

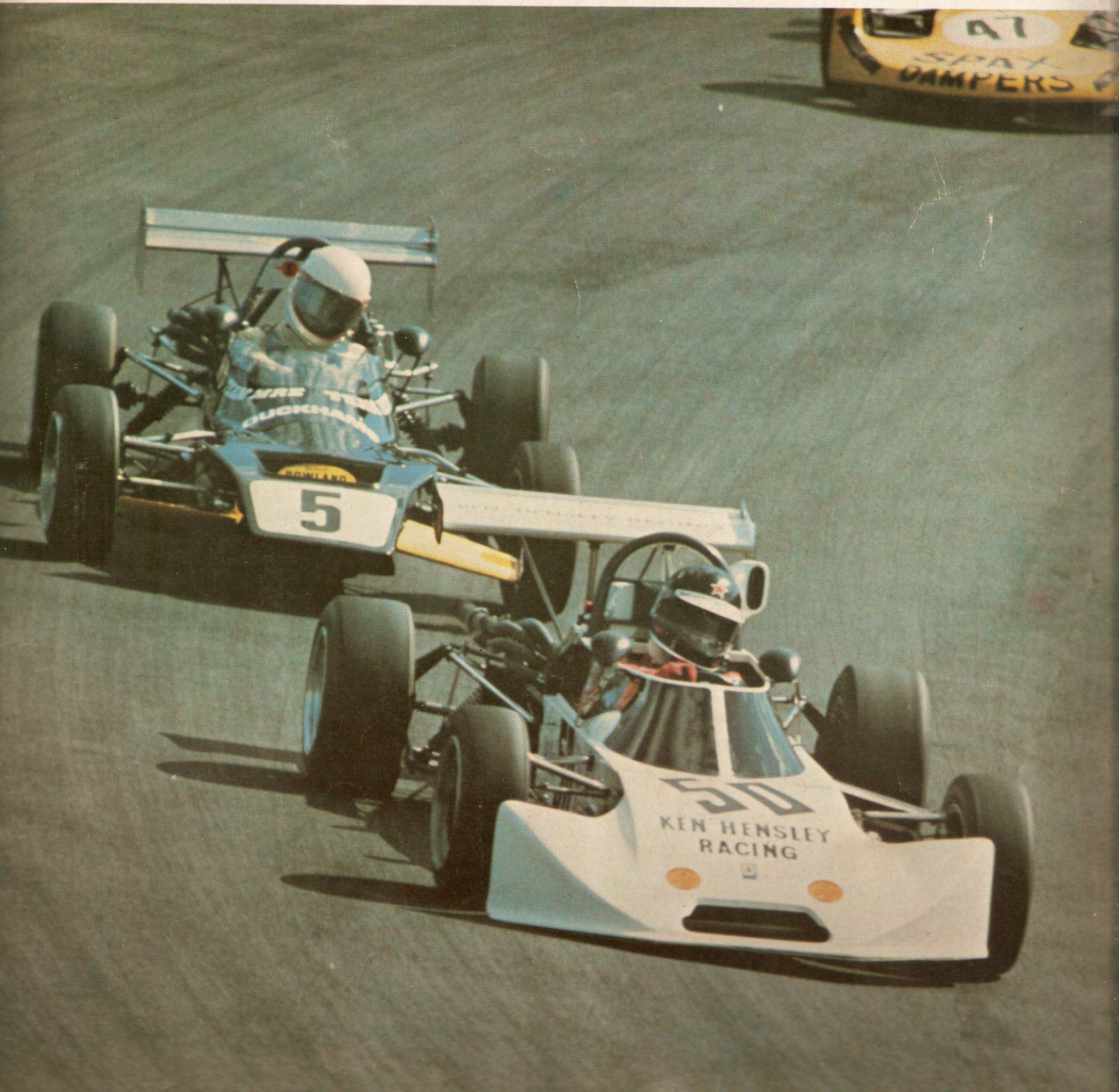
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HOLBAY F2 ENGINE - BMW 320 TEST - AERODYNAMICS

AUTOSPORT

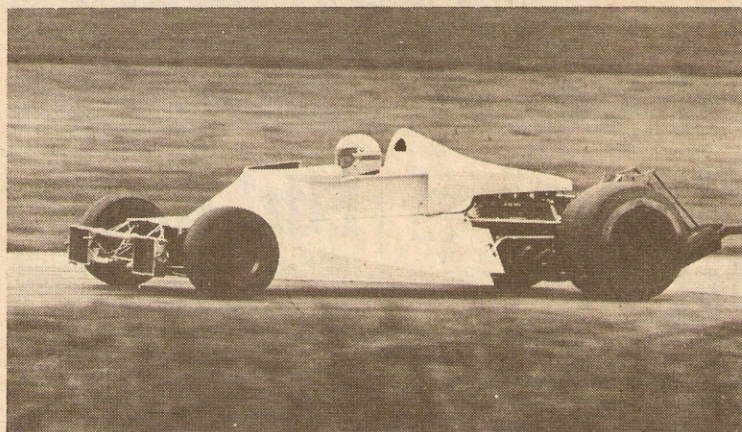
Formula Ford 2000 - how much does it cost?



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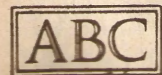
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John Surtees gave his new F1 car its initial 'shakedown run at Goodwood and Brands this week sans aerodynamic devices. Details of who will race the TS19 will be announced shortly.



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AUTOSPORT, JANUARY 8, 1976

EDITORIAL

All that glitters is...

Each year, as the economic fortunes of the Western world remain in an incomparable state of flux, the cost of staging a Grand Prix meeting, or rather a qualifying round of the World Driver's Championship, escalates with the same frightening inflationary speed as that of a thoroughbred racing car. No doubt many of us are aware that in order to stage a Grand Prix this year, European race organisers and circuit promoters are being asked to find in the region of £185,000 per event, while overseas countries, like South Africa and the Americas, have to add still further costs to that already staggering total to aid travel costs.

In any entertainment business, the public are expected to pay. They expect value for money in return. Obeying rudimentary laws of supply and demand, the better the artist, the more appearance money he, she or whatever can command. It's a vicious circle but one which many accept gladly.

On top of all this the race organisers and circuit promoters come in for a storm of eager criticism, and, often a dose of damning with faint praise. The Grand Prix Drivers' Association and the Formula 1 Constructors are the two bodies who, between them, more or less run motor racing at Grand Prix level — lock, stock and barrel. The constructors are perhaps in the strongest position, far more so than the drivers, who have a very poor reputation to defend (Barcelona, last year, did this reputation further untold harm). Nevertheless, in return for what many of the organisers and paying spectators have to withstand, each association (the world seems littered with these megalomaniac emporiums) makes an almost seasonal offering to the opposing powers-that-be as a gesture of "goodwill".

Take the case of the GPDA who, for the fourth successive year, nominated the British Grand Prix marshals as the best flag marshals in the world. They may well deserve it. They're proud of the job they do, most take it seriously, they stand out in all weathers, they are enthusiasts and they are amateurs. But will they always enjoy the exploitation so much? Do they really appreciate what is offered in return? A patronising pat-on-the-back, not just to them, but to everyone who sweats and toils to organise events of such status. Surely they must be worth a little more than the presentation of an object of token recognition, a trophy, a mere bagatelle. Or is this gesture merely a feature of the professional business acumen of the principal characters and the fact that a band of amateurs are contemptuously fobbed off with a piece of ironware solely means more in the kitty for the recalcitrant elite. Motor sport has got to appreciate its internal responsibilities. It must get away from the pot-swopping days and look towards working in unison and striving with direct and forceful aim. Decorating the mantelpiece surely won't work for ever.

our cover picture

Formula Ford 2000 came through its inaugural season last year with increasing promise. The series was well backed by the Allied Polymer Group and the racing proved entertaining. One of the category's leading competitors outlines on page 28 just how much it cost him to go racing in FF2000 last year.

Photo: David Winter

South Africa is on again

Fortunately the fluid situation which existed between the South African Grand Prix organisers, headed by Alex Blignaut, and the CSI in Paris, meant that there was no real problem in reinstating the South African race to its original status on the Formula 1 calendar when a sponsor for the event, which was cancelled a month ago, was found last week. With doubts that the Brazilian GP would join Argentina on the sidelines now rapidly disappearing, Africa becomes the second round of the World Grand Prix Championship taking place on Saturday, March 6.

The man who has come to the rescue is 42-year-old Louis Luyt, a self-made South African millionaire who, would you believe, made his money selling fertiliser to the local farmers. He's now one of the three most influential industrialists in South Africa.

According to reports, his manner

is sharp and direct and, being an ex-rugby player, his physical appearance draws immediate attention. By guaranteeing the Grand Prix organisers £123,500 to cover any losses incurred, Luyt has made his first foray into motor sport. He's a friend of Dr Peter Koornhof, the Minister for Sport, an acquaintance of premier John Vorster and has stood, and lost, two party nominations when he tried to break into politics.

It is thought Luyt is in the process of purchasing a newspaper group in Johannesburg and he may well be using the Grand Prix as an advertising campaign to achieve this aim.

We spoke to Blignaut earlier this week who told us that he'd just spoken to CSI secretary Claude LeGuezec and, as far as they were concerned, it was a mere formality to reinstate the race and all they required from South Africa was a telex to confirm their intentions.

F2 Lancia for Dennis

Following on the heels of the Swindon Racing Engines Ford derived BDX Formula 2 engine, together with the announcement this week of Holbay's Italian Abarth F2 unit, comes the news of another Italian unit destined for use in Formula 2 this year.

The engine is the Lancia V6, better known as the Ferrari Dino unit which currently propels the Lancia Stratos, and the man taking it upon his shoulders to run the engine this coming season is none other than F2 stalwart Ron Dennis.

The origin of the proposed marriage centres around Vittorio Brambilla, the March Grand Prix star who drove in F2 for Dennis last year. Vittorio's well known elder brother, former racer Ernesto (or Tino), has been spending a lot of time recently developing an F2 version of the Lancia/Dino engine for F2 purposes. In fact, we mentioned that fact back in our October 30 issue last year.

Brambilla, under the guidance of Lancia in Turin, has taken the 2.4-litre engine and sleeved it down to 2-litres at his compact engine shop situated not far from Monza.

The 4-valve per cylinder unit, in F2 trim, now utilises a steel block but all the running gear, crankshaft, rods and such are pukka Lancia and have been tried and proven in the company's 2.4-litre turbo Stratos which is pushing out something around 400 bhp. Dennis says he is "quite confident it will be reliable in that case."

The engine is, at the moment, a

little heavy but an alloy development unit is expected at Brambilla's shop in about a week's time. Four units are hoped to be produced for Dennis within the next couple of months.

The cams are driven via two idler gears run off the crank with two chains running up to the cams. The engine is very low in height (around 550cms) and runs extremely cool which, according to Dennis, may mean doing away with one radiator if using a March.

The engine has spent a period of up to eight hours on the brake where power was available right through to 11,500 rpm. It comes in at 8,000 rpm which gives it a good wide torque curve as well. At the moment the compression ratio is 10.5:1 but this is expected to increase in the near future. The engine has, in fact, been taken to 13,000 rpm without breaking according to Dennis. Power output is reckoned to be in excess of 300 horses to start with, building up to between 315 and 320 bhp later on in fully developed form.

Dennis hopes to acquire the engine "almost totally exclusively" but his final decision will be taken after he's carried out back to tests with it in one of his current 752 March chassis.

Dennis emphasised that he'd like to stick to running a two car F2 team this year running Vittorio once more, his March Grand Prix commitments, naturally coming first, "and, hopefully, Eddie Cheever."

Ertl resurrects Hesketh Racing

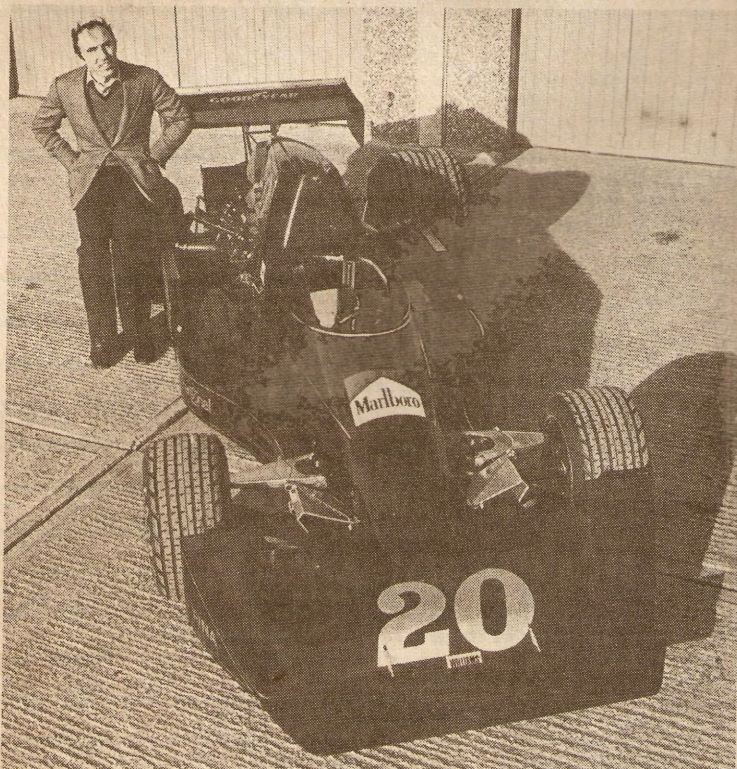
It looks as if a suitable agreement was reached between Bubbles Horsley and Harald Ertl when they met in Germany last week to settle final plans for their proposed partnership into Grand Prix racing this coming season.

Ertl intends to purchase another Hesketh 308B, having already bought and raced the ex-Stiller/Jones car last year, and the team, run under the banner of Hesketh Racing,

will operate from Towcester tended to by the remaining Hesketh personnel.

Gone will be any pomp and ceremony and it isn't expected that Lord Alexander will take any part in the proceedings, only in lending his name and premises. The cars will be updated to 380D specification and Ertl hopes to make his debut at the South African Grand Prix.

Wolf cry from Frank Williams



Frank Williams poses alongside his sleek new dark blue Williams Grand Prix challenger (above) which Jacky Ickx (below) tried out at Goodwood on Monday.



Al Unser for F1

Long Beach Grand Prix organiser Chris Pook said in London last week that he confidently expected to see at least three American drivers in the line-up for the US Grand Prix West. Pook said that his recent talks in California with Vel Miletich indicated that the Vel's Parnelli Racing Team would continue in Formula 1 and that he expected them to field two cars in the Long Beach race, one for Mario Andretti and the other for Al Unser. "Baby" Al was one of the stars of the Long Beach F5000 Grand Prix, a circuit some road racers thought would prove a problem to the twice Indy winner. Al, unlike brother Bobby, has never raced at Grand Prix level. The third US driver who would be in the race is Brett Lunger, whose plans for 1976 are expected to be announced in about a week's time.

Incidentally information on the Long Beach clothing mentioned in our Interview with Chris Pook on page 10 can be obtained from International City Enterprises, 3700 Long Beach Boulevard, Long Beach, California 90807.

Fitz' BMW

BMW Motorsport have already made an American press announcement as to their plans for this coming year and reports in the American press have said the German team will be entering no less than three works prepared 3.5-litre CSLs at the Daytona 24 Hours race.

Aside from the expected driver pairings of Brian Redman/Sam Posey and David Hobbs/Benny Parsons, the third car is down to be driven by British drivers John Fitzpatrick and Tom Walkinshaw. More news on that at a later date.

● Quote from thrice IMSA GT champion Peter Gregg on why he went over to BMW for 1976: "There was no room for me on the Porsche team (vacancies filled by Jochen Mass and Jacky Ickx) so I was forced to seek other employment." Teddy Mayer and Frank Williams, just look what you've made him do!

● Two drivers currently without confirmed Formula Atlantic drives for the new South African series are Eddie Keizan and Guy Tunmer, both of whom faced F1 Lotus 72s in Team Gunston colours last season. The cigarette company are only backing one car this year for Roy Klomfass.

Ford's 1976 plans

The fifth annual Ford motorsport press conference was held in London early this week and in welcoming guests new overall supremo Stuart Turner added "we hope your predecessors will be here to celebrate our 25th annual motorsport conference." There's true confidence from a major manufacturer.

The theme of the conference was that "we've had a good year in 1975 and it's going to be better in 1976". Ford's major plans tend towards rallying (see *Special Stage*) but nevertheless racing is not forgotten.

Formula racing

Ford Competitions Manager Peter Ashcroft, who has taken a greater share of Turner's former duties, said that: "In Formula One 1975 will go down as the first year since 1968 that a Ford engine did not power the world champion driver or Formula One constructor. However, the Ford DFV engine did power the winners of no less than eight of the 14 rounds of the 1975 world championship and the top three cars at Le Mans." Ford's involvement in this area will continue to be left in the hands of Cosworth and Bill Brown, speaking on behalf of the company, said: "We are not going to be panicked into making changes, all we are doing is changing the ignition system. We're not looking at this year specifically but to two or three years time."

On the other single seater formulae Ashcroft said: "In Formula 2 Brian Henton showed that on certain circuits and under certain conditions the Ford power unit is still competitive. It was also good to see other manufacturers contesting formulae which had so long been a Ford preserve. We regret the passing of Formula 5000 in Europe for, at long last, the Ford 3.4 litre V6 had proved itself to be a competitive alternative to the Chevrolet V8."

However, in the future things are obviously not seen so rosy at Boreham: "I can't see the BDA engine being competitive in the new free formula F2," said Ashcroft, "although I gather that Swindon have something up their sleeves." As far as F3 was concerned Ashcroft said: "The Toyota must be the most competitive engine at the moment. It would be more than a £10,000 investment for us to develop a competitive engine and that is not cost effective in our terms." On the passing of F5000 Ashcroft said: "We feel extremely disappointed at the decision of the circuit owners to end the Formula. Particularly after so many people had put so much effort into making F5000 an exciting and competitive Formula. Next year was shaping up to be an extremely good one but now we are left with little more than a super clubman's championship."

It was reported that Formula Ford had only one disqualification during 1975 and it was felt that it had now become a properly policed and serious Formula. Despite the slow beginning FF2000 is receiving increased support from the Allied Polymer Group in 1976 and Ford are still giving full support.

Touring cars

On the saloon car side the only direct Ford Britain involvement is

with a works blessed European G2 Escort for Alec Poole which Derek McMahon will run. Ranged against this will be a German Zakspeed Escort for Klaus Ludwig which comes under Ford European boss Mike Kranefuss' grasp (he was holidaying in Kenya this week).

The broad Northern accent of Ashcroft then launched an attack on the British saloon scene: "We're not going to bother with nellying around with G1, it's a complete waste of time. We had the opportunity of joining the rest of the world in G2, yet we blew it. We feel it's a retrograde step." Turner added later: "The trouble is British motor racing is too introverted. The country is in the European community now yet motor sport continues in this country to run its own regulations around tracks like Mallory Park. We ought to be out there fighting with the Europeans on their own ground." Despite this attack, Ford Capri 11 models will be loaned to Gordon Spice, Chris Craft, Colin Vandervell and Vince Woodman for the RAC championships. There will be no works cars at all but Ashcroft added that "we will give every possible assistance to these private entrants."

The Escort Mexico/Sport championship will continue as this year and the new Mexico will not be eligible. An interesting entry will be that of rally star Ari Vatanen in the ex-Gordon Bruce Escort Sport. Plans for Ford based championships in the future surround the as yet unannounced Fiesta (née Bobcat) small car and then progressing through Mexicos to RS1800s.

Ford bonuses

Ford bonus to cash awards for non-works drivers will also be increased. On the racing side an outright victory in the European F2 championship will bring in a useful £1,500 while the winner of the RAC saloon car championship will net £1,000 if Ford powered. The winner of the APG FF2000 championship will get a £500 Ford bonus. Finally £250 will be available to the winner of the Radio 1 saloon and Formula Atlantic championships.

Following the presentation of umbrellas last year to the major motor clubs, the BRDC, BRSCC and BARC, Ford are this year presenting holdalls to be distributed to the marshals. "As we said last year, good marshals are absolutely indispensable to motor sport. They're out in all sorts of weathers and temperatures, and they're usually the last to get any thanks, despite the fact that they're all volunteers. The very least we can do is give them something to keep their sandwiches in, and with these bags go, I am sure, the heartfelt thanks of the entire motor sport community."

There were no plans revealed from Europe "Mike Kranefuss is keeping an eye on the situation and waiting for it to settle down" or America "the chances of them coming back are not worse, perhaps even a little better." On the other hand "Australia and South Africa are becoming increasingly keen. Whatever they think, however, Ford Britain firmly believes in motorsport."

Smith wins the NZ GP

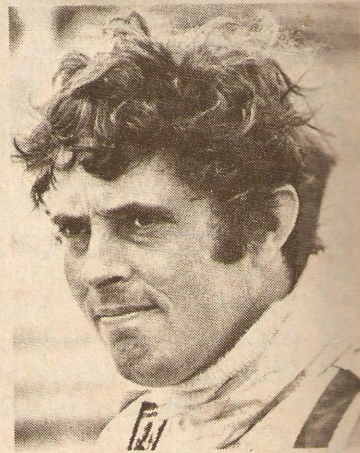
The opening round of this year's Tasman Cup took place at Pukekohe on New Zealand's North Island last Saturday and victory went to the country's new Gold Star holder Ken Smith in his F5000 Lola T332. However, the race also saw the first appearance of Brian Redman in the Fred Opert-entered works F2 Chevron-BMW B29 which, after causing an upset for the first couple of laps (read on), eventually finished fourth after an untroubled run.

