of the GRP monocoque Genie, Woody Harris and Trevor Scarratt, back in the Formula after a year's abortive Atlantic effort.

It seems that some members of the register have such old machinery in Monoposto that they just have to change formula to the Register's new Formula Junior. Frank Tiedman for instance has a Lotus 20 for use in Junior, keeping his Lola for selected Mono events. Mike Wetherhill now owns the Lola used for many years by Len Holland, Mike in fact has owned the car before, and raced it in Formula Junior, after buying it from the Fitzwilliam Team in the sixties. Alan Baillie is another Lotus 20 man, buying the car from Ron and Suzy Livingstone, and meanwhile he is looking around for a Lotus 69 to use in Monoposto.

● One of the most regular competitors of all who will not be out this weekend at Santa Pod is Gerry Andrews in the Stones Hemi-Hunter Top Dragster. After countless runs on their rare alloy blocked 440 Chev, a piston broke at the weekend and one of the most consistent engines of all was reduced to scrap. This left Mike Hall with an unchallenged win in the 208 Pro Com Championship class in "Shutdown," which was running strongly again to several 160 mph plus passes.

Few autocross venues

Southern autocross drivers face a season in which every round will count — where taking a week's holiday could cost the championship title.

The situation has been brought about by a desperate shortage of suitable venues forced by the farmers plight of sparse and rain-soaked pastures.

Normally the Association of Central Southern Motor Clubs autocross championship is well under way by Easter, but so far only four rounds have been confirmed although another ten are provisionally designated.

One of the first rounds would have been the Cosmopolitan Car Club (Portsmouth) event planned for May 18, but this will now almost certainly be held later in the year because of the farm crisis.

The first confirmed round is the Surrey Sporting Car Club autocross at Smallfield on Whit Monday (May 26) and the second the Longlife event at Bournemouth on July 5.

If the shortage of venues continues the only other two definite rounds — Winchester and District MC on August 10 and Southsea MC later in the same month — will be guaranteed maximum entries.

So far only 50 drivers have registered for the championship, but Championship Secretary Gerry Thompson expects last year's total of 130 to be exceeded once the season finally gets under way.

It is the second year running that southern autocrosses have been blighted by a shortage of venues. Last year it was the poor hay harvest which brought five cancellations and gave competitors a lay off from May to August.

The £150 fee most clubs are prepared to pay offers little incentive to farmers refraining from letting their herds into the fields for fear of the long term damage their hoofs may inflict on the grass roots.

The fee would only buy about a ton and a half of hay at current prices.

Weaver's drama

Dramatic first race. James Weaver, an employee of Hawke Racing finished putting together his DL11 on Thursday last. A task which has taken him some 18 months out of mainly second-hand bits. He qualified for the outside of the front row of the non-Championship FF grid at Snetterton, led for a lap, challenged for the lead for another three tours, spun down to sixth at the Esses and finally went off again at Russell after a demon outbraking manoeuvre which failed to get him back into fourth spot.

More on Imp-Ford

More on that amazing Ford powered Imp of former Mini racer Tony Dickinson. An in-line 1300 BDA producing 190bhp on Lucas injection is mated to a Hewland transaxle unit and a five speed box.

Boston, Lincolnshire, garage owner Tony, who is 28, built the car from plans drawn up by Mike Pilbeam. The suspension and wheels are from a Lotus 69 Formula Two car, and the dual circuit braking system incorporates 10 inch discs.

Dickinson, who pedalled a one litre Mini Ford last season, is being sponsored for the fourth year by local firm Richard Pearson Ltd, who are the country's sole importers of Grimme potato harvesters.

● The Witney MC are holding an auto jumble sale this Saturday at Eastons Workshops at the rear of 10, High Street, Witney, Oxfordshire from 2 to 5 pm. Goods for sale should be delivered to the venue between 9 and 12 on the day of the sale or by arrangement with the organisers. Further details from Eric Batts, Oxford 880476.

Niven's sponsor

Bill Borrowman's Sports Tune business in Edinburgh are tying up with Border Reivers to enter super saloon driver Doug Niven in the Tricentrol Super Saloon series and the Scottish special saloon car championship this year. Sports Tune are Motospeed distributors and supply competition motor accessories north of the Border. Niven will again, of course, be entering his Peralda prepared 5.7 Escort this season. Borrowman himself was a successful Mini racer in the 1-litre class in the well known BOX 1.