The Pukekohe race was, as in recent years, host for the annual New Zealand Grand Prix, an event which has been dominated by marauding foreigners and Australians for several years now. In fact, until Smith's win last Saturday no resident Kiwi had won the race under its present 5-litre stock-block format.

A good turnout (by New Zealand standards) of 14 cars assembled for this opening round of what many Europeans have come to regard as a dying series. After two qualifying practice sessions, on the preceding Friday, former Tasman champion Graeme Lawrence driving his regular Lola T332 grabbed the pole for this short 1.75-mile track at 60.9s. This compares with Graham McRae's pole time in his self-built GM2 the previous year at 60.5s.

Slotting alongside Lawrence to make it an all Kiwi front rank, was Smith's ex-Redman '74 US series back-up T332 complete with its potent Chaparral Chevrolet. Next up were Aussies Max Stewart (Lola T400), Bruce Allison (Lola T332) and John McCormack (Elfin MR6) followed by Redman's humble F2 Chevron. This is the ex-Hans Binder car which the two-time US F5000 champion will drive in the New Zealander section of the series.

Smith got the jump on everyone at the start of the 58-lap (100-mile) race and had about a five to six car length's lead along the main back-straight before Redman executed "the promoter's jack-up" by completely missing out the chicane. "They must have rigged it because I saw them move part of the chicane so that he could drive straight through" joked Smith afterwards.



Brian Redman — "led" the race

Anyway, Brian managed to overhaul at least six or seven cars and have his moment of "planned glory" but it wasn't to last for much more than a lap or two.

Smith re-established the status quo but then started to experience some brake problems after half a dozen laps. Both Stewart and Lawrence swept through and started to dispute the lead but it wasn't to last. Stewart suffered a puncture and pitted but the car slipped while on the jack. The Chevy was still churning and the resounding thump dented the sump and a con-rod consequently let go. Exit one Lola. Lawrence also incurred engine dramas, suffering three broken valve springs, but he struggled home at ever diminishing speed to finish last.

This put Smith back to the fore and he ran out the eventual winner, beating Allison's ex-Bartlett T332 by 22.5s. Third and a lap down, after a great battle with Redman, was Bartlett's T400 but he only managed to scrape past the F2 car towards the end. Redman was "penalised" 3s for his "chicane avoidance". Fifth and a further lap down, was Jim Murdock in the locally built Begg, a car in which he finished second in this race last year while McCormack retired the Elfin after pitting twice with punctures.

French get GPDA award

The Grand Prix Drivers Association's annual award for the "Best Run Grand Prix of 1975" has been won by the French Grand Prix which was held last year at the Paul Ricard circuit. Britain took the flag marshalling award yet again.

The GPDA take into consideration ten categories, each with a mark of 10, so a maximum of 100 marks is possible.

The final result was extremely close with just 1 point covering the first three Grands Prix. Only one nation received ten out of ten for any one category and that was, ironically, the Argentine for their "accurate timekeeping". Holland scored 9½ for timekeeping by comparison.

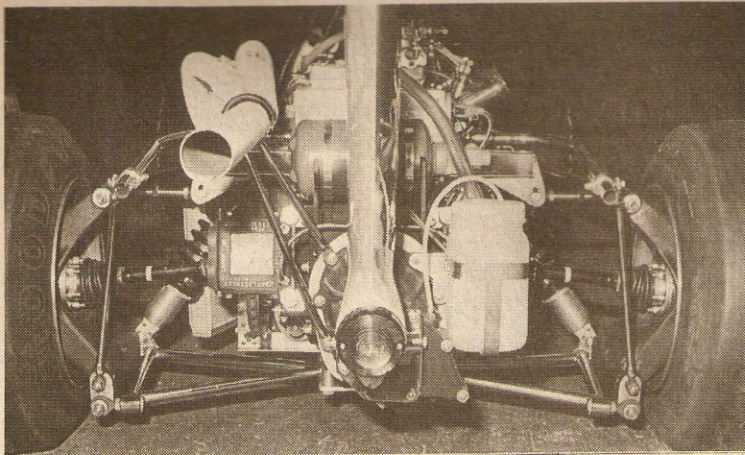
In the nines were Monaco (organisers attitude plus ambulance and medical facilities), Belgium (organisers attitude), France (pits and paddock), Great Britain (flag mar-

shalling together with ambulance and medical facilities), Italy (accuracy of timekeeping) and America (special pass control).

The lowest mark (the Spanish GP was excluded totally) was four and several GPs got this one.

As a matter of interest, the British GP scoring went: flag marshalling (9), fire-fighting services (7½), driver safety (7½), condition of circuit (5), accuracy of timekeeping (4), organisers attitude (7), pits and paddock (8½), ambulance and medical (9), spectator safety (8½), special pass control (5).

The GPDA final placings were: 1, French GP, 75½ points; 2, Belgium GP, 75; 3, Monaco GP, 74½; 4, Argentine and American GPs, 73½; 6, British GP, 71; 7, South African GP, 68; 8, Swedish GP, 67½; 9, Dutch and German GPs, 66; 11, Austrian GP, 64; 12, Brazilian and Italian GPs, 61½ pts.



Rear end geometry on the F2/Atlantic T450/460 Lola.

Lola's new F2/Atlantic

For the past two seasons the Lola T360 has proved very competitive in both the European and Canadian Formula Atlantic series; winning numerous races in the hands of Ted Wentz, Bobby Rahal, Tom Klausler, Bill O'Connor and Elliott Forbes-Robinson to name but a few. For the 1976 season, however, Lola Cars felt it was necessary to make available to their customers a car that would give radically improved performance over the standards previously set. To that end a very extensive test programme was embarked upon, using a standard T360 as the datum to enable improvements to be evaluated.

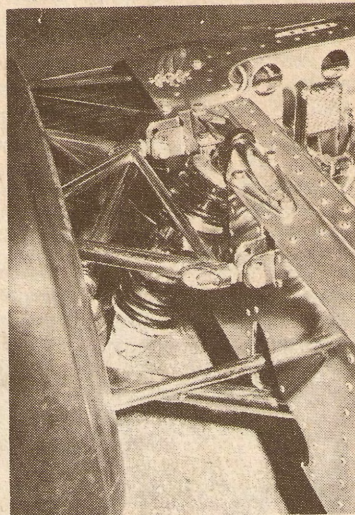
Straight line speed was always one of the T360's strongest points, but to achieve even greater penetration, a narrower track was incorporated with the desired improvement resulting.

To achieve higher cornering potential, a completely revised suspension geometry was designed and refined during testing to show a marked improvement over the previous arrangement especially in the medium to slow speed corners, while retaining the already well proven high speed characteristics.

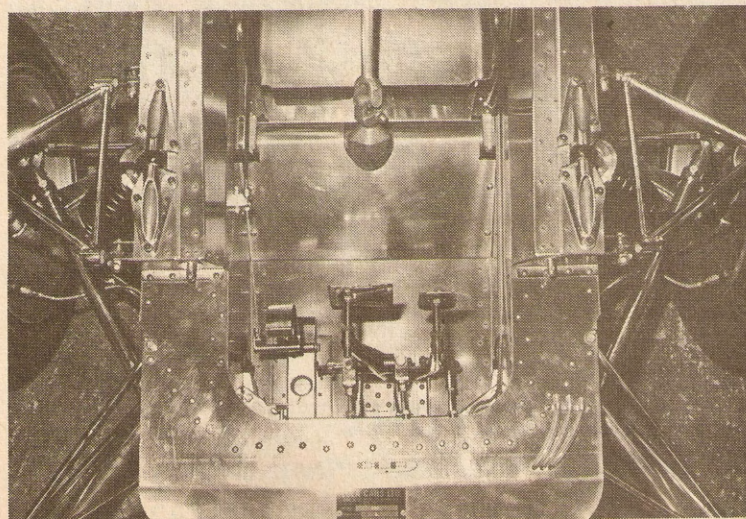
For maximum adhesion in wet conditions, a differing suspension geometry is required from that dictated by dry condition. To that end, adjustment was built into the

test car and the optimum settings determined. This adjustment for geometry change (and braking ratio variations) will be provided on all cars in such a way as to allow "starting line" adjustment should the weather conditions deteriorate unexpectedly.

An improved braking system was tried, consisting of Lockheed 4 pot calipers and ventilated discs both front and rear, with high friction pads. To take advantage of the higher stopping power thus availa-



Superb engineering is featured throughout on the new Lola. The footwell (below) is heavily strengthened while the suspension components (above) are instantly adjustable.



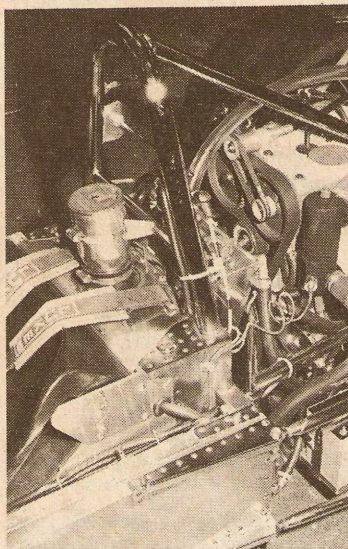
ble it was found necessary to change the static weight distribution of the car with the final result showing a very positive gain.

The total fuel load is now contained in a single cell, situated around the centre of gravity to alleviate the problem of weight distribution change as the fuel load reduces. The F2 car (type 450 as opposed to the T460 Atlantic) will carry three larger cells totalling 25 gallons capacity.

Greater engine cooling capacity has resulted from the use of a larger water radiator, essential when in high ambient temperatures and since Formula Atlantic engines are prone to vibrate, a system of rubber mounting the engine was evolved. This relieves the chassis of the vibration loads previously experienced when solidly mounted.

In designing an entirely new engine bay, a great deal of attention was given to accessibility and ease of engine changing, an important fea-

All the fuel on the Atlantic is carried between the engine and driver.



ture when considering the limited time available at circuits.

Since a low centre of gravity is of paramount importance any mass high up needs to be as light as possible. With that in mind, the rear wing was re-designed to aircraft construction principles, which provide the lightest weight conducive to adequate strength and durability. The wing thus tested proved measurably superior to the previously supplied foam-filled type.

As aerodynamic downforce contributes a substantial part to a car's overall performance, a great deal of experimentation was conducted in this area, the result of which was a body configuration that fulfilled the proven requirements.

In the continuing quest for greater driver safety, roll-over structures complying with the 1977 F2 regs have been incorporated, along with substantial bulkheads around the foot-well area.

● Nineteen seventy-five European Hillclimb Champion, Italian Mauro Nesti, has ordered a brand new Chevron B36 sports car, power coming from BMW GmbH engines.

● Rumours were rife at the Ford press conference early this week that the Tour of Britain has found a substantial backer and will be bigger and better than ever.

Capital radio in racing

Capital Radio, London's bright and exciting round-the-clock pop music commercial radio station is moving into the world of motor racing sponsorship. This move was confirmed by Indylantic director Steve Prior early this week, although he was not at liberty to announce full details. All he would say, however, was that it would be a three car team managed by fellow Indylantic director Peter Wardle.

It is believed that the cars will all be Surtees TS15 derivatives (Wardle actually owns three chassis including the ex-Hesketh James Hunt F2 car) and that one of the drivers will be ex-karting champion Steve Carvill. Further details will be announced soon.

Wardle's own racing plans are thought to concern a venture into Formula One with a planned debut at the Race of Champions. Whether this is for a European Grand Prix season or for the Shellport G8 championship is not certain; a likely mount, considering his previous loyalties, is a Surtees although we gather a similar sounding name belonging to a parking meter professor was mentioned at a well known factory not a million miles from Bicester early this week.

Smith's Gold Star

Apart from his success in the opening round of this year's Tasman series (see page 3) New Zealander Ken Smith has become the 1975-76 New Zealand Gold Star champion.

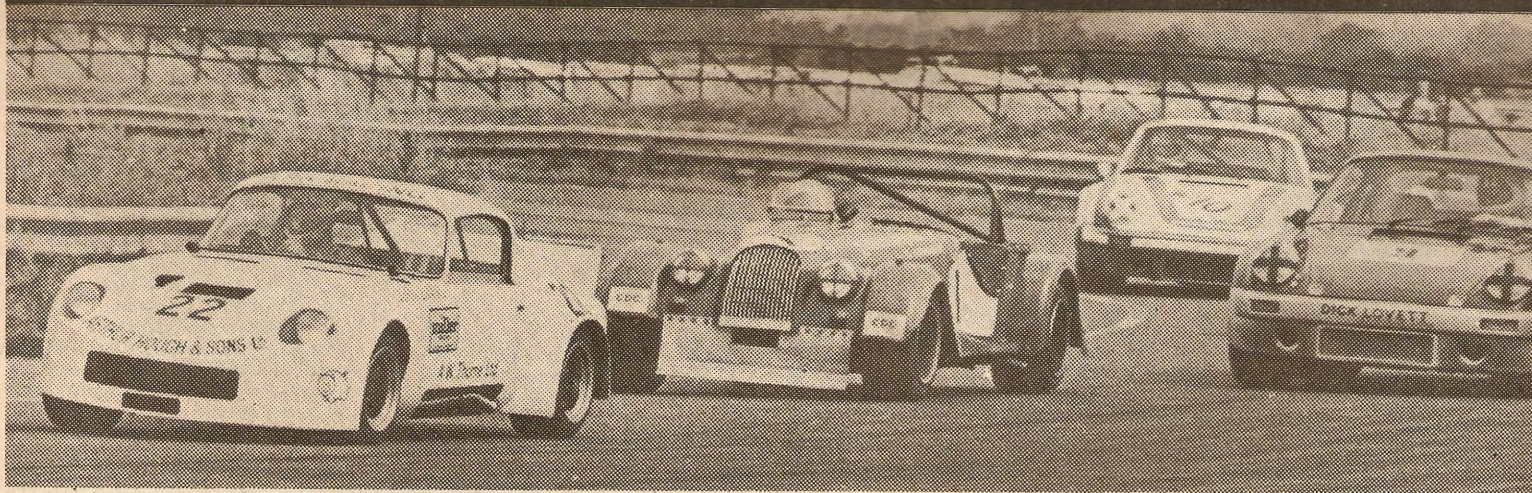
Driving his ex-Brian Redman F5000 Lola T332, Smith has won eight out of the nine races to date "which has placed me in an unbeatable position." The series, sponsored by New Zealand's Post Office Savings Bank, still has two more qualifying races left to run.

More Tarmac £

This year's Tarmac British Racing championship will have two monetary awards. For the first time in its four year history, Tarmac Ltd., the acclaimed asphalt specialists, have decided to award a £500 prize for the runner-up in their championship. The winner as in recent years, will once again receive £2,000.

The regulations for the championship have been amended to bring them in line with the RAC's rule change affecting international and international open events in 1976. Copies of these new regulations are available from the RAC, leading motoring clubs, and Tarmac at Ettingshall, Wolverhampton, WV4 6JP.

● American amateur road racer Jerry Hansen, who won his divisions at the recent Road Atlantic SCCA National Finals in a F5000 Lola T332 and a Can-Am Lola T220, albeit against meagre opposition, will be moving into Formula Atlantic next year. Hansen has ordered a new Chevron.



John Evans (Elan) and Robin Gray (Morgan) head the Porsches of Nick Faure and John Cooper at Snetterton. Photo Autosport

Lessons in Morgan Tuning

In the early 1960's the Lawrencetune Morgans achieved considerable success, firstly in Marque racing as it then existed, completely eclipsing the similarly engined Triumph and the M.G. and Austin-Healey opposition.

In the international G.T. Racing scene it was first necessary to catch the A.C. Bristols, after which we went after the 2-litre Carrera Porsches of Edgar Barth, Van Haustein, Ben Pon, etc. We gave these cars several severe frights, the best known of which is probably our 2-litre Class win at Le Mans in 1962.

More recently, in 1973 & 74, when Charles Spreckley sponsored a vague re-enactment of the original Marque racing, our Plus 4 car suitably de-mothballed but in original 1962 Le Mans trim won five races overall, in opposition to all the old contenders in addition to the new breed of mid-engined Triumphs; F. N. Bristols and 4-litre Jaguars.

All this is history and well known but what seems to be less common knowledge is the fact that we are currently doing the same thing all over again with our Plus 8. Looking back, the technical difficulties associated with the Plus 4 cars pale into insignificance when compared with those now overcome with the Rover engined Morgan. The successful transition to the new model in viable race form demanded a long gestation period. Our

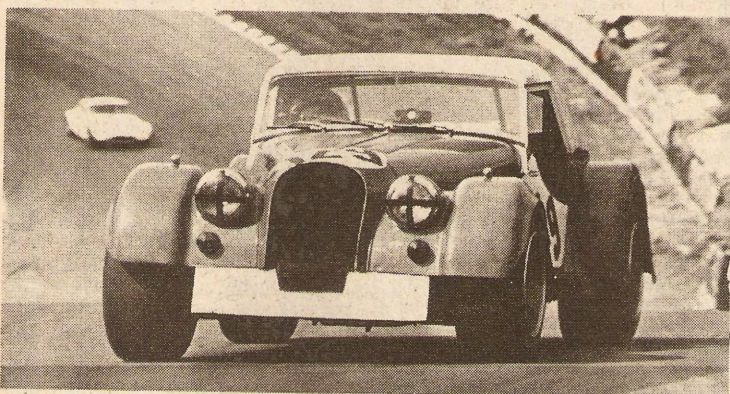
confidence in the work done was confirmed however by our electrifying driver Robin Gray taking the car to an unlimited class win in the Blue Circle Championships last year.

Robin Gray has continued his winning ways this season and has to date chalked-up four outright wins and currently leads the unlimited class in both the BR & SCC and Miller Mod. Sports Championships.

Perhaps we may be forgiven if we are justifiably proud of our past record and our ability once more to produce what is unquestionably the fastest, most competitive and reliable Morgan in competition today.

If you are a Morgan owner with a worthwhile interest in your car, you can hardly have avoided the name of Chris. Lawrence in biographies of the Morgan Marque. Chris. Lawrence is Lawrencetune and his staff are unmistakably Lawrencetune men. Proud we may be of our successful Morgan associations, but we are not selfish. If you aspire to improve your car, from the grass roots of really professional servicing or to any stage up to top competition standards, we are willing to share our fifteen years of success, experience and expertise.

If you feel the pangs of interest in doing your best by the grand name of "Morgan Motoring," please feel free to contact Lawrencetune. Chris. Lawrence and his staff will be happy to informally discuss your personal needs or undertake your own requirements with the same devotion that has made the names of Morgan and Lawrencetune inseparable.



This kind of thing can lead . . . to all this Classy Crockery!



'Don't bend the needles on the speed gauge.' (Power testing on our rolling-road)

Write or call:

LAWRENCETUNE

98 The Arches, Ravenscourt Place, London W6 0UN

Telephone: 01-748 0232/3. Telex 934231

Ralt for Klomfass

Ron Tauranac Racing Ltd. have recently shipped out their first Formula Atlantic car to South Africa where it will be driven in the forthcoming Atlantic series by Roy Klomfass.

Apart from detailed development changes brought about by variation of the formula regulations for 1976 (ie deformable structures), it has not been found necessary to depart from the original RT1 design successfully raced during 1975.

The Africa-bound car has already undergone testing by Tim Schenken and Klomfass will race it under the Team Gunston banner managed by Eddie Pinto.

Klomfass, who won the Townsend Thoresen Ferries FF series in his BAF Hawke in 1974, raced a Lexington-backed F2 Chevron last year in his native South Africa as team-mate to Ian Scheckter.

Roy Klomfass — Ralt RT1.



Quick times for Musetti

Putting in over 40 laps of a cold and blustery Brands Hatch on Saturday was Val Musetti, putting some more miles on his borrowed Swindon BDX, John Dunn's latest F2 mill which Musetti took to victory at the Christmas meeting at Brands. Despite traffic, Musetti was regularly in the 43.2s, and his pit crew timed him at 42.9s on one lap. This compares with the official outright record which stands to Alan Jones in Thursday's March at 43.7s. Musetti reckons that 42s would be no problem in warmer weather.

Meanwhile, official testing continues with the other engine built by Swindon which is run by Ted Wentz in the Lola. John Dunn reckons that still more power is available, and Brian Lewis is shortly to borrow the engine to try in the Boxer, his F2 car.

Musetti's plans for the 1976 season are primarily centred on the G8 series, but he'll also be doing some F2 races with his March 75B. He also still has an Atlantic spec March, with which he'll do some Indylantic races.

Holbay's F2 Abarth 260

As we had suspected Holbay Racing Engines have acquired the manufacturing rights of a new Formula 2 engine from the Fiat subsidiary Abarth. Known as the type 260, it is the work of Ferrari designer Iacoponi and being six-in-line resembles one bank of the flat twelve Formula 1 engine. Manufacture of the first few engines and some intensive development work has been carried out at the Fiat factory in Turin. The whole project has now been transferred to the Holbay works at Martlesham, where three engines are undergoing endurance testing. Meanwhile work is well in hand for the building of a further six engines to be followed by the first production batch of twenty-five.

Our technical editor tested the actual engine on Holbay's dynometer last week. Turn to pages 12 and 13 for further details of this exciting Anglo-Italian project.

● Lola Cars have confirmed their full support for the Indylantic series which takes place in Britain next season.

Page & Moy's Daytona trip

Response to our Daytona 500 holiday offer — 12 days in Florida for £299 complete — has not surprisingly been considerable, and all the allocated seats and hotel bookings have now been taken up.

However, Page & Moy, with whom we have set up the trip, told us on Monday that they have now been able to arrange places for just 20 more people.

So if you were one of the unlucky ones we had to turn away, or if you want to make a last-minute decision to get away from the English winter four weeks today, soak up some sun and see some classic motor racing, you'd better move fast. Turn to the advertisement on page 9 for full details.

Crawford close to F2 drive

After two weeks of talks in Germany, Jim Crawford has returned to his native Bolton with increasing hope that a regular European Formula 2 ride might be in the offing. The backers cannot be revealed at present but all the Formula Atlantic star is looking for is the "day to day running costs" and he is confident that he will find that cash quite soon.

He will use BMW engines and the choice of car will probably be a Chevron. Crawford is confident that he can win the European Formula 2 Championship. "After last year's Silverstone event, I'm sure I'll be able to see off these super frogs and other bright boys from abroad."

What of his John Player Team Lotus contract? It expired on December 31 without Jim hearing from Lotus about his future. "I rang them up a couple of weeks earlier, but they hadn't made up their minds about it," he said. "So I've just faded away gently from Formula 1 but I'm going to start with a clean sheet in Formula 2."

Craft's works drive

One of a number of drivers to be receiving works assistance in the RAC Touring Car Championship this year will be Chris Craft. Although he has not had a regular ride in this category for a couple of years Craft is still regarded as one of the top drivers in this category. For the coming season he will be seen in a Capri II sponsored by Hammonds Sauce who, of course, backed Shaun Jackson's Opel in the 1975 series. The car will be entered and run by Tricentrol (Dunstable) while initial preparation will be in the hands of Pershore based Tivvy Shenton.

BP bonuses

Les Thacker, BP's motor sport co-ordinator, announced increased bonuses for contracted drivers in the BP Formula 3 Championship this week. As well as all the usual free lubricants a contracted race winner will collect £60 and pole position will earn another £15. A further £350 goes to the winner of the championship if he's a BP backed man. Further details from Les Thacker at BP House, Victoria Street, London SW1E 5NJ.

● Derek Ongaro of Lola Cars has asked us to point out that while the rear suspension of the F5000 T400 model was indeed modified last season it retained its rising rate characteristics and was not as described in our F5000 review.

● Porsche have instigated the Mark Donohue Memorial Trophy of which the first recipient is Reinhold Joest.

● Italian Formula 2 and 3 racer Sandro Pesenti-Rossi is tipped to become the Trivellato team-leader in F2 this coming season. With Bino Trivellato having recently become the Italian Chevron importer, Pesenti-Rossi will naturally be seen racing a brand new Chevron B34.

CATCHPOLE

By Barry Foley

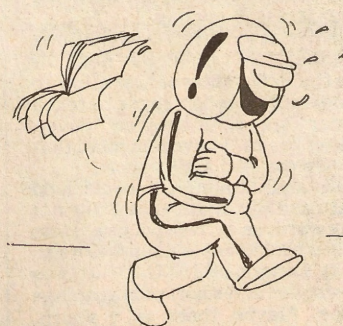
'ALLO 'ALLO... HARVEY POSTLETHWAITE IS GOING TO WORK FOR FRANK WILLIAMS...



...NOW, I DON'T KNOW WHY THAT SHOULD SOUND SO INCREDIBLY FUNNY.....



...BUT IT DOES.



Efficiency personified

Further to Nick Brittle's remarks on his Lordship, (*Private Ear*, December 4), may I remind him that in previous Grand Prix's they were far from Champagne-guzzling, but putting in very competitive times from a very efficient team, that made others look like amateurs.

If Mr Brittle comes within half a mile of here we'll blow him apart and send all the bits in a paper bag for his Lordship's cattle to feed on, but then we thought better of it, as we don't want them to catch foot and mouth!

All the same, as de General would put it. 'It leaving de nasty Brittle taste in de mouf!

STEEPLE ASHTON, OXON

PAUL WALSH

Limit RAC greed

Last April, after many years of saving my money, I had just enough to buy a old FF and go racing in the North of England and in Scotland. I remember once having no money left after paying an entry fee for a Knockhill race and having to borrow 50p off a friend to get over the Forth Road Bridge, that's how small my racing budget was!

Anyway after trying 56 firms for sponsorship, I came up with a winner in Mr Thomas Muckle, a builder from Rothbury who is going to help me quite a bit in '76 season. Now Mr Muckle has other business he wants to advertise so I have to have an Open Trade Licence which is £85, so that I am able to advertise his firms on the car.

Now I live on the borders of England and Scotland which means I have to travel a lot to get to different tracks. I'm also a 20 year old farmer's son and I have to take quite a bit of time off so that I can work on the car and go racing, all of which I don't mind a bit, but to pay £85 for a piece of paper really boils me, especially when you think that teams in F3, F2, FA and FI pay just the same as I have, to get the Open trade licence.

I know the RAC think that they are hard up but they are going to fleece me for about £100 by the time I get my licences and books from them. I have read in the *British Racing News* that they (the RAC) expect 8,000 applications for licences, so if they can get £100 out of a hard up FF driver things can't be as bad as they say I'm sure.

What I would like the RAC to do is have a more fairer system of buying Entrants licences, i.e. FF, £30; F3, £70; F2, FA, £100; F1, £140. I think this system would be better as it would give small teams with low budgets more money to put into our racing and help the beginners, such as myself. I am not a greedy person, but I would like to think I'm a fair one.

CAMERON ALAN BINNIE

CORNHILL-ON-TWEED, NORTHUMBERLAND

Formula teeny bopper

When I was a boy (there's been some water under the bridge since then) I could drive my father's car with dash and daring up to a speed of about 12 mph — when the garden gate loomed in my way and stopped me.

Today I know a 13-year-old boy who took the Brands Hatch driving test, scored an amazing 79%, qualified for and drove four laps in the Formula Ford and then — what? Back to 12 mph and frustration — just as it was in my day.

Could a few of us not, at long last, do something about this sad situation? Could we not, for instance, from the Under Seventeens Car Club to provide young people with enough space to reach at least top gear speed, insurance cover, supervision and other basics? I have it in mind that they supply their own car, and adult escort.

I lead a busy life and, although I would held where I can, must candidly, state that I am not putting myself forward as a prospective Hon. Secretary. But if interested people would write to me at 33 Manor Way, London SE3 9XG, I will try to call a meeting to establish some sort of beginnings of an organisation. Maybe there is a youthful-on-the-inside retired motoring enthusiast who likes young people and would handle the

administration — there must be someone who would do this rewarding and even important job. Anyway, let's make a start.

LONDON SE3 9XG.

ALEXANDER BARRIE

Proven capability

"The Same Old Story" — The 1976 FI season will be upon us by the time we have all climbed out of our alcoholic haze, and there for the thousands of British enthusiasts, will be James Hunt, Tom Pryce and John Watson all doing their best for us — Just the three of them!

Does it have to be? Why can't a driver of Bob Evans' ability and determination attract a major sponsor such as John Player who are British and already have an 'ace' as their No. 1. They and others like them *should* give British drivers, with proven ability a chance next to their sponsorship securing aces.

This country designs, builds and uses a huge percentage of existing FI machinery but when the crunch comes, "we" will be shouting for just 12 per cent of the grid in Argentina next month.

How about it John Player, Frank Williams, March, Ensign *et al*?

My congratulations to AUTOSPORT on another brilliant year of reporting — long may it continue.

WIMBLEDON, LONDON SW20

JOHN ADAIR

Re-form the team

As I am no expert when it comes to the financial, business and mechanical aspects of running a Grand Prix team, I have hesitated, up till now, to voice an opinion in the hope that surely the knowledgeable will find a way to get the Hill formula 1 car back on the circuits.

But so far I have seen only the letter suggesting the same thing, and one other suggesting a Graham Hill Trophy race. I say what more fitting reminder of all he put into the sport he loved and the values in life he stood for, which have been quoted over and over again recently, and from which he never faltered, than the car into which he put so much of himself.

An idea more emotional than expert, well alright, but I'll wager there's thousands like myself, who would support the team either financially or by flocking to the circuits where the car was running. After all, it isn't as if the car has not proved competitive; who could deny that Tony Brise would have been winning with it eventually?

I would have thought that Embassy would have had the courage and the foresight to reform the team, if not this year, then in 1977.

CHEAM, SURREY.

G. DETMOLD

Outa sight

I read with great interest the plans that MCD have for improving Brands Hatch's facilities, which are not before time I might add!

However, while the new pit/service arrangements may be fine for the F1 teams, it looks as though MCD are joining Silverstone in making it impossible for the ordinary spectator to get a close look at the fabulous machinery he/she has just paid a vast sum to come and see.

STREATHAM, LONDON SW 16.

BRIAN HOPPER

Overtaking moves

I was utterly astonished to read Mr Dave Facer's recent letter in AUTOSPORT and am compelled to reply to him.

a) The first point to mention is that the Mini in question was being lapped for the second time, having already been lapped once by Nick Whiting, Gerry Marshall and Colin Hawker in close succession, and therefore having again been lapped by Gerry he must surely have been aware that Nick and Colin were going to be right behind; consequently it was not a good time to swop sides of the track.

b) From Startline Stand it was quite clear that the Mini commenced moving left just as Nick was alongside him. The first point of impact was mid-driver's door proving that Nick was, in fact, already halfway past him.

c) I am sure no-one would question the combined total agreement of Mr John Webb and the RAC Stewards who witnessed the incident and who gave the Mini driver a severe reprimand and ordered him to pay a fine.

d) Finally, Nick must have overtaken hundreds of backmarkers this year and although one is, of course, aware that there is always a danger, particularly when on a bend or when backmarkers are dicing for Class positions, surely it is not too much to expect that they keep to one side of the track on a straight — especially when blue flags are waving hysterically and failing that he could, of course, have looked in his mirror.

Let that be an end to it.

SEVENOAKS, KENT

VALERIE WHITING

Blocking disaster

The problems of crashing cars has been with us even before the car became accepted on our roads. In racing these problems have been even more acute than off the circuits. The costs in both broken cars and bodies have been great and the only beneficiaries have been the daily press and the race promoters in sale of tickets to ghouls.

There is so much technology available from other industries that a little concerted action and application by all parties must beat the problem soon. They can slow up a space capsule from umpteen thousand miles per hour to a safe landing surely we can stop an errant formula Ford without too much damage.

I am in no way what could be described as a technologist but would still like to put forward an idea, this could easily be improved upon but at least it's an attempt which I have not seen from people in a better position to do so.

In the event of a car crashing it could be arrested by a wall of blocks arranged in front of the armco barrier, these blocks could be made of a foam similar to polypropylene with fire resistant qualities. They could be held in place by a strong netting. The deceleration would be very much slower than bare steel and so should result in far less damage, the hapless competitor would willingly pay up for replacement blocks as his physical and car repairs should be drastically reduced in cost and inconvenience.

To take the thought process a little further, the danger of fire could be catered for by the insertion of capsules of the chemicals required to make fire extinguishing foam, in the event of high impact speeds, sufficient to rupture fuel cells, the blocks could be designed to break-up thus releasing the chemicals and allowing their mixing and formation of the foam giving the car a good covering.

To try and exploit the commercial aspects one could have the name of the supplier on each block thus reducing the cost to the errant driver or owner. Credits for supplying other amenities at circuits could surely be exploited, for instance hardstanding for spectators by Tarmac or Wellingtons by Dunlop! and hygienic lavatories by Yardley but not locks on them at minor meetings at Brands Hatch by Chubb!

FAVERSHAM, KENT.

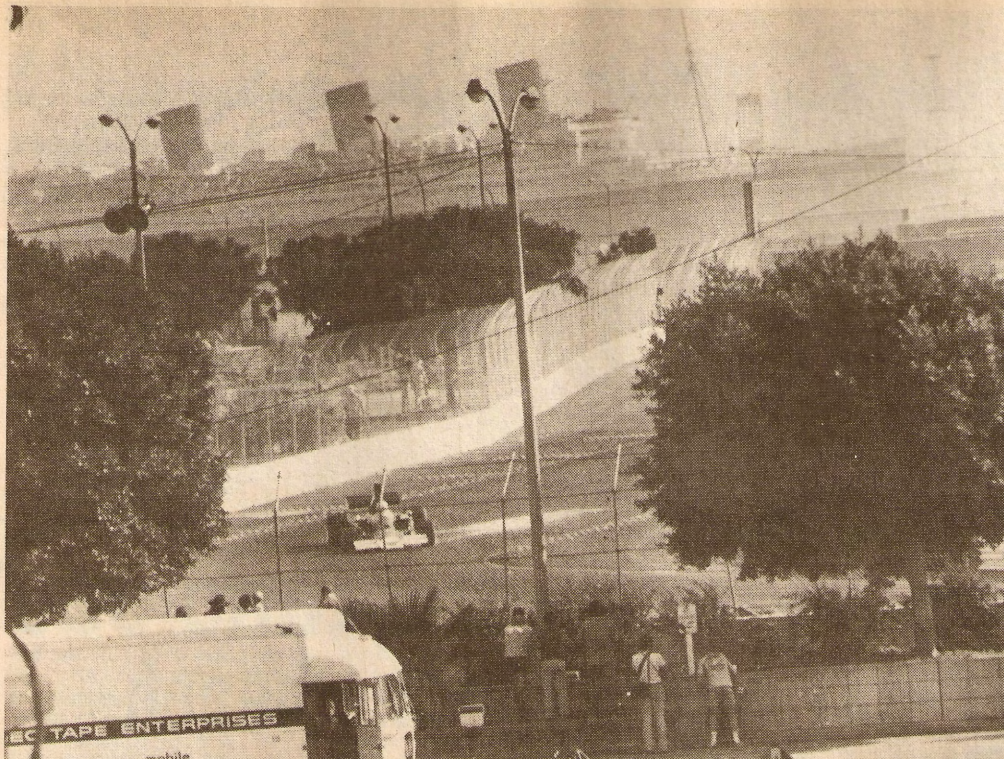
HORACE HUMBLE

Illiterate fraternity?

I would like to bring to your attention the fact that there hardly ever appear to be letters concerning the fast growing rallying side of motor sport in AUTOSPORT. I can only surmise that a, I am your only reader interested in rallying, or b, there are others but they are either hopelessly lazy, illiterate, or both, and finally, c, that you line your waste paper baskets with rally enthusiasts' letters in an effort to keep your rally-staff in the dark and to ensure an abundance of pages are always available to be filled with interminably boring accounts of club racing. It is a suspicious state of affairs when several "Purely Personal" pages are written by rally correspondents, yet hardly ever does a rally reader appear in print.

LLANDRINDOD WELLS, RADNORSHIRE

G. MORGAN



Not quite Monaco, but a strange and stirring sight nevertheless.

Doing it in the streets

Long Beach organiser CHRIS POOK talks to ANDREW MARRIOTT about his Californian dream

September 28, 1975, was a significant day in motor racing history. The Long Beach Grand Prix for Formula 5000 cars actually happened. An ex-patriot Englishman proved to the world that street racing Monaco-style was not just a relic of glorious eras gone by. He did it with flair, imagination and, as he is the first to admit, with a degree of luck too. But a spectacle others more experienced in Britain weren't able to make happen in Hyde Park and, more recently in Birmingham, this former racer achieved in a Californian seaside city noted for a predominantly elderly retired populace! The man is Chris Pook, a 34-year-old native of Somerset and owner of American Aviation Travel Services situated, as it happens, in Long Beach, California.

Chris Pook's interest in racing followed his graduation from the Sorbonne in Paris and London University. He started racing a Gemini in Formula Junior against Mike McKee, Mike Parkes and others. Always interested in travel he soon decided to race the car abroad and enjoyed the experience enormously. Later he switched to rallying with a brutish Austin-Healey 3000 competing in the RAC, Monte Carlo and other International rallies. But he usually finished off the road.

In 1967 he decided to try his luck in America and soon found his way to Long Beach, California, where he set up a successful travel agency, now run by his American wife.

It was Pook's concern for Long Beach's International image which sparked off the idea of racing around the streets. He set up a meeting with three members of the Long Beach Convention Bureau in May, 1967, and told them that the city needed something to wake it up — a blockbuster idea. The only problem was he didn't have a blockbuster idea at the time.

But a few days later he was listening to the Indianapolis 500 on the radio and the idea hit like a streak of lightning. A Monaco-style Grand Prix round the fortuitously wide streets of the City. That would certainly wake everyone up and bring International flavour and publicity to this 900,000 population Californian port. He met with the Convention members again who thought he was crazy, but had to admit the idea had merit. A steering committee was formed with Dan Gurney who offered much valuable help. Hard work, meetings galore and subtle political lobbying continued over the next few months. Then on November 19, 1974, by a unanimous decision the Long Beach city fathers approved the idea.

But the 2.21-mile, 16 corner circuit, had to be approved by the CSI. They sent along Monza circuit director and CSI safety consultant Guiseppe Baccagaluppi who spent three days walking around the circuit suggesting changes. But on March 19 last year the circuit received an official approval and was awarded the date of March 28, 1976, for the first United States Grand Prix West.

There was still the little problem of financing the operation. The money was raised by selling stock in a newly formed Long Beach Grand Prix Corporation of which Pook became President. In fact the shares sold at \$250 each in blocks of 20. Some \$634,000 was raised by August 13 last year and of this sum \$561,000 was allocated to setting up the track. This included modification to the existing roads, the erection of safety systems including nearly five miles of concrete barriers, 25,000 old car tyres to act as energy-absorbing piles, cyclone debris fencing and 1,500 oil drums filled with sand each weighing 650 lbs. The latter was the baby of project engineer Dr Peter Talbot who feels this method of safety far better than armco barrier.

A Formula 5000 race had been scheduled for the circuit in late September, and the future of the circuit and racing in Long Beach, very much depended on its success. As is now history Brian Redman won a thrilling victory and the race and the circuit won massive acclaim.

The next step is the World Championship Formula 1 United States Grand Prix West scheduled for March 28. Chris Pook, the man who has seen his wildest ever dream come true, was in London recently to tie up final details with the Formula 1 Constructors Association. We spoke to him about Long Beach past, present and future.

Already one of the 1976 season's non-European Grand Prix races has fallen by the wayside. The United States GP West is a definite starter isn't it?

Yes, we are set to go with the race on March 28th on the Long Beach City Circuit. We have come to basic terms with Bernie Ecclestone of the Formula 1 Constructors Association and the

purpose of my visit was to complete the documentation on that agreement.

Will the circuit be modified or altered in any way from the Formula 5000 configuration? It is a little short for a Grand Prix.

We are not going to change the layout at all. We know what we are doing with the circuit as it

presently stands. It is a 2.02 mile circuit, which is below the 2.5 mile requirement of the Grand Prix rules, but that rule has been waived on many occasions. It is a slow circuit and we want to keep it slow. It is a street circuit and this way we can really show the public what automobile racing is all about. About 70 per cent of the people who will attend won't have been to a race before, except for our Formula 5000 event.

Will you start 18 cars as at Monaco or do you have the opportunity to start a greater number?

According to the formula calculated by the CSI which bears in mind the distance from the start line to the first turn, and the width of the track, we can actually start 24 vehicles. At the present time we intend to start 24 although we reserve the right to modify this upon discussion with FICA, the GPDA and our own advisors.

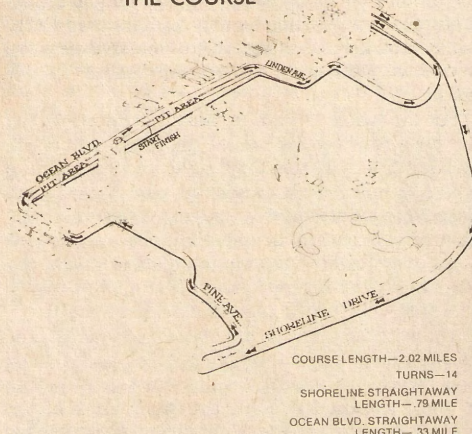
I understand that you have some very exciting promotional ideas for both the press and the public for your race?

Yes we have, but we are keeping some of them under wraps at this time pending successful negotiations with various parties. But I can assure you that the public will be well catered for throughout the meeting with plenty of entertainment and personalities to interest. We already have a successful mail order side going with a range of clothing and other items bearing our message "Do it in the Streets." In the area of the press we intend to provide an instantaneous information service via radio communication. All major press will be issued with headsets which will link them with a person in race control and timing and scoring. Thus they will be updated immediately there is a fast lap, incident or whatever.

At the Formula 5000 race you did come in for criticism from photographers in particular because of all the catch fencing. Also some spectators complained about catch fencing hindering their view. How will you combat this?

For the spectators we are building more and higher grandstands, some at new vantage points. But it is a difficult situation. Spectator safety must come first, then worker safety and driver safety third but still very important. We want to do our best for the press but at a circuit of this nature we

THE COURSE



must put safety before photographs. We would prefer to have a car restrained on the circuit and sacrifice photo coverage. However, we learned a lot from the F5000 and we will have more photographers stands and perhaps relax the restrictions for fully accredited photographers a little.

Setting up the circuit must be a huge task. How long does it take to convert downtown Long Beach into a race track and then convert it back to normal streets again?

We have to start preparing the build-up to the circuit about a month before. We take it gradually as we build up but, of course, it comes to a crescendo in the last week. But we can get it torn down by the Wednesday following the event. I was very disappointed at the F5000 race because it took until the Friday, this time it will be Wednesday. Right now the only trace of the circuit is a few red lines on the roads.

Everyone was ecstatic about the success of the Formula 5000 race at the time, but what kind of feed-back did you receive once the euphoria had died down?

Funnily enough as the race got older the plaudits got better. The more that other races took place — Laguna Seca and Riverside for example — the more it seemed to me that people did nothing but talk about Long Beach. And that brought home to the City Fathers that it was a good thing.

I understand that you had a scheme offering day outings to local residents who didn't like the idea of the race?