Autocross cancelled

The Cheltenham MC have cancelled their round of the BTDR Clubmans and RAC National Autocross championships scheduled for May 4 due to non-availability of a suitable venue. In view of the later notification it has proved impossible to provide an alternative venue. The Dudley and District Car Club round, scheduled for June 15, has had to be cancelled for the same reason, although it is hoped to find a suitable alternative venue.

● Mark Kemp's Fairthorpe was an easy winner of last Sunday's production car trial arranged by Boro 19 MC down at the Old Orchard, Bexley. He dropped only 23 marks on the two rounds of nine sections, best score at each to count. Ron Temperon's Datsun Sunny showed the way to a pair of Minis by three marks in the front engined fwd class and Tony Llyn-Jones had a seven mark victory in the second class.

Overall: M. Kemp (Fairthorpe), 23 marks lost. Class winners: R. Temperon (Datsun Sunny), 32 marks; A. Llyn-Jones (Escort), 40 marks.



Alex Ferrada poses with his new Ace Plant U2 Mk 16 which he debuted in class B Super Sports last weekend.

BRIEFLY...

● Following in the wheel-tracks of Barry Lee Snetterton's local stock car pilot of some years, Derek Fiske has purchased the 1974 Van Diemen of Rob Orford for the 1975 season, however he failed to arrive for his first Snetterton race.

● With Priddle's electrifying run at Blackbushe, and Pete Crane's equally impressive Easter performance, the two must be odds on to meet in the final at this weekend's Santa Pod meeting — which should be one race not to miss. Crane's car would appear to be quicker on paper in that rear engined cars generally are, but Priddle has a lot of potential in his Donovan still to come, and of course ranks as the most experienced driver of all.

● If he gets there, this Sunday at Brands Hatch may be Frank Hopper's last race in his FF2000 Crossle. Hopper had tentative sponsorship from a toy manufacturer for his own car and that of John Pead, who hasn't been out yet. But in the middle of last week, the sponsorship was withdrawn, and Hopper must now return the car to Ireland or find some more backing.

● Responding to the challenge laid down by Allan Sharoe in the V12 Jag, Roger Bishop took Stripteaser into the tens at Blackbushe for the first time with a 10.98s at 123 mph, but no sooner had he asserted his dominant position in the large Middle Comp class than Sue Coles, who last year ran a Jag in her "T" bodied car, came out for her first run with its new Chevy motor to record an 11.1s at 129 mph, and although Bishop went on to win yet again with an 11.3s, it would seem as if his strongest challenge of all is in the making.

● Saloon race winner Brian Thackray achieved one ambition by winning his first race on Sunday but wished it had been at Aintree and not Snetterton. The reason — well Thackray is an ex-National Hunt jockey and his first win was, you guessed, at Aintree.

● The first round of both BTRDA and RAC autocross championships takes place this Sunday at Dodington Park, near Bath, just off the M4 at junction 18. Racing starts at 2 pm.

● Dick Fraser of Stafford has been awarded the Alan Eccles Trophy by the BRSCC Midland Centre as their marshal of the year. Dick Fraser has marshalled for 14 years and attends every home meeting, Jim Russell school meetings and other events and is regarded as one of the best and most experienced observers.

● One benefit of having an early season shunt in an Escort for Divina Galica is that she now has the first and only club racing special saloon with the Escort's new body. Complete with ShellSport and Southern Organs decals, the new car was expected to be testing this week, still with the 1850 BDA mill.

● The RAC Speed Committee have recently clarified the standard classes now listed for hillclimbs and sprints. They are: A, Special saloons, any capacity; A2, GT and Modsports up to 1300cc; B, GT and Modsports 1301 to 1600 cc; C, GT and Modified Sports cars, over 1600 cc; D, unchanged; E, delete Clubmen's. The rest are unchanged.

● The RAC have reached an agreement whereby cars which have to be fitted with a roll bar need only have an insulation appropriate to their year of manufacture. This has been decided with vintage interests in mind. As an additional safety check to help scrutineering, classic saloons will be required to have a current MOT test certificate.