What we said to the residents who actually lived on circuit was that we didn't want to ruin their Sunday, so we would organise coach trips for them to San Diego or Catalina. You have to remember that 70 per cent of the residents living on the circuit are in excess of 60 years old and we thought it might be a little noisy for them. This offer was taken in good spirit and many agreed it would be pleasant to have an outing on us. But when Friday practice looked fun and Saturday practice got really exciting and they saw what it was about, the reservations dwindled from 114 to about 46 people who finally left the City on the trip.

What about the actual attendance of the September F5000 race. Various figures have been quoted, what was the actual attendance and was it financially viable?

It was financially viable bearing in mind the tremendous initial expenses we had. The police gave us a figure of 65,000 contained within the circuit watching the race. If you add the people on the outside of the circuit but who could still see the race from the various hotels, balconies and so on then the actual spectator figure was probably nearer 100,000.

Have you any plans to run another Formula 5000 race at Long Beach?

We would love to run another F5000 race but we are not going to do that in 1976 and I doubt it in 1977. At the present time we do not want to detract from the magnitude of a World Championship race. But if the City wants to have a second race in September or October in the future, yes, we would be keen.

Since your success with the Long Beach race I understand you have become involved with a new, or at least revised, US Formula 5000 Association?

Yes, this is an association of entrants and car owners. I will be doing the marketing and merchandising for the Association. One of the proposals we are working on is to find a serious sponsor for the series and getting Formula 5000 on to television. In fact we already have a contract for six events on television in 1976 and we are working now on a ten race series with a major national network which will be aired in the spring of 1977, following the end of the football season. We are hoping for some new races on the schedule with the Long Beach Grand Prix Association



Dan Gurney discusses the circuit with some of the Long Beach councillors.

actively involved in staging, promoting and operating the races.

You are the President of the Long Beach Grand Prix Association, who do you have to back you up on the staff?

On the technical side of the actual racing operation are people with a great deal of experience in racing from behind the wheel and from a practical sense. Dan Gurney is Vice President of Operations and Phil Hill is Director of Operations. Our Controller and Vice-president of Finance is Jim Michaelian while our Business Manager, Sumner Offill, is our Vice President of on-track operations, amenities, catering and so on. Peter Biro, a top US photographer, has just joined us full-time as Vice President of Marketing, Public and Press Relations.

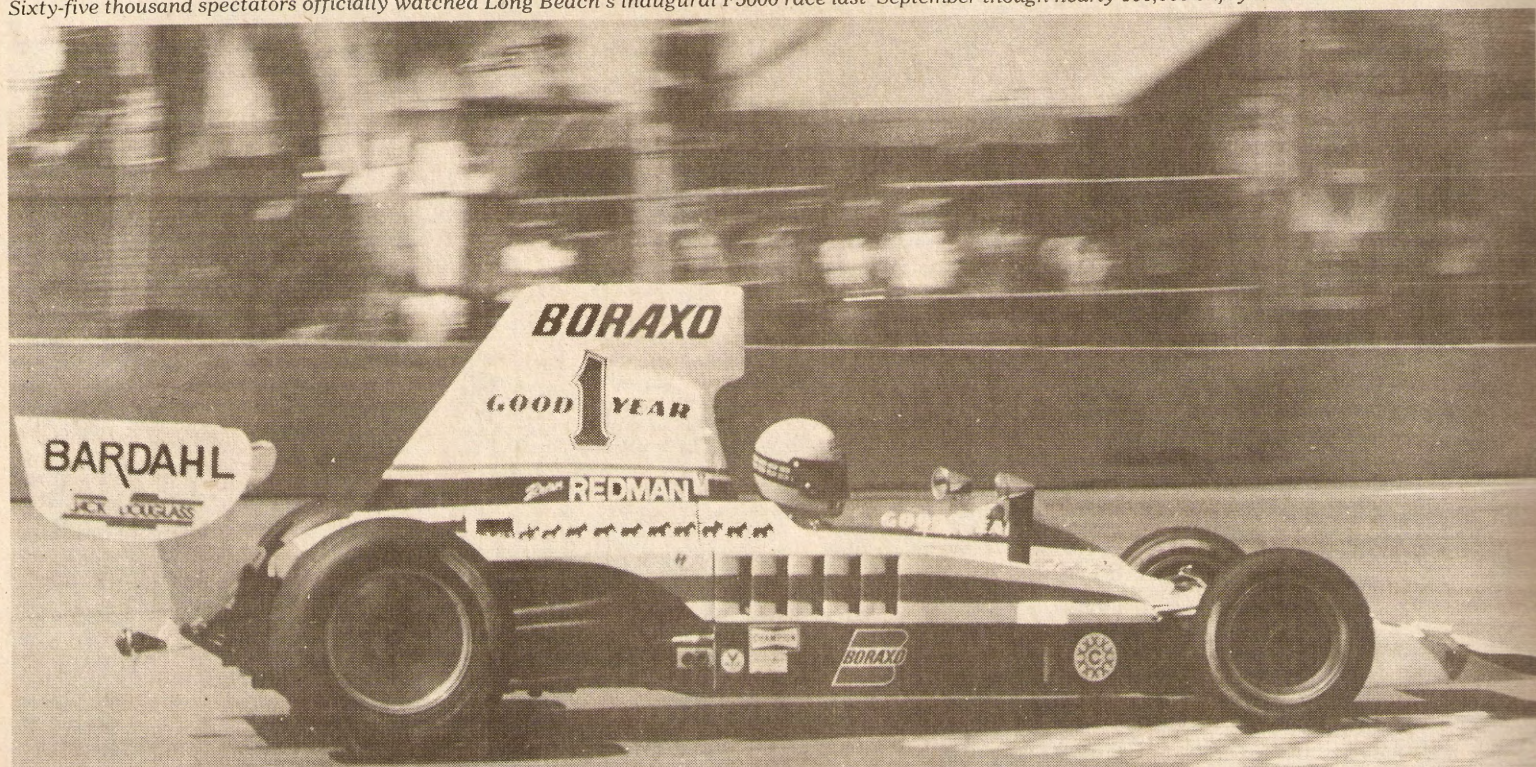
Do you feel that the US Grand Prix West cuts across what Mal Currie and the people at Watkins Glen are doing or do you think the two US Grands Prix complement each other?

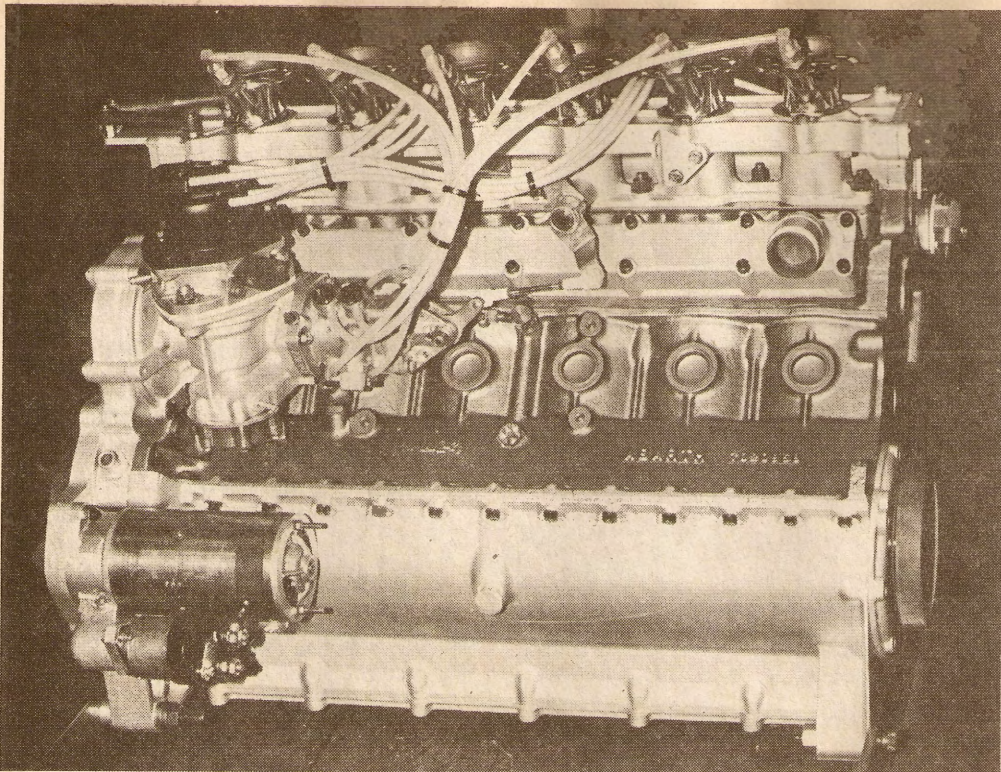
I think that the Watkins Glen event sells tickets to our race and we sell tickets to theirs. Mal Currie has helped us a tremendous amount. Our race is at the stage it is today thanks, to a large degree, to the good advice and input from Mal. We pray that we are helping his cause on the East Coast which, by the way, is a very fine event and I certainly enjoy attending Watkins Glen.

Within the space of six months you have been shot into the top echelons of motor racing politics and, indeed, limelight. You have sat in Long Beach for years selling space on aeroplanes and all of a sudden you are one of racing's big wheels — how do feel about this?

Well its nice of you to see me in that light. I look at it as another business. Motor racing is a great sport, but I always say to myself when I start a day at the office that I musn't let the mystique and magic of it all cloud my thinking as a good business man. Business judgement is still all important.

Sixty-five thousand spectators officially watched Long Beach's inaugural F5000 race last September though nearly 100,000 enjoyed a more distant view.





The tidy Iacoponi designed slant six two litre engine with combined crankcase and block manufactured from cast iron to ensure rigidity.

frequent engine changes would greatly reduce the cost of a racing season and ensure better entertainment for the public. He has therefore secured the manufacturing rights of a new Italian engine which, owing to a change of policy, cannot be constructed in that country in spite of considerable development having taken place.

This engine was designed for the Fiat subsidiary, Abarth, by Ferrari designer Iacoponi. It is therefore not surprising that it resembles one bank of the Ferrari flat-twelve Formula 1 engine. Before describing the design in detail, it would perhaps be sensible to consider the mathematical reasons for using six instead of four cylinders, and the steps that have been taken to avoid the mistakes that are so often made in the layout of such a unit.

To visualise the stresses in an engine, there is no more telling figure than the piston speed. At 10,000 rpm, the piston speed of the new six is 3,740 feet per minute, compared with 5,265 ft min for a comparable four. It is perhaps worth remarking that the late and great Joe Craig postulated 4,000 ft min as the no-man's land beyond which he would not go. Furthermore, the weight of the piston, gudgeon pin, and small-end of the connecting rod of the six is 19.5 oz, compared with 25.5 oz for the 4-cylinder 2-litre engine in question, which again gives some idea of the stresses.

Power production is directly related to inlet valve area. The curtain area with all inlets at full lift is 23.4 ins² for the six, which is a 62.5% greater area than that of the four, at 14.4 ins². Against this, there is the admittedly higher internal friction of the multi-cylinder unit, but surprisingly, its total weight is 5 lbs less than that of the four.

Pitfalls for the unwary

The in-line 6-cylinder engine has many advantages, notably in the field of exhaust manifold design. It also contains a pitfall for the unwary, which has resulted in the construction of more bad 6-cylinder cars than I have drunk bottles of Beaujolais. This is the dreaded crankshaft torsional vibration, which is partly due to the longer shaft and partly to the disturbing torque caused by the motion of the pistons, in the form of a sine wave of appreciable magnitude, oscillating three times per revolution. This disturbing torque reaches resonance, therefore, when the engine revolutions reach one third the natural frequency of the crankshaft/flywheel assembly.

Holbay's six cylinder sense

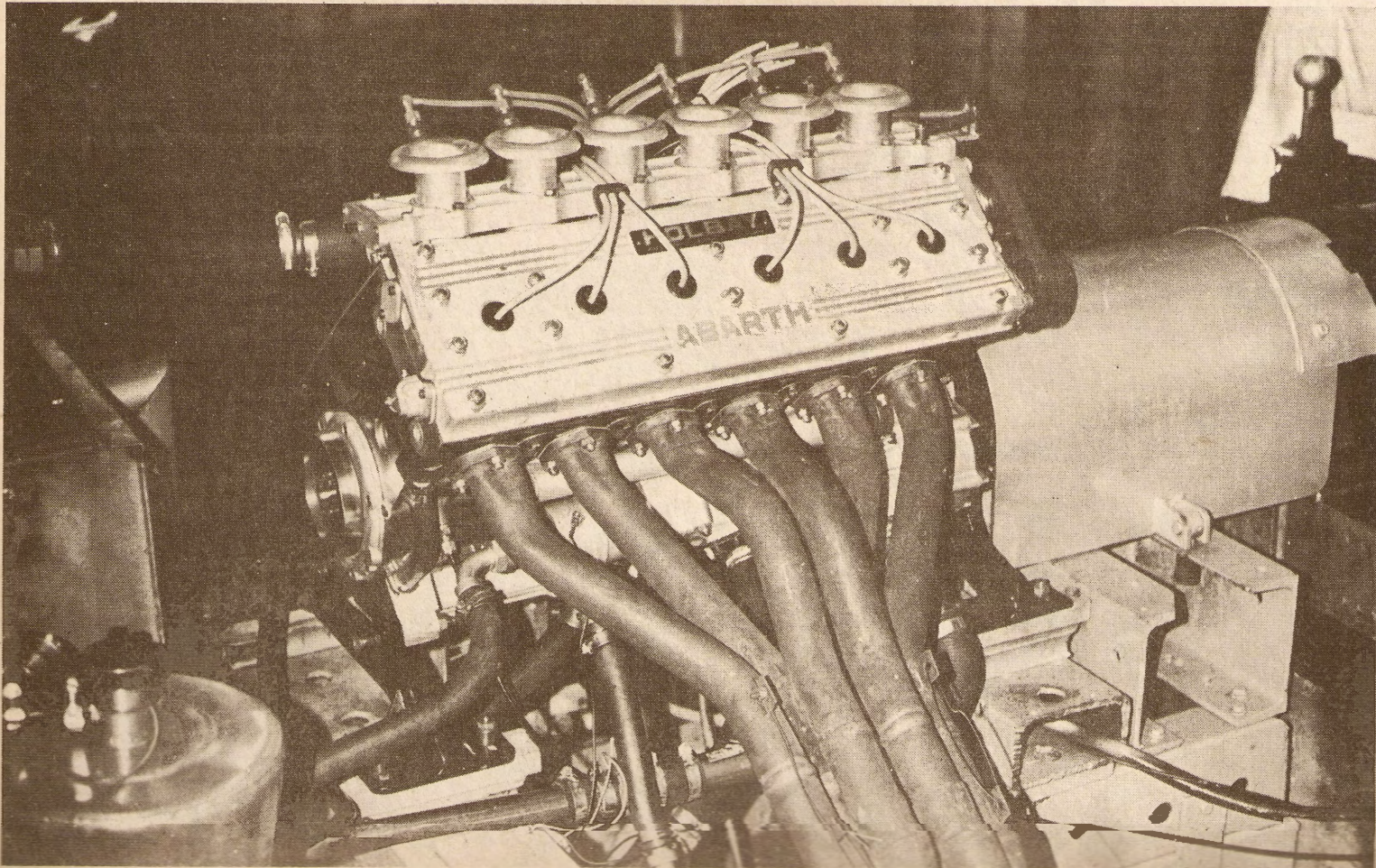
By JOHN BOLSTER

Some time ago, I wrote in the pages of AUTOSPORT that a 4-cylinder 2-litre racing engine was an absurdity, or words to that effect. Events have proved me right, for Formula 2 races have been spoilt by the unreliability of the power units and the cost of maintaining them has been horrifying. Indeed, the successful drivers have found an

engine change between practice and the race essential, which is both expensive and ridiculous.

John Read, the Managing Director of Holbay Racing Engines, decided that the advantages of a 6-cylinder engine would be tremendous. Even though such a unit would be more expensive to buy, the improved reliability and elimination of

Stand back—it's ready to run, producing 321 bhp at 11,200 rpm in this instance.



In studying the design of the Holbay-Abarth Type 260 engine, it is fascinating to see the steps that Iacoponi has taken to put the critical speeds outside the optimum working range of 8000 to 11,500 rpm. In fact, the criticals are at 7000 and 14,000 rpm, both speeds at which the engine will not be held for long periods, one hopes!

Cast iron block

The extremely rigid crankshaft is turned from the solid of EN 40 B steel with nitrided journals. The main bearing journals have undercut radii and are of optimum length, the shaft being fully counterbalanced with integral balance weights. Few designers realise, as Iacoponi certainly does, that a rigid crank-case is just as important as the shaft it carries. Suffice it to say that the critical speed can be drastically lowered if the crankshaft can spring out of line, so there is a very strong argument in favour of a cast-iron cylinder block, even for a racing engine.

The combined crank-case and block is of cast-iron, the 7 forged steel main bearing caps, massive in the extreme, being dowelled but not recessed and secured by waisted bolts. Vandervell steel-backed copper-lead bearings will be used, the titanium connecting rods being molybdenum-sprayed to avoid metal-to-metal contact at the cheeks.

It is usual to have the auxiliary drives at the front of the crankshaft, with a vibration damper to protect them from torsionals. Iacoponi has the much better solution of taking his drives from the hub of the flywheel itself and building the vibration damper into the rim of that component. The flywheel is attached to the crankshaft by large tapered splines and a single nut, its hub carrying the driving gear for the ancillaries. The narrow magnesium case, containing the straight-toothed pinions, carries an oil seal close up to flywheel and is virtually surrounded by the flywheel rim. Thus, no extra crankshaft length is required for the primary gear.

This gear drives through an idler to another gear of double its size, which turns a horizontal shaft for the Lucas fuel injection pump. A pair of helical gears give motion to a vertical shaft, which operates the high-pressure mechanical fuel pump and also the Lucas Opus ignition distributor. On the rear end of the horizontal shaft, a toothed pulley drives the belt for the overhead camshafts, a plain jockey pulley with an eccentric adjustment applying pressure to the back of the belt, to secure a maximum embrace of the pulleys.

A second gear engages with the flywheel pinion to operate another shaft on the left side of the engine. This drives the water pump and three oil pumps in tandem. The water rail feeds into the bottom of the block at two points, with exits from the head on the other side.

The two scavenge pumps pick up from each end of the dry sump and have a total capacity $2\frac{1}{2}$ times that of the pressure pump, which passes $15\frac{1}{2}$ gallons per minute. These are annular pumps of the Hobourn-Eaton type and are instant-starting, pressure being developed as the starter spins the engine. On the suction side of the scavenge pumps and the delivery side of the pressure pump, all the oilways are built-in, the only external pipes going to the oil tank and cooler.

Before we leave the bottom end of the engine, it should be explained that a section of the flywheel rim is separate and bonded into place by a synthetic rubber material, which supplies the necessary damping by its internal friction or hysteresis. On the front of the crankshaft is a very small flywheel, no doubt computer-designed. The pistons are of full slipper type, diamond turned, with gudgeon pins secured by circlips, two 1 mm compression rings each, and one Helicoil slotted scraper.

The 10 mm sparking plugs are central in the heads and the included angle of the valves is 30 deg. All 24 valves are sodium-cooled, the inlets having only the tops of the stems hollow, the diameter being reduced beyond the guides. The exhaust valves are sodium cooled to their heads and all valves are mirror polished, with two springs each and split bull-lock taper cotters. The steel tappets run directly in the LM 25 aluminium head; the inlet valves are of 35 mm diameter and the exhausts 30 mm. The camshafts have seven split Vandervell bearings and there are vernier couplings at the centres of the driving pulleys.

As the cylinder block is inclined to the left at 45 deg, the inlet ports are vertical. The throttle slide is of anodised duralumin, running on nylon needle rollers; it is coupled directly to the injection pump control. Downstream injection takes place between the trumpets and the throttle. There is



AUTOSPORT Technical Editor and John Read, Managing Director of Holbay, both look pleased with the engine after its run on the brake.

plenty of room below the other side of the head for a sophisticated exhaust manifold, a straight-six calling for two separate 3-cylinder systems for maximum extraction.

All the manifolds and covers are dowelled, in addition to their studs or bolts. These parts and the water and oil pumps are all magnesium alloy castings. The total weight of the engine is 285 lbs, which is remarkably light.

The Holbay Abarth 260 on Test

When I visited the factory of Holbay Racing engines, I was able to examine the various components of the engine and also to see one on test. The standard unit is rated at 315 bhp at 10,000 rpm, with maximum torque of 183.8 lb/ft at 7,500 rpm. However, the test, at which I was present, was part of a programme to determine the possibilities at higher revolutions, should further development be required.

I am very experienced at test-bench sessions and was glad to find that we were doing it the old-fashioned way. I like to wear ear plugs and feel and smell the motor in action, for the remote control business seems to take a lot of the fun out of something I find more exciting than any race. One mind's one's manners in the test shop, for to stand alongside the engine is to ask for a connecting rod or a jagged piece of flywheel

through the guts. So, I took up my position close to the brake, where I could watch the hands of the dials climbing higher and higher, without getting in the way.

The engine warmed up nicely, feeling smooth and giving a taste of that incomparable 6-cylinder exhaust note. Then, with a sense of rising anticipation, I saw the revs begin to mount. With some engines, everything in the shop vibrates and the floor punishes one's feet. This little beauty remained completely smooth, even when it touched 12,000 rpm, and then it was held steady at 11,200 rpm to take a reading. The answer was a magnificent 321 bhp. Let me repeat that this unsupercharged 6-cylinder engine of 86 x 57 mm (1986.6 cc) developed 321 bhp at 11,200 rpm, which is over 160 bhp per litre. Furthermore, you're going to love that exhaust note!

The first few engines were made by Fiat Abarth but the whole project has now been transferred to the Holbay works at Martlesham, Suffolk, where the construction of six engines has been put in hand. After endurance testing, the first batch of 25 production engines will be built.

As there will be insufficient engines available for general sale early in the season, Holbay are looking for one or two really top class car/driver combinations with a determined eye upon the European Formula 2 Championship. Interested? Ring Kesgrave 3000.



Joginder's car preparation — attending to detail but keeping overall simplicity.

PROFILE

Joginder Singh: the Safari Sikh

By BARRY BOARDMAN

The Amateur is at an increasing disadvantage in these days of professionalism in sport. Be it track athletics or motor sport he who has the greatest amount of money can spend the greater time practising. This does not, however, mean that he will always win but it gives him a significantly better chance.

In rallying this factor is vital if a car and its crew is to get the sort of service that the winning factory teams supply today. It is especially important in a rally like the Safari where it would probably be fair to say that in no other event is the service so elaborate or expensive.

Thus, it came as something of a surprise when an almost unknown private entrant, Joginder Singh, led and later won this daunting battle against the East African environment. It became even more of a surprise when it was learnt that he had done it in a second-hand, 40,000 mile old Volvo which had cost him the princely sum of £350.

But this "David and Goliath" feat took place in 1965 and Joginder Singh has gone on to win the Safari again, this time in a factory entered Colt Lancer but nevertheless, without the elaborate service arrangements and preparations that the European visitors bring with them.

Rallying in East Africa is a totally different thing to rallying in Europe and I got the distinct impression that Joginder Singh did not wholly approve of the European version when we met recently in Nairobi.

On his way to a second East African Safari victory on the '74 event for Mitsubishi.



"If I come to Europe to rally, it would be impossible for me to compete against the big stars. They will have their foot down from the start to the end, looking for seconds whereas I look for minutes. I like to come back from a rally without any major problems with the car; but in Europe, you can go like hell for a stage then spend some time while mechanics re-build the machinery. Here we have a different style of rallying. We have 1,000 km routes that are as tough as a European series; with 60 mph averages for the entire distance; the cars are only very rarely on tarmac. With this type of rally you can't think in seconds, you have to think in minutes and to watch and wait for the opposition to try too hard or to push you too hard. You always need something in reserve."

East Africa is well endowed with un-made tracks and these form the majority of the rally routes. While in Europe, organisers face a considerable public relations problem and local Chief Constables insist that the speed limit and public transport laws are not broken, no such restrictions exist in the Kenyan bush. Thus rallies tend to be special stages from beginning to end.

Joginder Singh, the bearded Sikh, has become something of a legend in Kenya. A bridge between the wealthy white competitor and the black population. The sport is closely followed and Joginder Motors, on the main motor trade street in Nairobi, is well patronised for both new and used cars.

A lofty roof covers a closely packed maze of (mainly) Japanese machinery with Colt and Mazda cars being more in evidence than others. On the walls, enormous blow-up pictures of Joginder and his brothers with their cars and trophies and Safari pictures of leaping Volvos and Colts look down on customers. Along one wall are three glass-sided booths where the offices are.

Joginder's business is successful and obviously takes a lot of his time. He sells some 45 cars a month, a record that many garages envy, and still finds time to be Rally Champion of East Africa and Kenya.

We talked about his rallying and the sport in this vast, and rapidly evolving continent. "There is great interest here with between 40 and 75 entrants for each championship event. Generally they are locally prepared cars but we have a few factory examples as well. I have a factory car, a Colt Lancer, which I kept here after the Safari. I run it privately though and I have had a reasonably good season. Each year Mitsubishi, who make the Colt, bring out some cars for the Safari, I prepare them to their final state, run them in the rally then keep them as a semi-works team until the next year."

What about the Group 1 championship, now just started, with Mazda taking many of the honours?

"It's going very well and we are expecting it to be even better next year with a full season of events."

The main problem we face in Kenya is the price of cars. The Group 1 series will help enormously especially to younger drivers and will allow many more people to compete. These events, as all national events, are run by the local clubs, Nairobi

has two; Mombasa, one, as have most of the other towns. The Safari, of course, is run by the Automobile Association."

Joginder feels that Kenya has quite a pool of talent available to take on the rallying world. Manjit Singh, Jim Noone and Vic Preston Jr. being just three, but he also feels they will have to cool down a bit before they become winners. I asked whether there were any Black Kenyan drivers who were on the up and up, or with future international aspirations. . . .

"No, not at the moment, we don't have too many African drivers anyway as I don't think they really have the enthusiasm. Rallying is expensive and I think that many of those who can afford to compete are not interested, while those who are often haven't got the money to compete. There are one or two with talent but they will have to prove themselves before getting a sponsored drive."

Joginder's father came to Kenya in the mid-twenties on a Dhow, and worked as an engineer for the Kenya Tea Company, a

"I don't spend money on helicopters and aeroplanes and I don't even have a driver/navigator intercom. It isn't that I don't believe in them, it's just that it is one more thing to go wrong."

subsidiary of Brooke Bond. Joginder was the eldest of eight sons and two daughters and was born in 1932. His engineering experience came from his father who set up his own garage business in 1946 and young Joginder was always found there when not at school. The tricks of the motor trade that he learned then have stood him in good stead during his rallying career as he firmly believes that knowledge of the motor car is a real secret of rallying success. "If you know your car you stand a better chance. You have to be able to read what your car is doing and to know how to prepare it for what it will have to do. I have always believed that simplicity is important in rallying. The less you have to go wrong, the less chance you have of something breaking. I prepare my cars to Group 2 specification and I concentrate on the suspension and handling. I go for a very strong suspension and better ground clearance. I don't go for maximum engine power for that usually means oversteering. Inside, just a trip meter and a stop watch should be necessary with a couple of switches for spotlamps. I don't want lots of gadgets as they usually go wrong. Even the braking system is left standard as modern cars are usually well equipped in that department. I have a couple of good mechanics who do my service but it is still a private, very amateur effort."

Joginder Singh has strong feelings when it comes to the type of car he drives. Japanese cars have 75 per cent of the East African market so it is natural that he drives a Japanese car. "The Japanese are very keen on rallying in East Africa as it has given them such a good share of the market. Colt sold 20 cars a month before we started rallying and now the turnover is more like 100. Before, it was the French and German cars, Peugeot and Mercedes, but the Japanese have the market now. They are well built and are more competitively priced. A VW Beetle costs something like £2,500 here whereas a Colt Lancer 1400 5-speed, is about £150 less. A Ford Escort, in rallying trim would cost too much and most British cars are not only expensive but also cannot stand up to the East African conditions. It's a shame, but even the Land Rover and Range Rovers have heavy competition. The cost of maintenance after the cost of the car is also very high, so sponsorship is very important, and there just aren't that many sponsors here."

His first introduction to the Safari was when he prepared a car for a competitor, but the car broke and the driver disappeared before he had paid the bill. Undaunted, he entered his first rally, a jaunt around Mount Kenya. He drove a Morris 1000 partnered by Raman Patel and finished second overall. He saw Raman recently in England, London Transport have an experienced driver in their fleet!

A Safari entry had to be next so a VW was bought from Bill Fritschy and it was prepared by Joginder. Service was being administered from an old Peugeot station wagon which was slower than a cheetah, as one of those beautiful and lithe



Joginder Singh and David Doig raise the dust on last year's Safari — leading when they retired.

animals was soon to prove. Their second in class and ninth overall left them well satisfied however.

Joginder went from strength to strength, driving in local and Safari rallies in VW, Fiat and even a Lincoln Mercury Comet! The Volvo was purchased in 1964, and though his exploits in this car that the name of Singh became well known internationally. Today, he drives regularly with David Doig, and their success owes much to the result of the combination. They prepare the car meticulously but spend only a little time and money on reces compared with the time, money and resources that the large European manufacturers indulge. "I don't spend money on helicopters and aeroplanes and I don't even have a driver/navigator intercom. It isn't that I don't believe in them, it's just that it is one more thing to go wrong," he said.

I asked what he thought was the biggest danger on the Safari: "Probably the driver not reading the road correctly," he said immediately. "The Safari

is so long that pace notes become just so much paper. We practice the essential parts and make notes on some others, but the conditions can change so rapidly that notes are often not much use."

Joginder Singh did admit that he wasn't getting any younger but the idea of retiring had not really occurred. Plans for 1976 had already been formulated and a telex on his desk from Japan confirmed that three Mitsubishi Colts would be sent for this year's Safari. One for Joginder, another for Andrew Cowan and a third for a local driver — perhaps one of the Group 1 drivers.

One thing is certain, he will not have too much complicated service, nor will he have complicated cars, but he will certainly be one of the main contestants. One phrase lodged itself inexorably in my head and this seemed to sum up his attitude: "You don't have to wear a tie to sell cars successfully." No frills, just enthusiasm.

1965 Safari — Joginder Singh's first win with a second-hand Volvo PV544.



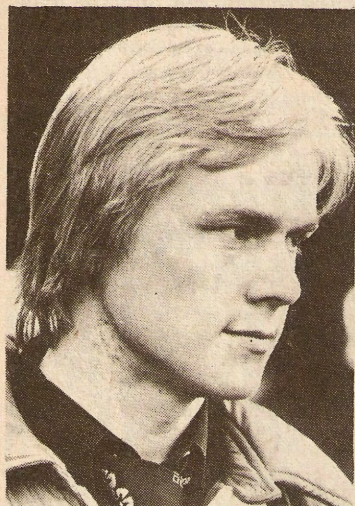
Boreham's 1976 Competition plans

As expected, accent is firmly on WCR and national rallies

Ford's fifth annual motorsport conference was held on Monday evening in the Regent Centre Hotel, London and the company's plans for '76 were revealed by Stuart Turner and Peter Ashcroft.

The evening started with some inadvertent slapstick comedy of almost theatrical precision and it befell some "Brian Rix for President" fan to drop a pile of plates nearby after Peter Ashcroft's opening remarks — "the mixture that we had last year was just about right" ... ?X.X@? "You've no idea how many times it took to get that right!" chipped in Stuart Turner hurriedly!

Peter Ashcroft then continued along lines that have long been intimated in this and other journals. The emphasis this year is to be on international rallies, drivers are as before, Timo Makinen and Roger Clark, backed up, with the wholehearted blessing of Ford, by Ari Vatanen. Shell and Dunlop remain committed to supporting the team, and APG who first ventured into rally sponsorship with a successful package involving Timo Makinen on the RAC last year are, as we predicted last week, to be again involved with the team, though this year their sphere of interest will be new boy Ari Vatanen.



Ari Vatanen — chance of a lifetime.

Negotiations are still in progress with a major sponsor for the World Rally championship programme. The schedule as it stands now encompasses the Monte, the Safari, Morocco, 1000 Lakes and the Lombard RAC. Obviously this is the barest outline at present and should a sponsor be secured for the programme, one feels that Ford may be encouraged to compete on further events, such as the Acropolis, San Remo, etc. Meanwhile the Monte Carlo cars remain virgin white.

There are, as already reported, two cars for Monte Carlo and both Roger and Timo are presently involved in reccing for this event. Three cars are to be prepared for the Safari and the third car will be for Robin Hillyar, while Morocco is to be attempted at the instigation of Ford (France) and is looked upon by Boreham very much as a "toe in the water" event in '76 and "we would

expect to come back in '77 and do better." The 1000 Lakes is being attempted on Ford (Finland's) behalf and Makinen and Vatanen are to be the force on this event.

PA: "Roger Clark isn't frightened of people like Airikkala or Vatanen — I know a lot of drivers who are. Why should British drivers complain about someone else coming along to do 'em over? — they want to get in their cars and drive the damn things!"

The national programme involves Roger again, sponsored by Cossack (Reckitt and Coleman) whenever his WCR commitments allow, ably supported by Russell Brookes and Billy Coleman who are again to be lent cars for the season; and there will be assistance "in varying degrees" to people such as Fowkes, Rockey, Dawson and Taylor. The big news on the national scene though is the appearance of Ari Vatanen, who in Makinen's ex-'75 Lombard RAC car will contest the majority of the championship rounds — "we think it, can only be good for the sport to do this, it keeps everyone on their mettle in a very competitive championship. We're going to make him a general 'dogsbody' around Boreham, and he will also be getting some tarmac experience in the Escort championship driving the ex-Gordon Bruce car. We have also secured the odd drive for him in a Capri 2 for the British G1 saloon championship. This will all culminate in the 1000 Lakes and the RAC."

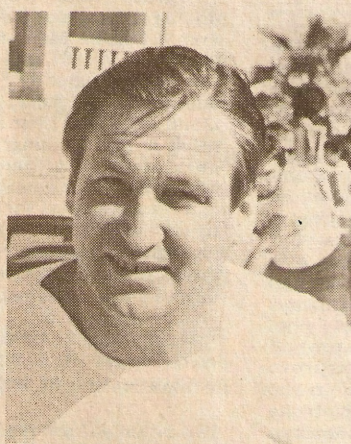
The entire programme in fact is intended to progress logically towards an integrated and tiered Ford competition pyramid in '77 and '78 with the Fiesta (alias FWD Bobcat) taking its place at the bottom rungs of the ladder, while the new Mexico and RS2000 provide mid-field stepping stones towards the RS1800 pinnacle. It is clear that Ford would dearly like to return to some Mexico-type rally championship within stage events in the not too distant future and their new-style programme with its associated Donnington-based rally school and instructors comprising Roger Clark, Chris Sclater, Russell Brookes and John Taylor is all designed to lead in towards the all-encompassing competition structure in the near future. In this context, the Ford Rally Man of the Month award with its Colibri trophy and small financial remuneration is being retained for '76 although the award now carries £100 prize and the winner, should he wish it, gets a free day at the Rally school. (We look forward with relish to the day when Roger Clark wins the award, and is tutored by John Taylor!) At present the school is only accepting applications from Rallysport Club members, such is the state of demand.

John Taylor, as we mentioned some weeks back, will be contesting some ECR rounds with his Haynes-supported RS1800 in addition to his European rallycross activities. We also hear that owing to the tyre regulations for the Arctic Rally this year, Timo Makinen will

probably be seen in a G1 RS2000, the latter now homologated into G1.

The rally scene, on which Ford are very definitely concentrating their efforts in the near future, thus looks familiar and suitably solid. Some outside disquiet over the preference of Vatanen in favour of a British driver is countered by the obvious argument that principal British drivers either have works cars or works support anyway.

Question time is traditionally an annual moment for putting the Ford competition bosses on the rack, and Monday was no exception, but it all started innocently enough — how did they rate their chances on the Monte? PA: "We'll obviously have a hard job against the Lancia Stratos



Timo Makinen — another busy year.

and that sort of exotic car — they've elected to run on racing tyres — depending on the weather, and they will disappear out of our view for 90 per cent of the rally; but if there is snow around on the Turini on the last night, they'll have a problem. I think perhaps we could finish third or fourth."

ST: "We get more than value for money on the development side of motorsport; and then when Peter Ashcroft and his merry men trot in with a 1-2-3 on the RAC... marvellous! Hallelujah!"

The inevitable budget question met with a predictably swift answer from Turner — "we're not trying to do things on the cheap because that implies that we are going to miss things and fail to do well as a result, but we are going to do it as economically as possible; this is why we don't want to talk about total budgets, because we are getting quite a lot of value out of our money." The latter remark may just be one of the year's great understatements... soon the discussion turned to the vexed question of the Scandinavian presence in the British rally championship (last week, in a highly controversial move, especially in view of its acute timing, participants who were not resident in the UK for 12 months prior to this month, are not eligible for points).

PA: "Roger Clark is not frightened of people like Airikkala or Vatanen — I know a lot of drivers who are. I think they ought to get in their cars

and drive — not complain about others coming to compete in the championship. ST: "If I were responsible for a company sponsoring a rally in the British championship, I would be delighted that the rally was going to get coverage in Scandinavia which it would not otherwise do — because there is no way that a British driver would get the kind of coverage in Finland that Ari would get. I think it can only be good for the sport." PA: "... besides we feel that Vatanen is that good, he's 23, he's got the makings, he's worth the investment. I think it is very sad that foreigners cannot score points in our championship. We have rules in motorsport and one of them is that you don't change the regulations without prior notice. No one complained about Gunnar Nilsson winning the F3 championship.

ST: "We try to compete economically as possible; this is why we don't want to talk about total budgets, because we are getting quite a lot of value out of our money."

Why should British rally drivers complain about someone else coming along to do 'em over? — they want to get in their cars and drive the damn things!" ST: "You must have competition — if Russell Brookes were to beat Vatanen over the August-September run-up to RAC time, there is no way that Ari will have the third car in the Works first team."

Back to money... ST: "The amount of money we spend on motorsport wouldn't knock one-tenth of one-tenth of a penny off the price of cars, but the amount of benefits we get are inestimable. We get more than value for money on the development side; and then when Peter (Ashcroft) and his merry men trot in with a 1-2-3 on the RAC... Marvellous! Hallelujah!"

... and when do the Ford Motor Company expect Roger to be beaten by a British driver? The answer, it appeared, was not in 1976, although Peter Ashcroft added that he thought Russell Brookes could do it. One well-respected scribe, conspicuously enjoying the situation, asked the question at last... "you haven't mentioned Tony Pond at all..." Swift quips about BL and "Uncle Culcheth" followed, and Stuart Turner evidently could not resist the opportunity to make references to Ford's failed scheme to "save the village Pond..."

ST: "When someone beats Roger fair and square with no excuses, he is then fit to take to his place in the team. Roger is there like an Aunt Sally. Full marks to him, he could go and hide on internationals, but he's out there almost every other weekend. Beat him first and then come and knock on the door at Boreham and Peter will say: 'come in, wipe your feet...!'"

PA: "We feel that Vatanen is that good; he's 23, he's got the makings, he's worth the investment."

Some comments about rallying as a sport rounded off the "serious" side to the evening. ST: "It's a lunatic sport! Ginger Devlin who was the chief engineer at Boreham for a while once said, 'Racing is a gentleman's pastime, rallying is a pastime for cross country tinkers!'"

... and then for dessert

Rally school

● Under the auspices of the Ford Rallye Sport Club, Britain's first ever rally school is now firmly established in the grounds of Donington Park. Conveniently sited to Exit 24 of the M1 motorway the school began operations immediately after the Lombard-RAC Rally. The single day course costs £27. Firm dates for 1976 are February 3, 4, 24, 25 and March 16/17. Beginning at 9 am the class is first shown a film on rally driving techniques. This is followed by a short talk from the day's instructors and by 10 o'clock the pupils have been split into two groups of six and are already driving or being driven by their instructors. Two separate stages are marked out over loose surfaces and the pupils are encouraged to criticise each others driving. Handbrake turns are also included in the curriculum and after lunch there is further driving and talks by representatives of Cibie on lighting and Dunlop for tyres. At the close of the day a completely new stage is marked out and pupils do this unseen in the dark. The course is open to all members of motor clubs who hold a current competition licence. Instructors include Timo Makinen, Roger Clark, Chris Sclater, John Taylor and Russell Brookes.

The standard school car is one of the new Mk 2 Escort Sport 1600s fitted with full safety harness for both driver and front seat passenger, a 4.125 limited slip differential, full roll cage and Bilstein shock absorbers at both front and rear.

"Advanced bookings for the school are already heavy and for that reason we are having to give priority to Ford Rallye Sport Club members who hold competition licences," said Charles Reynolds, Secretary of the Ford Rallye Sport Club.

Rally men

● As it was felt that there was no performance of the necessary standard during December the final Ford Rally Man of the Month award for 1975 was not made. Nor was it felt in the opinion of the judges that there was a Rally Man of the Year so the trip to Finland will not be awarded for 1975.

However, the Rally Man of the Month award will continue for 1976 with the cash prize increased to £100 per month in addition to the Colibri lighter trophy.

"It is significant," said Peter Ashcroft, "that the Ford Rally Man of the Month award has already helped certain drivers to gain additional sponsorship from areas outside the sport."

First winner of the Ford Rally Man award was David Stokes in January 1975 who finished 7th overall on the Tour of Dean with his Escort Twin Cam. Second British driver to receive the award was Terry Brown in February with first places on the Blenheim and Severn Valley events while Russell Brookes who has since gone on to do great things in an Escort RS1800 received his award for finishing 5th on the Circuit of Ireland in a Group One Escort RS2000. Malcolm Smith received his award in April for finishing first on the Chieftan Rally while Chris Wathen, the first private owner to compete

with an Escort RS1800, received the award in May. In June the trophy moved from the competitors to the organisers when Austin Frazer, Clerk of the Course for the Circuit of Donegal, was named Rally Man of the Month. For his outright victory in an Escort RS2000 on the Avon Motor Tour of Britain Tony Pond was winner of the July award while 19-year-old Malcolm Wilson was the winner in August with his 3rd place on the Lakeland Stages events. Road rallying was represented by Mick Briant in September for his performance in an absolutely standard Escort RS2000 in the *Motoring News* Championship. For finishing 2nd to Timo Makinen on the Border Rally Drew Gallacher received the October trophy while Tony Fowkes with his 3rd place on the RAC was the undisputed champion for November.

Bonus scheme

● For 1976 the Ford Competitions bonus scheme is to be expanded to include all Ford drivers other than those who are works entered. In addition the cash awards for certain categories are to be doubled.

In Category 1 an outright win in any qualifying round of the World Rally Championship will bring £1,500 while an outright victory in the European Formula Two Championship would also qualify for a similar amount. £1,000 will also be paid to the winners of the European Rallycross Championship, the RAC Rally Championship or the RAC British Saloon Car Championship.