● Graham Harper, last year's Northern G1 autocross champion up to 3000cc, will again be campaigning a G1 Honda, this time a 1500cc version of the Civic, in autocross. He will be competing in four and two abreast championship Northern Car Clubs and Mid Cheshire meetings.

● The be-stickered Merlyn of Lou de Marco is now seen in the hands of Nick Orford, who was having his second race in the car at Snetterton. Fitted with a Minister engine the Merlyn still includes its RAFMSA decals although Mr Orford assures one that he is not a flyer.

● Tony Ford expects to appear this year in a Mk 2 Emberton built by David Emberton for Monoposto. The car has an aluminium monocoque, and is already undergoing tests.

Two still in front Light up

Geoff Spencer and Bill Moffatt continue to dominate this year's RAC and BTRDA production car trial championships following easy class wins on the North Cotswolds MC event near Stow on the Wold last Sunday. The event, the fifth in the RAC series and the fourth round of the BTRDA produced class wins for both with Spencer taking outright victory with his Cooper.

Star of the day however was Edgar Wadsworth, the oldest driver taking part. In his diminutive Steyr Puch, he stormed through to take the small rear engined class against top class opposition and to prove that his second place in a previous round was no fluke.

Tight sections on very slippery surfaces produced cricket scores in the morning but following variations in consultations with competitors, matters were much better for the 49 competitors in the afternoon.

Initially Spencer, had his work cut out to keep ahead of John Rose and Alf Williams and at lunch, had an uncomfortable lead of only two points. He pulled away steadily after the break to win by 27 marks with Williams and Rose tying for second.

In class 2, Messrs Higgins and Stephens initially held sway, the Southerner taking lunch two points up. A fine run in the afternoon by Skoda man Dave Smith split the Mexico men with Higgins winning the class by 2 marks while Stephens fell away rather poorly.

Main interest in the sports centred round Jim Loveday's first championship outing in the Midget. He finished a creditable fourth behind Malcolm Brown (Sprite) who beat Midget man Mike Harrison by four points, with Reg Bradbury (Sprite) in close attendance.



Bill Moffatt ties with Geoff Spencer at the head of both championships.

Wadsworth's 500 cc Steyr Puch and Colin Valentine's Californian dominated proceedings early on in class 4 and they were never more than three marks apart. In a nail biting finish, Wadsworth won by a single mark while Vince Pashley had a tremendous afternoon in his Imp to end up only two behind Valentine.

Bill Moffatt continues to have a lonely time in class 5; there were two other competitors but neither actually had a chance of challenging the Ginetta ace and he only lost outright victory by a small margin.

Overall: G. Spencer (Cooper), 137.
Class Winners: A. Williams (Mini), 164; P. Higgins (Mexico), 168; M. Brown (Sprite), 186; E. Wadsworth (Steyr Puch), 195; W. Moffatt (Ginetta), 174. **Ladies:** Mrs P. Wells (Skoda), 191.
RAC championship: 1 = Spencer and Moffatt, 75 points; 3. Valentine, 73; 4. Stephens, 71.
BTRDA championships: 1 = Spencer and Moffatt, 40 points; 3. Valentine, 39; 4. Higgins, 38.

The Clubmen's Supersports Register's amusing "Noosletah" tells us that SuperSports cars should have a red light at the rear for use in wet weather. Following a phenomenal avoidance with a character whose light was not working, Peter Evans has issued a warning that anyone whose light is out of order will come under the strictest scrutiny and he will recommend that they don't start the race if dangerous conditions prevail.

More talks

The recently mentioned RAC formula reviews are extended in a later issue of their bulletin to include representations from SuperVee, 750, Clubmen's, Mini 7, Mexicos and Renault 5s. However, as all these formulae have their own governing bodies, it is suggested that representations be made to those bodies firstly, to establish some sort of unity. On the basis of comment received, a decision will be taken as to whether further meetings are necessary.

Hesketh rally

Lord Hesketh took time off from Silverstone over the weekend to flag off competitors in the Buckingham and District MC's Wipac rally; he is the new president of the club. Winner of the event was Derek Skinner/Peter Rushforth (MGB) in 27m 2s on a 160 mile route.

Dawson's E

Special Belt Transmissions Ltd of Ashton under Lyne have bought the Titan prodsports championship winning V12 E type Jaguar driven most entertainingly by Pete Taylor last year.