Additionally £500 is payable to a Ford driver who wins a qualifying round of the European Rally Championship or the Group 1 section of the RAC Rally Championship. Additionally the winner of the Allied Polymer Ford 2000 series will also qualify for the £500 prize.

In the third category £250 is payable to the winners of the *Motoring News* Rally Championship, the *Cars and Car Conversions* Rally Championship, the Radio One Saloon Car series, the British Formula Atlantic Championship or class wins in any round of the World Rally series. Finally £250 is also payable to the winner of the Ladies Award in any round of the World Rally Championship.

"In the current difficult economic conditions we feel that non works drivers need every encouragement that we can provide," said Peter Ashcroft. "We have not only increased the cash awards but have also widened the scope of the scheme to include those drivers who may be receiving support from either local sponsors or assistance directly from Boreham."

Golden oldies

● Ford's ice note team for the Monte is a real "golden oldie" line-up, for apart from Ari Vatanen (and of course Russell Brookes), the three cars will be crewed by Val and Don Morley, Brookes/Ron Crellin and Vatanen/Tony Ambrose. "We're flying crates of gin down there especially for the occasion," a spokesman commented drily.



Not exactly a familiar sight on stages — this is scene from Claud Bertrand's latest on-going extravaganza — the Abidjan/Nice Cote d'Ivoire-Cote d'Azur which involves a crossing of the Sahara!

Now Fowkes is on his own

Just before we went to press earlier this week we heard that Cables and Components, who have faithfully aided Tony Fowkes' rallying activities since '71 have totally withdrawn from the rally scene. The parting was apparently very amicable on both sides but it appears that the current economic situation has influenced the company's decision to a great degree. This long and fruitful association has thus ended on the best of terms and both Tony and co-driver Bryan Harris are considering the situation carefully. We hear

that there may be some irons in the fire but Tony would be very pleased to listen to any proposals from interested parties.

Another recent sponsorship withdrawal was rumoured to be that of AC Delco from DOT. A spokesman described their imminent departure from the rally scene as "more than likely" on Monday evening; but following a Tuesday morning meeting in London, we hear that the GM owned company will be maintaining their involvement with DOT — although the circumstances are expected to change somewhat.

Drummond's two edged RAC attack

Better news though from Yorkshire where we hear that Tony Drummond is working on the assumption of running two cars this year under the continued enthusiastic support of Derek Carman and Wakefield Albany Inns. Tony is building a Mk 2 which he hopes will be ready in time for the Circuit of Ireland, and in any case for the Welsh. The prime target this year will be the RAC championship and the presence of the Mk 1 will enable him to keep in the hunt while appearing in the occasional promotional rallycross activities in which he starred frequently last year.

Tony is however very conscious that he can achieve far better results than the rally form book indicated last season, and in between a number of dramas, he put in a sensational series of driving bouts on the RAC. What has often appeared to be lacking is a regular "organisation man" and to fill this role it is expected that the imperturbable Phil Short will be Drummond's regular co-driver in the RAC championship. Phil was to have made an appearance with Tony on the Dean at the weekend, but a cartilage injury now means that Phil's first event in the Carman Escort will probably be the Snowman where it is expected that Phil's leg will be "fully rose jointed" and ready for action.

Drivers' World championship still hangs in balance

The idea of having a World Rally Championship for drivers as well as manufacturers (as in F1) has always appealed; however it was nearly quashed recently at a meeting of the Rally Working Group of the CSI. It appears that the Italians in the personage of Cesare Fiorio (representing the BPICA, or manufacturers) are dead set against the proposal, presumably on the grounds that it would detract from manufacturers' prestige; and were it not for the intervention of the new President of the CSI, Pierre Ugeux, the idea, which is supported by both rally drivers and organisers, might have died. A decision has at present been deferred to the Rally Working Group's next meeting in March, which is sure to be a stormy session, preceded by furious lobbying.

● With just a few days to go before the first round of the RAC championship, it appears that Avon have still not made a final decision upon their involvement with David Sutton and Pentti Airikkala. "I'm not really in a position to say anything at present" said a rather chastened Alan Blake. Thus Sutton has another problem to add to the recent news that would-be championship scorers might have to prove themselves 'normally resident in the United Kingdom.'

RAC Rally Championship — ROUND 1

Shellsport Dean opens season

The first round of the 1976 RAC championship gets underway this Sunday when the Newport Car Club run their Shellsport Dean rally (formerly the Tour of Dean). The event is being generously supported by Shell and Clerk of the Course Owen James and his experienced team will undoubtedly give the sponsors very good value. The entry reflects the interest now being shown in principal British nationals, despite continued economic gloom, and the organisers are running 16 of the best stages in the Dean for virtually all the principal names in British rallying to fight over.

The storms of last weekend have however taken a toll of the forests and Owen James reports that there were over 200 trees down in the Speech House stage alone. Marshals were working flat-out with axes, chain saws and Range Rovers in conjunction with the Forestry Commission to clear away the debris as we went to press.

A pre-rally social evening will be held at the event's HQ of previous years, the Gateway Motel, the Coldra, Newport (junction 24-M4) on the Saturday night at which the BTRDA will be presenting their awards of '75 as previously stated.

The organisers have planned the rally to be a spectator spectacular and in consequence have allocated five car parks in the Dean area, (they are all on metric sheet 162) from

which spectators will have access to no fewer than 12 of the 16 stages. The organisers wish to stress this fact and urge people to make use of the facilities available; for the Forestry Commission, who under a local bye-law are empowered to impose fines for parking on the verges, will be doing so 'in strength' to the tune of £20 per 'illegally' parked car. The Police will also be very much in evidence practising similar techniques should they be necessary, as in the narrow roads of the Dean area there is a very real possibility of chaos descending. Thus signposting and arrowing arrangements for car parks will be especially elaborate and it is hoped that everyone makes use of the information.

Spectator safety is another area on which the organisers are determined to concentrate, and officials in Course Cars will be on the look-out for potential 'suicide watchers' who are becoming an increasingly worrying feature of 'forest racing'. The organisers fully intend not to open stages until they are satisfied with safety precautions and are prepared to even scrub the test should their appeals not be adhered to.

Spectator information is as follows: Car Park A-MR 561130 (follow Braceland Camp Road from Christchurch crossroads. Car Park B-597137 (Edge End picnic area); Car Park C-611132; Car Park D-628125; Car Park E-623109.

gimmicks and no computer. First car will be back at the Gateway Motel between 17.30 and 18.00 where an open bar will be there to greet them, and the presentation is expected to take place at 20.00.

The entry list does not leave much to the imagination and the big news over a top runner is provided by Chris Sclater who will be campaigning Ove Andersson's 2-litre Schnitzer engine Celica in order to further the development programme of the Belgian-based team. Fears that the Chequered Flag Stratos might not be available for Andy Dawson to drive have proved groundless and Dawson had his first taste of the car at a private test session on Wednesday. Robert James has regrettably had to scratch from his number 22 slot owing to the fact that his Mk2 is not yet complete, while Jeff Churchill's entry is not

SS2	Mailsot 1 — first car 09.57; Car Park A
SS3	Sallow Vallets 1 — first car 10.24 Car Park B
SS4	Serridge 1 — first car 10.33 Car Park D
SS5	Kensley 1 — first car 10.58 Car Park D
SS6	Speech House 1 — first car 11.13 Car Park D
SS7	Russells 1 — first car 11.24 Car Park E
SS10	Mailsot 2 — first car 14.46 Car Park A
SS11	Sallow Vallets 2 — first car 15.13 Car Park B
SS13	Russells 2 — first car 15.56 Car Park E
SS14	Serridge 2 — first car 16.04 Car Park C
SS15	Kensley 2 — first car 16.26 Car Park D
SS 16	Speech House 3 — first car 16.31 Car Park D



Pentti Airikkala — '74 winner.

entirely assured. The top twenty runners are as follows:

1, Pentti Airikkala/John Davenport (Escort RS 1800); 2, Roger Clark/Jim Porter (Escort RS 1800); 3, Ari Vatanen/Peter Bryant (Escort RS 1800); 4, Tony Fowkes/Bryan Harris (Escort RS); 5, Billy Coleman/ — (Escort RS 1800); 6, Russell Brookes/John Brown (Escort RS 1800); 7, Andy Dawson/Clive Richardson (Lancia Stratos); 8, Nigel

Rockey/Derek Tucker (Escort RS 1800); 9, Chris Sclater/Martin Holmes (Toyota Celica); 10, Will Sparrow/Ron Crellin (Vauxhall Magnum); 11, Ronnie McCartney/Frank Main (Porsche Carrera); 12, Colin Malkin/Paul White (Chrysler Avenger); 13, Tony Fall/Mike Broad (Opel Kadett); 14, Paul Faulkner/Monty Peters (Escort RS 1800); 15, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger); 16, Tony Pond/Dave Richards (Dolomite Sprint); 17, Tony Drummond/ — (Escort RS); 18, John Taylor/John Jensen (Escort RS 1800); 19, Gordon Batchelor/Bob Dowan (Escort RS); 20, Andrew Cowan/Hugh McNeill (Colt Lancer).

Other principal runners in this star-studded field include Graham Elsmore, Barry Lee, Jim McRae, Greg O'Gorman's Alpine and Ian Wilson's Kadett. The organisers remained doubtful on Monday of Richard Liffe's appearance following a half-shaft failure on the Tour of Epynt.

All in all, the Shellsport Dean promises to be a very fine opener to the championship season.

Toyota, Ford, Lancia entry

There are 120 starters and 24 reserves. The first car is away from Lex Wellsteeds Leyland garage in Newport at 09.01 and the lunch halt will be at the Goodridge Service Station (formerly Yat Garage) on the Monmouth/Ross trunk road. First car is expected here at around 12.30 and competitors will be arriving on their due time.

A remarkable number of accidents at the Boxing Day race meeting robbed the organisers of all but two serviceable Shellsport Escort Sports which will be acting as Course Cars; while the Civil Service Motoring Association's results team, who have always done a highly satisfactory job on the Dean, will be handling the results service — there are no

Hanson plans G1 RAC rounds

Former Formula 3 driver and more recently saloon ace Peter Hanson is joining the list of racing drivers trying their hand at rallying. Peter has finished in the top ten of the Motor Tour of Britain for the past two years but his first taste of forest rallying will come at the weekend when he tackles the Shellsport Dean. The Ilkley, Yorkshire driver, who now manages a garage in Bradford, will drive the same Group 1 Escort RS2000 that he used on last year's Tour. This is owned by Lincolnshire

Ford main and Rallysport dealers Johnsons of Gainsborough.

Sitting in the right-hand seat — the car is left-hand drive — will be Andy Marriott, who partnered Phil Cooper in the BBC Radio Sport Marina on the RAC.

In fact Hanson's drive is a serious proposition and could lead to him appearing regularly in the car throughout the season. Johnsons will also continue to give assistance to local driver Stewart Ranby.

Stig Blomqvist testing the new '99' EMS in the forest of Castle Hedenlunda, south of Stockholm, recently. On just this three kilometre test, the car proved "several" seconds quicker than the 96.



Castrol/AUTOSPORT winners

The principal 1975 Castrol/AUTOSPORT winners are as follows: **Drivers overall** — First—George Hill—132 points — £150 plus the Castrol Trophy. Second, Tony Fowkes — 127 points — £100 plus a trophy. Third, Laurie Richards—67 points—£75. Fourth, Robert James — 62 points — £50. Fifth, Tony Drummond — 56 points — £40. Monetary awards are given down to tenth place.

Co-drivers overall: First, Phil Short — £100 plus the John Davenport/AUTOSPORT trophy. Second, Bryan Harris — £50 plus a trophy; and third, John Tew—£25. Awards given down to fifth place.

Group one drivers: First, Paul Appleby — 102 points — £150 plus the Castrol Trophy. Second, Chris

Field — 98 points — £100 plus a trophy; and third, Ian Lawless — 85 points — £75. Awards are given down to tenth place.

Group one co-drivers: First, Keith O'Dell — £100 and the John Davenport/AUTOSPORT trophy. Second, Keith Read — £50 plus a trophy; and third, Ken Carter — £25. Awards are given down to fifth place.

Lady drivers: First, Jayne Neate — 48 points — £150 plus a trophy; second Jill Robinson — 45 points — £75; and third Jean Denton — £50.

Lady co-drivers: First, Dilys Rogers — £100 plus a trophy; second, Valerie Guest — £50; third Rosanne Clinton — £25.

A healthy Monte Carlo entry

Latest entries for the Monte Carlo rally which starts in just over a week's time include three Stratos for Munari, Waldegaard and Pinto; three Opel Kadetts for Rohrl, Kulang and Mikkola; three Fiat 124 Abarth Spiders for Alen, Verini and Bachelii; two Escorts for Makinen and Clark; three Polski Fiats for Kynsilehto, Stawowiak, and Ciecierynski; two VW Golf GTis for Kottulinsky, and Springer as well as no less than 12 Autobianchi A112s (semi-factory supported) for a number of assorted well-known names. The principal entries here are those made by the Jolly Club for Ambrogetti, Alcide Paganelli (who has now left Fiat) and Pianta, the latter being Fiat's test driver.

Team Aseptogyl have their usual array of females behind the wheel and Claud Laurent is driving one of the remaining cars.

Following Renault Alpine's withdrawal from official works backed entries on the event, the team's principal drivers have put together deals which will enable them to compete. Nicolas has enlisted the support of the Renault dealer team to finance his A310, while Therier has gained sponsor-

ship from Christine Laure, the French women's ready-to-wear clothes company. Jacques Henri will be the third member of this non works "team" and his car will be Christine Laure sponsored as usual. Meanwhile Jean Ragnotti, following a victory in the New Caledonia rally before Christmas in a Datsun, will be back behind the wheel of a Gitanes sponsored A310 for the Monte. The only British entry besides that of Roger Clark appears to be a G1 Avenger for Allun Rees/Hywel Thomas. There are, perhaps surprisingly, about 140 starters, including a very keen young man in a "Deaux Chevaux".

The route features much shorter concentration runs, the maximum of which will be about 2000kms. Crews will be tackling two stages immediately upon their arrival at Monte Carlo for classification purposes just north of San Remo in the Monte Ceppo area before the 12 (36) stages of the Parcours Commun. The final night consists of nine stages (three repeated three times) on the Turini. There is to be no loose surface stage this year largely because of the tyre stipulations. Teams must make a choice on the type of tyre they wish to use by tomorrow (Friday).

The Irish are on the loose

There seems to be a prospect of Northern Ireland running a purely stage championship this year, run alongside the road championship. The set-up would be run by the Association of Northern Ireland Car Clubs and would hopefully commence in March. This project is the result of a deal done with the Department of Agriculture, who have jurisdiction over Northern Ireland forests, where cars will be allowed through at 25p-per-car-mile as opposed to the old and very expensive "deposit" scheme. The following clubs are expected to be running events in the stage championship: North Armagh; Omagh; Newry; Enniskillen; Belfast, Bangor and Newtownards; and the UAC.

Meanwhile the first round of the Northern Ireland navigation championship '76 got underway in atrocious weather conditions last weekend. The Snowplough Rally was won by Dessie Nutt/Derek Smyth in their G1 Magnum from the ubiquitous John McAlorum/Paul Phelan in their BMW. The event, run by Coleraine and District MC was hindered by floods, rain, ice, snow and vandals; but despite a number of accidents was concluded successfully. Mr McCartney's G1 Mazda would have been third but for a wrong departure from a passage control which dropped the car to ninth.

● To clarify the decision of the Rallies Committee with regard to points scoring on RAC championship rounds, the exact phrase inserted in the 'book' is that scorers must be "normally resident in the United Kingdom..." This means that any holder of a British licence may score

Russek's help

"I think too many sponsors play it safe," says Peter Russek. "Many companies will only associate themselves with star drivers who can virtually guarantee top results and media coverage. This goes against the younger drivers in the lower ranks — so it is these people I want to help."

An RAC Open Trade Entrants Licence now costs £85. If a sponsor is not prepared to pay and the driver can't afford it — everyone loses. So Peter is to supply his Open Trade Licence to six drivers contesting the RAC, Castrol/AUTOSPORT or BTRDA Uniflo championships.

In addition Peter will pay £100 to the driver putting up the most meritorious performance out of the six during the year.

Drivers interested in the licence scheme (which has been checked for legality with the RAC) should write to Peter Russek at 32 Riffel Road, London NW2 4PH. They must give their age, full competition history, type of car and which championship they will contest. The successful six team members will be chosen by Peter himself, Chris Selater (whose Datsun was entered by Peter on the Scottish and Welsh rallies last year) and David Hardcastle (whose "Magpie" Capri will continue to be entered by Peter this year). This trio will also decide on the recipient of the £100 bonus at the year-end. Applications for the scheme must be received by the last post on January 20 and the six team members will be notified by January 27.

points until someone goes to the trouble and expense of proving beyond doubt that the person in question does not fit the above description. Apparently there has been no time stipulation whatsoever (the current story is 12 months previous to this month's first round).

Andy Dawson — sunny side up

One interesting feature to emerge from the Ford Motorsport Conference was the mention of support this season for Andy Dawson from Boreham. Further investigations revealed that after initial negotiations were broken off with Tony Fall over the prospect of a Kadett, Dawson is now on the point of announcing a major sponsorship deal involving Lloyds of Stafford, (who have been hitherto most well-known for their association with Laurie Richards) a major media tie-up, a large sponsor (possibly an international finance house) and of course a works RS1800 'kit' from Boreham which is to be built by Dawson himself. He is also investigating the possibility of a European drive for a foreign manufacturer this year.

Quite where this leaves Laurie Richards is hard to ascertain as the man was maintaining a typically diplomatic silence. However it is rumoured that his name had also been associated with DOT and another sponsor until recently. Now however, with the uncertainty of AC Delco and Fall's decision to drive the 'first' car, Laurie may, through an unfortunate set of circumstances, have inadvertently been robbed of a drive for next season. A spokesman for Lloyds would only comment that "I'd rather not say anything at this time."



Andy Dawson — exciting plans.

Meanwhile Dawson's preparation business appears to be booming and the '76 G2 regulations 'spec' RS1800 which he has built for Russell Close, and in which Ford are naturally taking a keen interest, is now fit and well. The engine failure on the RAC was caused when the motor ran its big ends. The G2 'spec' engine runs with a wet sump and standard rods and block, and the failure was caused by a partially blocked oil cooler. The pressure gauge mounting being 'before' rather than 'after' the cooler, meant that the engine was showing healthy oil pressure when in fact it was critically low. Dawson's four link back axle utilizes rollers under the axle tube as the single leaf spring does not locate the axle laterally. The car has now been given a clean bill of health and will be out on the Dean.

Ari Vatanen mumbling column

So we have another Finn come to join us. He is to be trained in the art of successful rally driving and is to become Anglicized over a 10-month period of studentship. This Finn comes to compete in British events courtesy of a British team and sponsored by a British company. APG appear to have gone into this with their eyes as fully open as always, so they must have come to the conclusion, propagated by Stuart Turner and Peter Ashcroft, that no British driver exists with similar prospects. One hopes for the prestige of both manufacturer and sponsor that they are proved right. However it is sad that these British benefactors have such a low opinion of British rally prospects. A deal such as this constitutes an aspiring rallyman's dream-come-true, and if, indeed, this country ever had some rally talent, one feels that there would be very little chance of it ever being realized if, on the first available opportunity for encouraging new men, the country's principal rallying force turns to Scandinavia for solace.

The point is surely not that Vatanen will not become a reliable and level-headed driver; with the sort of training Boreham envisage, it would be hard for someone with his immense natural talent not to do so, but such is the emphasis on Scandinavians at present, there is a very real danger that we will become truly jingoistic and bigoted about British rally fortunes.

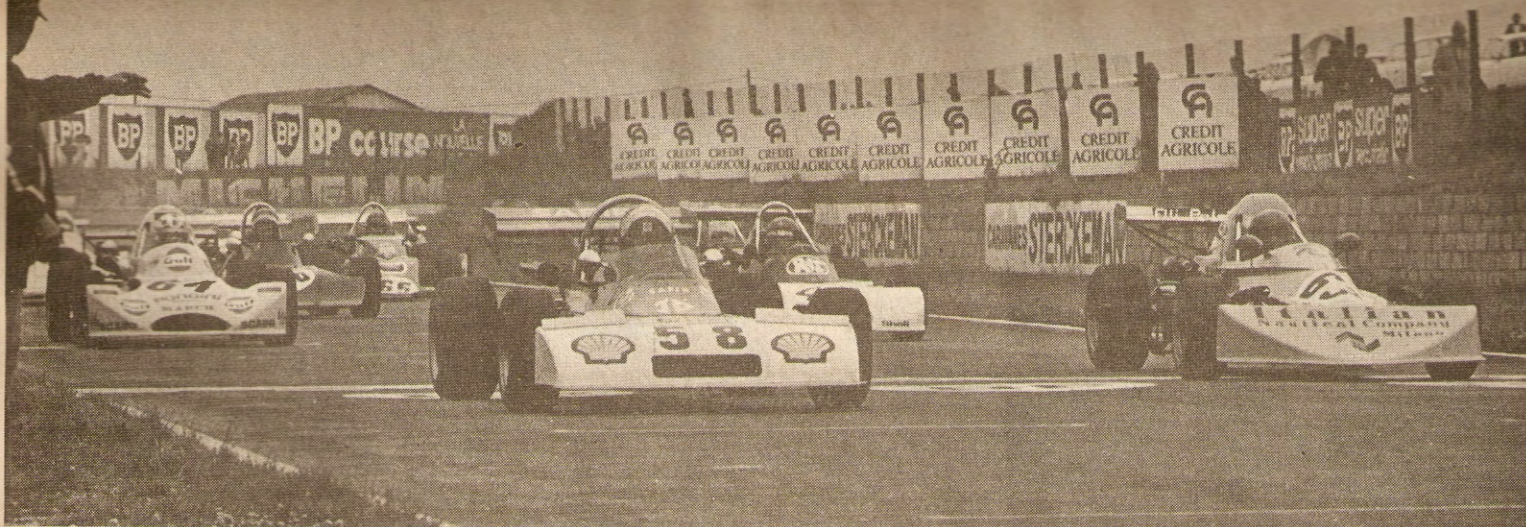
Of course Ford are protected from press criticism in so far as they do most strongly support principal contenders such as Brookes and Coleman and continually reiterate

that should someone beat Roger Clark, the perennial "Aunt Sally," then the lucky man will get a works seat. Sadly it appears that in order to accomplish this feat, you first of all have to be 23-years old — "the right age," and secondly Finnish.

Vatanen may beat Clark this year; his presence in national rallies will undoubtedly add greatly to their poignancy and increase media interest markedly — one wonders what a man of the determination, talent and professionalism of Tony Pond would have done with such a deal — but then of course he got tired of waiting and is now too old... and besides he lives in Uxbridge and is emphatically the wrong nationality.

● Mercedes UK are entering a G1 350 SLC coupé on the Shellsport Dean this weekend to be driven by Jonathan Ashman. Although sanctioned by Stuttgart, the venture is very much a British effort, a cautious one at that, and should in no way be constituted as a return to competition of the revered German name. Mercedes UK will however be watching developments closely, and should they be suitably encouraged, may initiate the formation of a dealer team.

● Last weekend East Berks MC ran a closed road event in the Chilterns area called the Oakleaf Rally which provided a win for Derek Skinner/Peter Rushforth; first time out in an MGB V8. Second were Graham Parker/David Booth in a Vauxhall Firenza. The event contained two selectives in the second half — the remainder being 'plot and bash' or pre-plot.



Pole position for Safir and Neve at Croix-en-Ternois for the European Cup meeting. Gaudenzio Mantova is alongside, with Larry Perkins and Sandro Pesenti-Rossi a row back.

Patrick Neve-Belgium's hope

By BOB CONSTANDUROS

Probably the most successful regular newcomer to Formula 3 in 1975 has been Patrick Neve. Neve's name is one that many will consider to have been around since they can remember. He's one of those people who's done the occasional race here and there, and thus seems to have been driving for ages. In fact, prior to his successful Formula Ford season in 1974, Neve had driven just 12 races. But after a season in Ray Jessop's Safir, a brand new car at the beginning of the year, and using, for the first half of the season, the Holbay Pinto engine which was generally felt to have little torque, Neve has impressed many with its tenacity. It's been an uphill struggle with the underfinanced team, but the outcome for Neve is that he's recently been well involved in the testing of F1 and F5000 cars, and he seems to have impressed in those too. Whatever car Neve is driving, in whatever Formula, in 1976, he is only too aware of the direction which his career must take. With the guidance of Formula One Constructors Association secretary Peter MacIntosh, Neve has a career in motor racing, and he'll judge it well.

Patrick Neve, now 26 and a resident of Hemphall, Norfolk, is one of that breed of Europeans who recognise Britain as being the centre of motor racing. He's come to that realisation twice in the last six years. Neve was born and bred in Belgium. His early life was spent near Liege, but his father died in a car crash when Patrick was only eight, and it was up to relatives to take the young Neve to local motor racing circuits such as Spa. There he watched Oliver Gendebien, a relative, driving, and it was his career which influenced Neve. After boarding school, the young Neve knew exactly what he wanted to do, and he signalled himself up by enlisting in the para/commando side of Belgian national service.

In 1969, Patrick was spectating at Zolder when he asked Claude Bourgoignie to introduce him to Jim Russell. Bourgoignie had been a pupil and been involved with Russell's racing drivers school, and that's where Patrick wanted to go. Neve left for England on his 20th birthday, destination Norfolk where Russell had suggested he might turn up. Perhaps to Russell's surprise, Patrick duly turned up on the doorstep. "I had £5 in my pocket. I knocked on Jim's door, I couldn't speak any English. He just showed me Emerson's car (Fittipaldi was driving for Russell at the time) and told me to polish it. We didn't speak for another three weeks. He didn't think that I'd stay for more than two weeks, and then I'd leave." But Patrick didn't leave. He stayed to cut Russell's trees, or polish the cars at the racing drivers school at Snetterton. Ralph Firman was also working for Russell at the time, and an early misdemeanour on Neve's behalf saw the current Van Diemen boss on his head when Patrick inverted a Cortina belonging to Fittipaldi. "Ralph said then that if I ever got into F1, I could buy him a new Cortina."

Patrick's first race came in 1970, but he doesn't really remember it with any affection and it obviously wasn't a very great debut. It was at Mallory Park, which was to become his part-time workplace in the following year. With MacIntosh, Patrick ran the school at the Leicestershire circuit, and during that year, he did a further four races, but once again, there was no success, and Patrick continued to exist on his rather meagre wages working for Jim Russell as a devoted would-be racing driver.

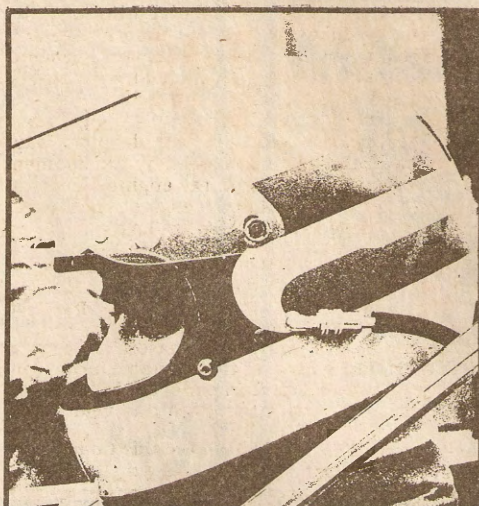
It was during the next year that Patrick won his first race. It meant a lot to him, and also to



MacIntosh, who was present on the great day. "It was at Silverstone for a *Daily Express* championship event. I won the heat and the final. I won by about three inches, we nearly shunted 25 times, it was incredible. But I shunted it in the next race and then Jim lost interest. So that was that."

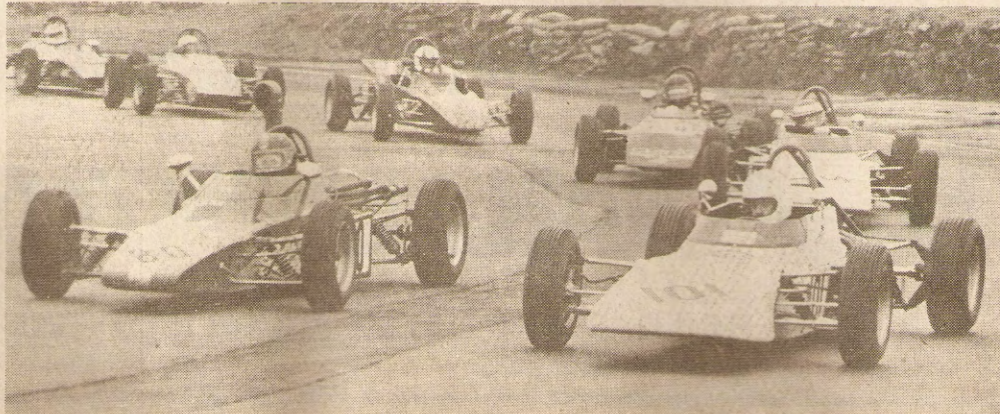
But 1973 was a lot better. Patrick got married to his attractive wife Sue early in the year in Norfolk. Of the mere three or four races, Patrick drove in Belgium twice, the first time in Formula Ford for Russell at Nivelles. Unfortunately, Patrick came together with Helmuth Koinigg on the first lap, but eventually finished seventh with carburation problems. Another driver crashed the Formula Ford in a race later, and that was Patrick's season down the drain again.

But there was more to come. "I love Spa. I'd always wanted to drive there and I asked Teddy Pilette to put my name forward for the 1973 24 Hours. He got me a reserve drive in an Opel Commodore with two women drivers. At least I'd have the chance to practice. It turned out that I



Profile

Driving Jim Russell's Lola at the Formula Ford festival in 1973, Neve slips inside eventual winner Don MacLeod at the Snetterton chicane.



was the quickest in practice, so I locked myself in the car and they got rid on one of the women. We would have finished third but the girl's fiance was killed in one of the accidents that year. I'd love to win Spa for Opel. There's a unique atmosphere at the circuit. I don't think about the dangers."

The most important event of that racing year took place in June, when Patrick was hanging around Snetterton as usual, and Frank Gardner bought up the Formula Ford Lola for testing. "Frank offered me a go in the car and after a few laps, I was quicker than Frank, who didn't like the car anyway, it wasn't really his type of car. Then I stopped to talk to Eric Broadley, and he turned out to be good to work with. I always tested after that with Lola, and still do occasionally. We always make progress."

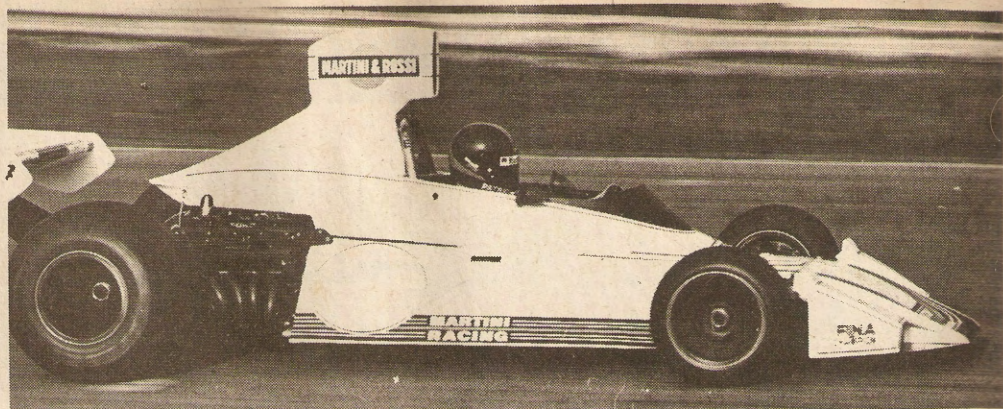
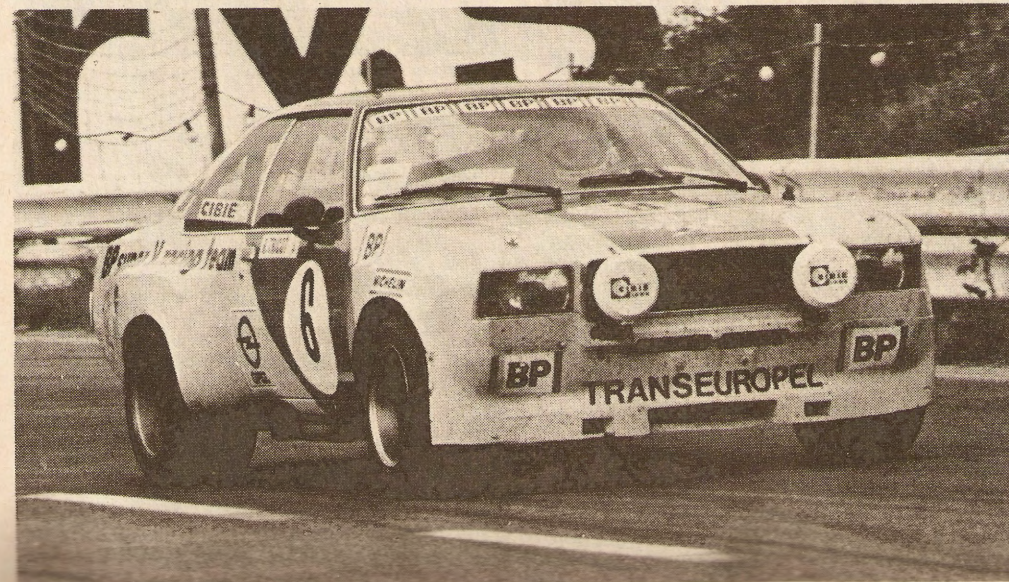
At the end of '73, everything neatly fitted together. Lola offered a chassis, the wealthy South African Robert Joubert financed another car, and Peter MacIntosh became involved, and thus JNM racing was formed. The final ingredients were Shellsport who entered the cars throughout the year, and Shell's Keith Kirby who helped out the organisation. Neve left Jim Russell at the end of the year to go full-time racing. The two Shellsport Lolas were one part of one of the most professional Formula Ford teams of recent time. They did around 30 races each, and at last, Neve was learning about racing in Britain, five years after coming to England. At mid-season Patrick had to make the decision as to which championship he was going to go after, and plumped for the Silverstone-based STP series, which he eventually won. At the same time, he amassed enough points to finish high up in the BOC series as well.

Late in the 1974 season, JNM got themselves organised towards Formula 3 for the 1975 season, and to this effect, Neve had two races in a Brabham BT 41, finishing fourth in the first and running second at Brands Hatch until retirement at Druids after contact with Alex Ribeiro. Both times the car was running with a 1600 cc engine as opposed to a 2.0.

Things were all ready for F3 with Lola and Joubert for 1975. "Joubert could have been good, I would have liked to have carried on driving with him, but he thought everyone was taking him for a ride. So we had to disband the association. I then had to start again to find a drive. I had nothing, just some Shell money."

Throughout the 1974 season, Patrick had been commuting to drive in Britain from Belgium, dodging back and forth throughout the year. His English is perfectly good enough to stay in Britain, and while touring the Racing Car Show almost exactly a year ago, he suddenly decided to move his enlarging family (Mrs Neve was about to produce a son) back to Britain. "It's just as well I did, I would never have got the Safir drive otherwise." But politically, there's a lot more to this move than meets the eye. Neve doesn't forget his Belgian ties, but throughout 1974, the "entourage" had rather got him down, and he was very mindful that it's important to do well in his countrymen's eyes. He cites the press that has been awarded to Claude Bourgoignie this year for his indifferent performances, commenting that Bourgoignie has been cut down by the Belgian press. "But I'll go back one day," says Patrick,

Opel have provided Neve with a dream come true, to race at Spa. This year he shared this Commodore with Rene Tricot at both Spa and Silverstone, but neither event was particularly successful.



"It was out of my mind that I should be driving Formula One now"; Patrick reflecting on a year's driving Formula Ford in South America in 1974, and testing the Martini Brabham late in 1975.

although, over the last two years, it's obviously been much too important to stay in this country.

Patrick took his Shell money along to Ray Jessop's Safir concern for the 1975 F3 season, but really, it was not sufficient for the sort of competitive programme a works team should carry out. "This year has been money problems all the way. They've been working very hard for me in the team. But they don't have very much left because the vital ingredient, money, was missing." The season is perhaps too recent to relate. Statistically, it shows that Patrick won just once at Knockhill, which was an almost faultless performance, came second five times and had seven other top five placings.

On his own admission, Patrick says that he drove at 100 per cent just once during the season, and that was at Monaco. It certainly looked it. Throughout the season, Neve used Holbay Ford engines, and at this stage, he was still using the down on torque and power Pinto sohc mill. It was easy to see that Patrick was trying at Monaco. His hands were showing flashes of orange driving gloves like a flashing light, and the car seemed to be a handful, but with the engine deficiencies, the driver was obviously doing a grand job, for he finished second. It was a steady race, without mixing it dramatically with others on the tight course, and yet still bringing home the results. Perhaps Patrick's only regret is that he didn't gain more first positions, for at one time he was in second position in the series, and only dropped out towards the end. However, in general, Patrick has been pleased with his first season in F3.

Once again, Patrick drove for Opel at Spa, and, as in the previous year, the car dropped out. Sharing with the man nicknamed by Englishmen as "the Baron", Rene Tricot, the engine blew in a big way before the night had really got underway. The previous year they were leading when the gearbox packed up. With the Tourist Trophy for Avenir cars, Patrick arranged for an Opel to come over for that event, but once again it was unsuccessful, Patrick nursing the clutch up to the 60-lap mark when it failed altogether.

Since the end of the 1975 F3 season, it's been a bit of a surprising time for the Belgian. During the year, he'd driven F3 for Ehrlich (in the Lotus), and also Modus on a trial basis. "But one year ago I

was driving Formula Ford in America. It was out of my mind that I should be driving Formula One now. It was a big surprise. The chance came when John MacDonald asked me to drive the March (Thursdays' 3.4 March-Ford 752). I was doing tyre testing when MacDonald asked me to drive the car. Bloody hell, for the first two laps, I didn't know where I was. It was just the speed, the straight line speed. I wasn't really trying. I got out of the car and asked the times. I thought I'd done around 1m 25s, and then Peter MacIntosh said I'd done a 1m 22.9s. It was good of MacDonald to give me the chance. He said we'd test the car again. Then Bernie (Ecclestone) called John MacDonald and said that he'd like to try me in a Brabham at Silverstone. It was a big shock. I knew Gunnar Nilsson was coming up, but I didn't want to make it into a competition as to who could go faster. I am always under-confident, it's always been my approach.

"My problem was at Silverstone that in F3, there's very little speed differential, but a large one in Formula One. It's important to be fit in F1 to be able to react to sliding. That night, after driving the Brabham, I was really tired. Then I drove for John Surtees at Goodwood, and that was better. Two days after that, I found out that I did 1m 9.5s even though it was damp."

It's an important time now for Patrick. He sees it as an important time to do the behind the scenes work and talk, and at the same time, preparing himself for the coming season. "If I have to drive Formula One, then I have to put my mind back to the first year, and I have to spend a couple years of learning. They've all had a year learning, Mass, Hunt, Pryce, even Brise, despite his quick start.

"I want to stay in motor racing a long time, and I want to be good. In 1974 I had my first full season in motor racing and in 1975 I was heading the F3 championship. I realise that what I'd been doing before was nothing. What I learn in motor racing, I'd like to give back. I don't want to do a few races and shun it. I'd like to be more involved with motor racing. I know the importance of public relations."

Patrick definitely believes in the lack of providence in motor racing, but at the same time appreciates that there is chance. "I would like to have been doing this when I was younger, but then I might not have met Frank Gardner when I did, and he might not have asked me to drive the Lola... there are no 'ifs' in motor racing. If I do F3 in 1976, it will be in a Modus, and I will have to drive very hard. I've done one season in F3, and didn't become champion. In another season, I must be champion — you don't have more than one chance.

"I don't want to compare myself with anyone when learning the power of F1 and G8 cars. I just want to go my own way. With the March I would have got on the third row of the F5000 grid, and I could have got out and said 'that's great' but it was all part of a progression, to do as well as possible."

Patrick Neve's career is being controlled even more carefully than before by Peter MacIntosh now that Patrick is on the verge of the ultimate in a driver's career, F1. But as any team manager will find out, Chris Witty's caption over Patrick's photograph in last week's F3 review is correct. He has a sensible approach, he'll be going about it in the right way, and he'll be an approachable and diplomatic driver, not too prone to prima donna outbursts. He sees everything as a challenge, to be worked on in a systematic and careful way. He's a true believer in hard work, and will work hard to be involved in motor racing, and work at his involvement. Team managers see his potential, and he's now Belgian's most promising racing driver. 1976 should be his year.



Front and rear spoilers are a distinctive feature of the new RS2000 — but do they serve any useful purpose?

ROAD IMPRESSIONS — FORD ESCORT RS2000

A sophisticated partner

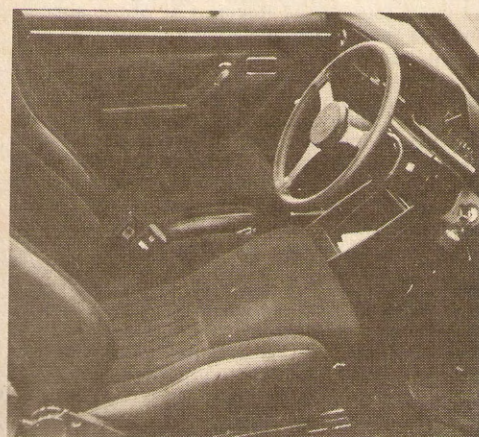
Ford have a habit which must infuriate their competitors — that of always being just “right” in their marketing. It has never been more evident than with the Mk 2 Escort RS2000 which became available last Monday on the British market. It is a surprising improvement over the original two litre sohc Escort and a vehicle which must be particularly galling to Vauxhall, for it’s just what the Firenza “Droop Snoot” *should* have been. Ford have taken the GM frontal treatment idea, as applied to a small car, and have successfully styled it into the conventional Escort. In the flesh it looks most purposeful — not in the slightest “grafted” even though it is constructed of glass reinforced plastic with a soft rubber grille, headlamp bezels and bumper rubbing strip. It is a five minute task with a starhead screwdriver to replace. Less successful, in this writer’s opinion is the bootlid mounted spoiler which certainly does spoil. It would perhaps be a less offensive appendage if finished in the body colour and not boy-racer black. The car’s external identification is completed with garish side striping and lettering plus the welcome continuation of the Mk 1 RS2000’s four spoke alloy wheels. Altogether a pretty effective packaging job, rear spoiler aside, and aesthetically very pleasing at the front.

This car fits into the range between the competition orientated Mexico (rear spoiler, standard flat front) and the alloy engined RS1800. The RS2000 is the “smoothie” of the trio and is likely to attract amongst its clientele purchasers who would have run a personalised “tuned” car a few years ago and, hopefully, may also appeal to those who consider the British sports car to be a joke that should finally be laid to rest.