The company, who manufacture light duty transmission belts and elastic cord and hook assemblies, will enter Martin Dawson. Dawson was second in the Titan championship last year in a privately entered MG Midget.

Hathaway on the track

Another ex-Autocrosser enters the racing scene. Barry Hathaway had his first race on Sunday at Snetterton in a 1300 Mini and did well, lying second in class for most of the special saloon race before a contretemps with a tail ender at the Esses on the last lap.

He hopes to do a full season of racing having become tired of Autocross and finding the bumps of the old Snetterton Rallycross circuit too costly on the car and pocket.

● This Monday, the South Western Centre of the BRSCC are holding a social night at the Platform One Club in Bristol. Platform One are of course sponsors of Roger Orgee in FF2000. Films of the 1973 and 1974 Tour of Britain will be shown during the evening. Members and guests are welcome.

● Leading Honda motor cycle dealer, Graeme Chatham of Edinburgh is extending his sporting activities from two wheels to four and will be entering a Honda Civic 1200 in Scottish speed events under his dealership banner. Tom Irvine will drive the car in hillclimbs, production saloon car racing and sprints in Scotland.

Speedocross the rallycross/auto-cross/speedway mixture invented by Jim Creasey, seems to be taking off in the Midlands, and already there are hints of a championship series there. Already the Loughborough Car Club have taken the step to organise an event on May 4 at Peatling Magna, and have secured sponsorship from SRQ Printers of Glenhills. Other clubs are said to be following suit.

Browning receives a trophy? In a way, yes, but the BRSCC's executive director has to hand it on to the winner of the Tricentrol Super Saloon series. Presenting the 2ft high oil rig is James Longcroft of Tricentrol.



BRIEFLY...

● Adrian Reynard, the 24-year-old builder of the Reynard Formula Ford and 2000 cars, is expected to be out this weekend at Brands Hatch to join Jeremy Rossiter in the two car Spax FF2000 team. His engine will be a works Oselli unit, which has shown 122 bhp on the Oselli brake at Eynsham.

● Team Icen seem to be gathering a healthy amount of sponsorship for their driver Phil Clarke in his 2.3 Vauxhall Magnum special saloon. Joining no less than three sponsors are Kingsbury Warehouses Ltd who sell furniture, carpets and bedding from various Essex, Suffolk and Norfolk towns.

● Andy Anderson has sold his FNC to Monoposto newcomer Barry Dreghorn who hopes to use the car in Monoposto this year. Meanwhile, Andy still has his Merlyn for sale.

● Henry Offiler has acquired the Brabham BT21 raced by Mike Irons in Monoposto and intends to race it in as many rounds of the Register's Varley championship as possible.

● Lack of money curtailed last season's racing by Salford doctor's son Egerton ("Ege") Ferguson, but now he is planning a fairly full season's competition with his Formula Ford Nike. Ege, a 32-year-old chartered surveyor who recently started an estate agent's business in Eccles, Lancashire, decided that business must come first but he can't keep away from racing.

● As announced recently, Martin Birrane has bought the Mick Hill Capri and will have his first race outing this weekend at Brands Hatch.

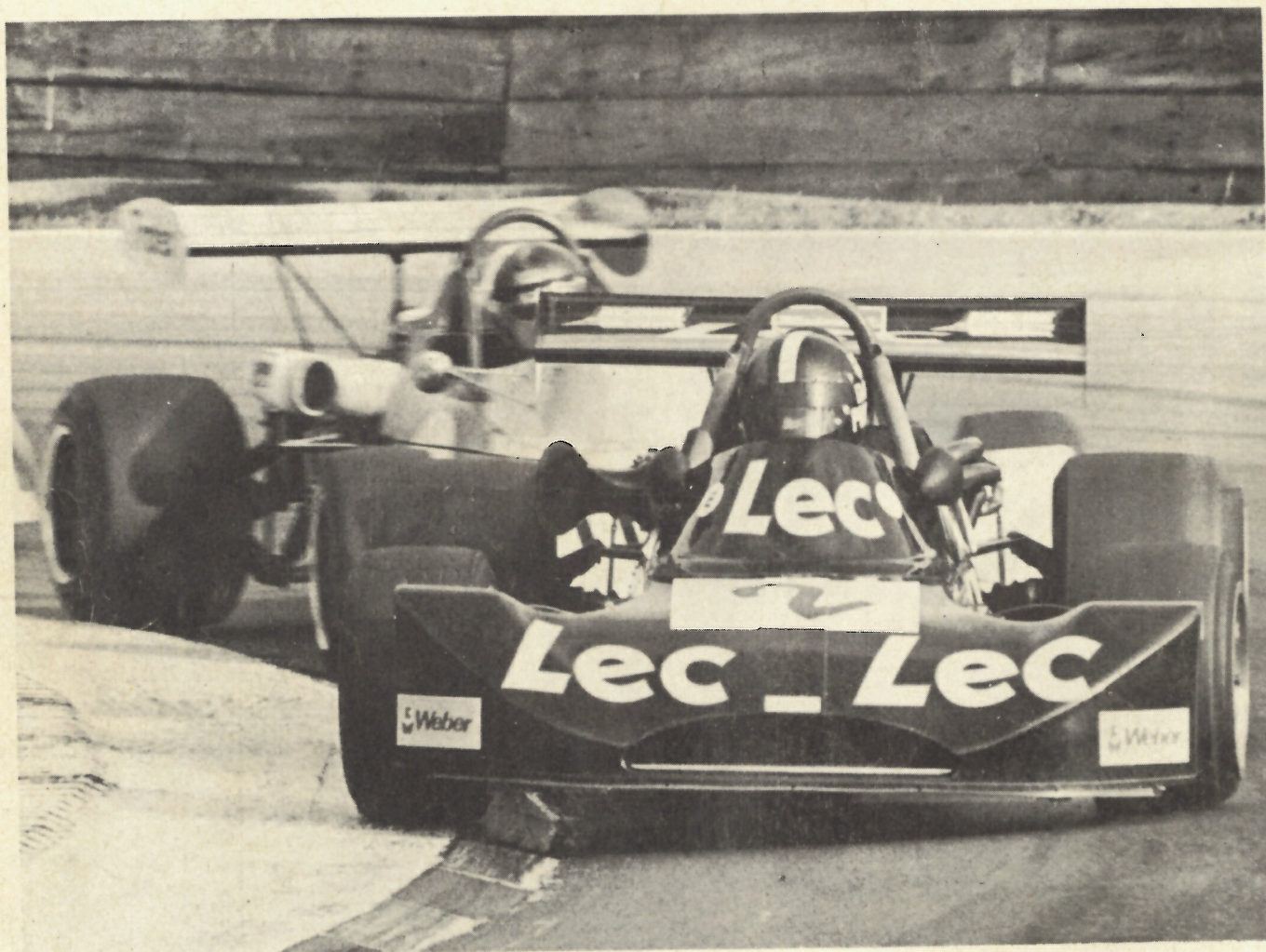
● Latest news to seep out from the Santa Pod camp is that two new Top Fuel cars are under construction — presumably with a Whitsun debut in mind. Power will doubtless come from Ed Pink motors, though who will drive them is not clear at present, but it will raise the total number of Top Fuel cars to nine. Could we see an eight car field at Whitsun at long last?

● Rumour recently suggested that Supernova, who currently exclusively manufacture SuperVee cars, are to move into the world of Formula Ford and other formulae.

● The dulcet tones of Clubmen's Supersports Register secretary Peter Evans will be heard imparting information on the tannoy at all future LEC rounds. You have been warned.

● Dick Adams, last year's East Anglian 850cc saloon car champion and runner up of the 1300cc series has sold his Mini and bought the Allam Motor Services 2.3-litre Blydenstein Viva. For his season's racing, he has secured sponsorship from Messrs Ada-Bacon Engineering Co Ltd of Brandon, Suffolk, manufacturers of portable building chasis and custom made trailers

YOU'VE HEARD OUR NAME IN MOTOR RACING CIRCLES



We Also:

- ★ **Manufacture Britains Biggest Range of Freezers and Refrigerators at Bognor Regis**
- ★ **Lead in the field of Refrigeration Engineering**
- ★ **Offer British Technology at the best value for money in Europe**

Want to know more? Write to: Lec Refrigeration Ltd. Bognor Regis Sussex