Within reason the RS2000 must be approaching the perfectly equipped small car inside. The quality of finish evident on an initial walkaround is also reinforced. This may have something to do with the fact that the RS2000 is produced on German Escort lines and also, more tangibly, to the extensive use of plastic injection moulded trim items of a remarkably accurate fit. An otherwise

sombre all-black interior is lifted from the depths of depression by grey cloth seat facings — the front seats being a pair of the reclining items from the RS 1800 “Custom Pack” (of German manufacture) offering superb comfort and excellent location. On this two-door shelled car the inertia seat belts are attached well behind the shoulder and find their correct position and, tension perfectly.

As would be expected of recent Ford practice, the instruments — speedometer with trip, rev counter, fuel, water, oil and clock are all positioned for a quick scan and are perfectly legible. Thankfully, a battery voltmeter (or battery ruined gauge) was not considered necessary. Bolstering the other, expected, top-range Escort trim items is a massive allocation



Superb seats and driving position leaves little to be desired.

of nooks and crannies for personal item stowage, an oddments bin, centre console, deep shelf and generously sized locker in all.

Significant improvements

Seating position comfort, coupled with Ford’s universally accepted steering column stalk controls, the perfect gearchange and vastly improved vision of the Mk 2 shell all gives the driver a very cosseted existence and after a four hour 250 mile run, the longest drive that time permitted with this car, its driver felt perfectly capable of twice that stint again. Little things like properly effective wiper blades (Ford wipers always used to squeak over the screen annoyingly); a wiper delay and very acceptable full beam headlamp illumination all play an important part in keeping the driver’s peace of mind and concentration. The most severe criticism from this area was a lack of graduation in the heating controls.

How times have changed when appraising a small high performance saloon car. When such vehicles were the domain of the tuners, the usual en-route grouses were normally of a much greater magnitude — such as engine explosion, suspension collapse, or that perennial “strong smell of petrol within car — untraceable”.

On the road, this Escort really shows where the manufacturer has channelled his time and money. We have waited quite a number of years for Harley Copp's “NVH” programme to show through, but as all road impressions of the Mk 2 Escort have proved, this model is a significant improvement over its predecessor. On the RS2000 this assault against noise, vibration and harshness appears to have been particularly successful, bearing in mind this model's projected spheres of operation. The old Mexico and RS were something approaching purgatory the way they jolted and rattled down the road; this car is positively “soft” by comparison.

Happier handling

More surprisingly, not only is the ride improved and the noise level considerably reduced, it is also a better handling car. The limit of road holding may or may not compare, for it is only of the most superficial interest. A complete idiot can drive either the old or the new car quickly — such is the level of handling and failsafe characteristics — and a skilled driver can drive it very quickly. The difference is in how the car reacts. There is slightly more understeer evident, but this can be controlled or got rid of more predictably and certainly more smoothly. The competition-bred twitchiness has been reduced, wheel lifting and tramping is much less evident on twisty going and, all in all, the driver enjoys a much more peaceful time behind the wheel. By the time the old car was beginning to induce driver symptoms of buzzing head and aching arms, the new car is still a perfect partner. By no means is the car less “sporting”; in fact it is quite the reverse, being that bit more sophisticated with creature comforts and a little less point-and-squirt. Progress is less likely to attract adverse attention and is more likely to be safer, especially when tackling long distance cross-country routes.

Although it feels as though the sharp-edge of performance has been lost (this example had covered only 750 miles on collection); unfortunately there were no suitable opportunities over the Christmas period to take performance figures under controlled conditions and it may well be that the car is deceptive in this respect.

Braking, steering and the four speed single rail gearbox are all close to perfection and require no other comment except that a fifth gear could be put to good use — but not if it means putting-up



Distinctive front styling blends well. Twin headlamp installation is impressive.

with a ZF box. Going under the bonnet is quite a treat; the engine compartment is particularly well ordered, a large battery and high output charging taking care of the RS's comprehensive electrical systems. A large capacity windscreen fluid reservoir strategically positioned above the exhaust manifold is another welcome sight. The luggage compartment is similarly well-ordered, being nothing more than a large carpeted void, the accessible upright spare wheel naturally taking a little extra room due to its wide section but still leaving a more than adequate expanse.

Obvious restrictions

Where are the vices? There is not much to report. The most obvious single fault is inadequate rear seat legroom (dismal) with such, correct, emphasis being given to the front seat occupants. One rear seat passenger can be accommodated in a position bordering on claustrophobic, while a second passenger would have to be quite a good friend, for leg room behind the driver's seat (when

set for Mr Average) is, virtually, non-existent. Noise level variation between front and rear passengers heads is also quite marked, those unfortunates in the rear reporting an annoying exhaust resonance. Their visibility is also a little restricted by the front seat headrests. Price could also just about be considered a vice; there are many other enticing cars available for similar money, but no really direct competitors (£2,857, ex-works).

As a well made high performance small car, the RS2000 is likely to find quite a few friends. However, they might not turn out to be the expected rally or motor racing men.

Instead, for the young, high mileage, professional asked to choose from big four products for his company wheels, the RS2000 could be just the right tonic to prevent the onset of sedentary rot. For what it is, this car sets new standards and the competition, on present form, would find it hard going to catch up. It is, however, extremely unlikely that any will even bother.

IAN SADLER

Good — the front section is quite functional and lamps stay clean.



Not so good — rear spoiler causes number plate and rear lamps to opaque.



An introduction to aerodynamics

By JOHN BOLSTER

Over a considerable period, I have been trying to learn something about aerodynamics. Don't get me wrong. I have no intention of becoming a do-it-yourself aerodynamicist in six easy lessons, or anything like that. It's a highly advanced science, with a language that is incomprehensible to the layman. Nevertheless, an elementary knowledge of the art adds enormously to one's appreciation of many motoring problems and a little study is infinitely worthwhile.

Obviously it is essential to know a good deal about the subject before you can design any sort of racing car nowadays. What is not generally realised, however, is the vital role that aerodynamics should play in the development of the ordinary touring car. Speed and acceleration are the least important aspects, for economy is deeply involved and, above all, people are dying unnecessarily because their cars are unstable. I have deliberately tried to shock to bring the point home, because it seems absurd that we are wasting millions of gallons of petrol and swerving all over the road whenever the wind blows, quite unnecessarily.

If we knew a bit more about aerodynamics we could refuse to buy those cars which have been designed purely to please the sales department, in complete defiance of natural forces. Furthermore once we learnt to recognise the difference between the good and the not so good shapes, we would begin to find the cars ugly which had their airflow badly arranged, for beauty in automobiles should be functional.

Some of the ignorance of these matters may be because people tend to regard the study of airflow as some sort of black magic. Principally, however, it's due to that ancient delusion, "streamlining doesn't work below 100 mph, old man." If the people who utter that falsehood every day were to be placed end to end, they would reach from the Steering Wheel Club to the paddock bar at Silverstone. Nevertheless, if they would only remember the days of their youth, they would recall that the boy on a push-bike who gets his head well down can go a great deal faster than the one who sits up straight. If it makes so much difference at 20 mph, it must concern almost any road vehicle except a steamroller or a milk float.

At this point I must mention by far the best book on this subject that I have yet studied. I recommend it particularly because you can either skim through it in three or four days or get right down to it, including all the mathematics, which will take you about three months. It's entirely readable and of absorbing interest, but its greatest value is the total absence of mere opinion or conjecture — every important point is supported by experimental results or figures. You don't have to take the author's word for it.

The book ranges from Formula 1 through exotic fastbacks and open sports cars to the ordinary everyday saloon, and is just as concerned over road dirt on the rear window as about the lift co-efficient of open-wheeled racing cars.

The book is: *Road Vehicle Aerodynamics*, by A. J. Scibor-Rylski, Ing.Dipl., MSc, AFAIAA, AFRAeS, MIMechE, Pentech Press Ltd. £5.95.

Mr Scibor-Rylski is at the Department of Aeronautics, The City University, and when I met him he proved to be a great enthusiast, far from the typical absent-minded professor. Our discussions ranged widely and I was interested to hear that with modern aerodynamic knowledge, it would be possible to generate a very useful amount of electricity with small and efficient windmills. When I asked how much power the huge and ancient windmills could develop, the answer came pat, about 4 bhp. So now you know.

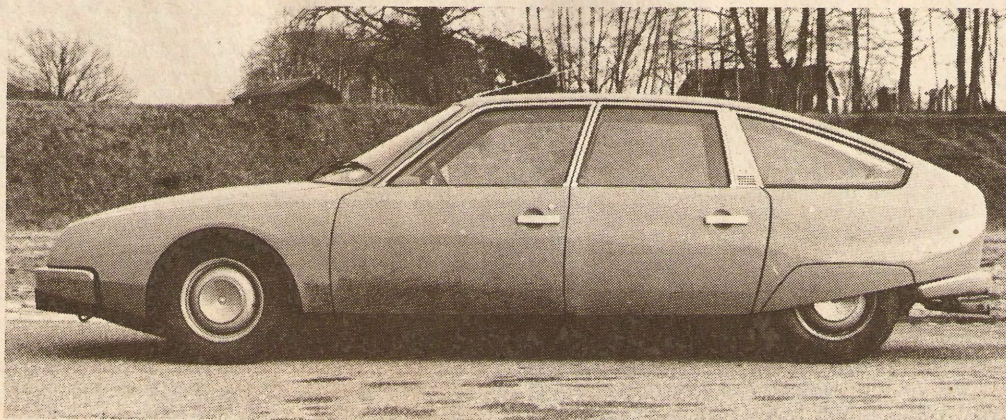
Let us return to road vehicles, however. The old cliché to which I referred above, concerning streamlining not working below 100 mph, is exploded once and for all in this book. Take the case of an ordinary, medium-sized saloon. Obviously at the lowest speeds, nearly all the power is absorbed by mechanical friction, including gearbox, axle, wheel bearings and the rolling resistance of the tyres. At 45 mph the

aerodynamic drag is already equal to the mechanical friction, but as the velocity rises, the aerodynamic drag increases as the cube of the speed while the mechanical friction only increases linearly with the speed. In other words even the man who sticks religiously to speed limits spends a lot of his income on merely disturbing the air, and while he is on the motorways about 90% of his petrol is used for doing just that.

Perhaps the most misused figures at present are those obtained in wind tunnels; indeed, some of the results so acquired may even lead to dangerous situations when they are translated into actual motoring. The racing car designer, who sticks a model of his car in a wind tunnel, obtains figures which mean precisely nothing. There are several reasons for this, but the most important is that the wheels are not rotating. In round figures the aerodynamic lift of a typical Formula 1 car is increased by 30% when the wheels are turned at the correct speed.

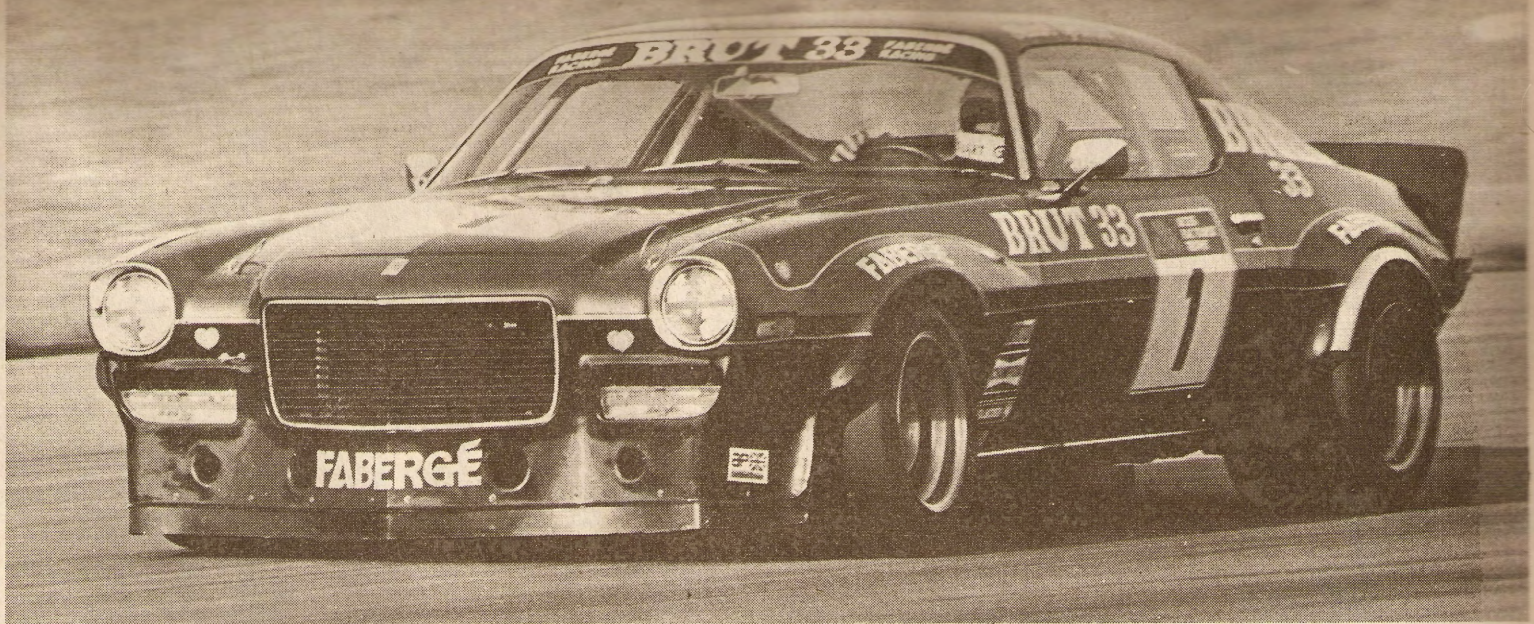
To treat a car as an aircraft is totally misleading, for the proximity of the ground alters everything. In addition to spinning the wheels in the wind tunnel, the road surface should be moving relative to the car. Under these conditions it is found that the flow over both sides of the wheels is slower than over the car generally. As slower flow means higher local pressures, the air from the wheels tends to flow to regions of lower pressure, which means a cross-flow towards the car body. Here it combines with the overall flow, creating vortices which increase the drag and if you have vortices you often have lift. The only saving grace is that wheels in tandem, front and rear, may have only 65% of the drag that the two wheels separately would have — good old Tyrrell!

In a saloon car, the enclosed wheels add little to the lift, but the efflux of air from the wheel cavities contributes to the drag. Wider tyres increase both



The Citroën CX exemplifies many of the desirable features described in the text. The airflow beneath the car and through the radiator have received particular attention, two areas which have been totally neglected by most manufacturers.





Above, Stuart Graham's Camaro's front spoiler prevents frontal lift. Below... A high, square frontal treatment prevents laminar flow over the body, creating turbulence and increasing the pressure beneath the car. A lower and smoother nose and a longer roof would greatly improve speed and stability.

drag and rolling resistance so the boy-racer who "tunes" his car by fitting fatter tyres will be overtaken by his friends in standard models of the same car. The same applies to spoilers if wrongly applied and this is a subject to which we must return at a future date.

Unfortunately the wind tunnel experiment which has already become much more complicated by the addition of rotating wheels and a moving road surface, must be still further refined by passing air over a heated radiator. Indeed, the "internal airflow" as it is called, is one of the most neglected features of the cars of today, and presents a splendid opportunity for improvement. A model made for the tunnel, in which the cooling air conditions are not faithfully simulated, is simply worthless. The internal airflow, by depriving the external airflow of some of its volume, reduces the overall pressure and may even be beneficial especially in a car of poor frontal design. In one particular case, blocking the airflow over the radiator matrix increased the lift coefficient by 30% and the drag coefficient by 20%. It can be seen, therefore that a model without any cooling inlets or in which the heated, and therefore expanded, air is not returned to the external airflow in the designed areas, will give totally misleading results. To use drag coefficients so obtained in advertising is most immoral!

Though it may be beneficial to the general airflow pattern to restore the used cooling air at the right place — either into the wake at the rear of the car or at a high velocity area on the sides — the losses are always greater than the gains and may be expressed as internal aerodynamic drag. In most existing cars, the conditions here are frankly appalling. Because the airflow is not properly ducted, parts of the radiator are over-cooled and others remain too hot, doing no work at all. The air passes over a rough series of cavities and obstructions, losing momentum all the time and leaking in undesirable directions.

While turbulence is a dirty word when we are considering the external airflow, the internal air must have a certain amount of turbulence to obtain full contact with the cooling surfaces of the radiator. By proper ducting, including a diffuser to regulate air speed, the air can be slowed down so that it has time to collect the heat — it is most inefficient to force air through the matrix at high speed. Curiously enough, the decorative front grille which the manufacturer put there in the sacred name of styling, may well impart the required turbulence to the internal airflow. The enthusiast who removes his grille for racing could be making his car run hotter and slower. For an average sort of car, the internal airflow may be responsible for 13% of the drag, which could at once be reduced to 10% by proper ducting of the airflow.

By far the most important contribution which this knowledge can make is in the field of safety. The majority of cars are relatively unstable because the manufacturer has never bothered to investigate how much aerodynamic lift there is — he could be horrified if he knew! That a



comparatively small reduction of the effective weight of the car, by aerodynamic lift, may be disastrous is easily proved by experimental results. A tyre under a load of 1200 lbs working at a slip angle of 3.5 degrees, would need to have its angle increased to 6.4 degrees to maintain the same side force if the load were reduced to 800 lbs. This emphasises the enormous increase in cornering power that a reduction in aerodynamic lift may confer, but it also gives the warning that a car which translates a sudden gust of wind into a lift force may become uncontrollable without manifest reason, perhaps crossing the central reservation of a motorway to hideous disaster. It is therefore not only side winds that may render a bad car suddenly uncontrollable.

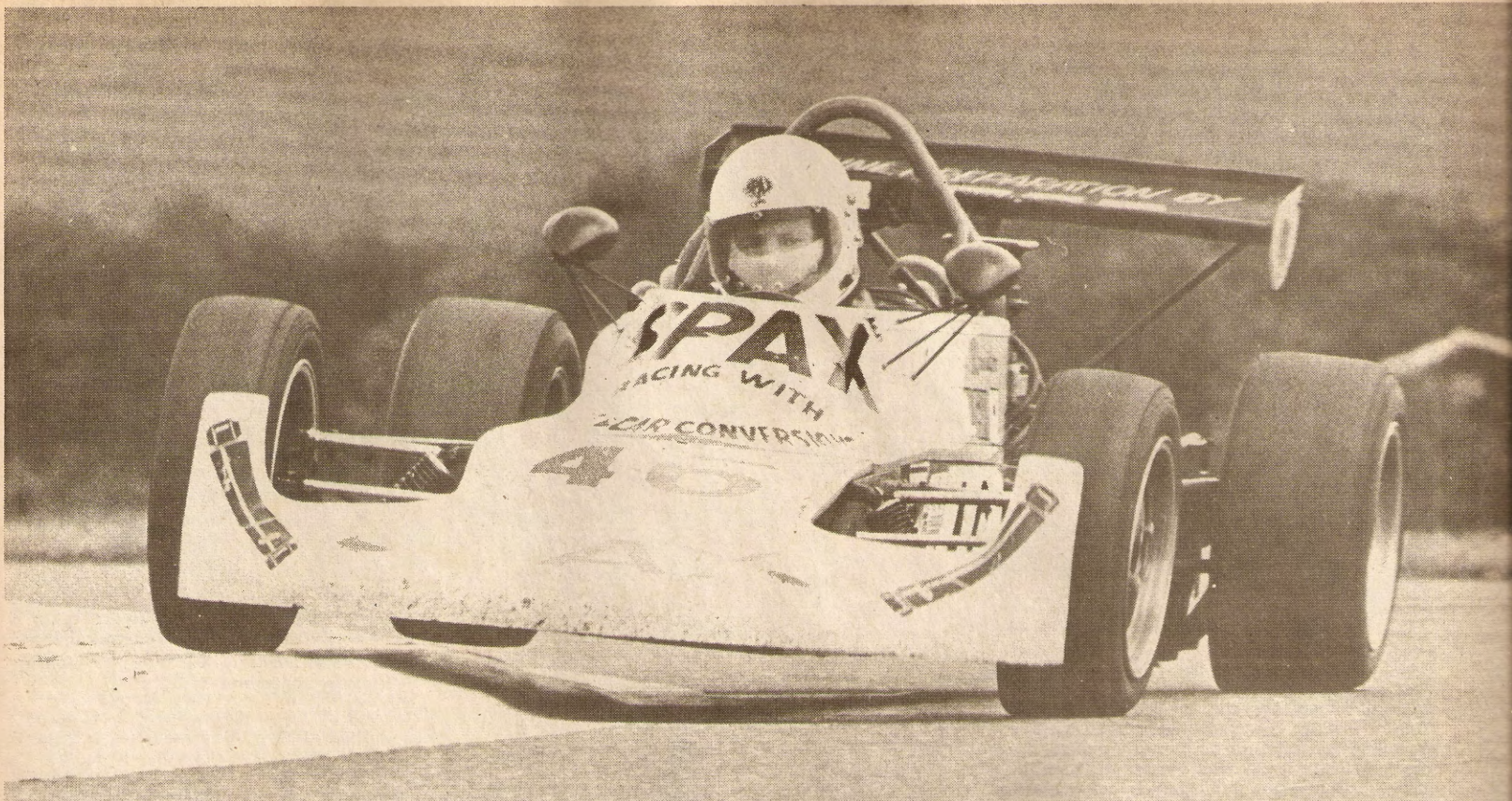
Much of this lift comes from the disgraceful practice of styling only the top of the car and leaving the bottom to look after itself. Again taking our much-maligned vehicle, the so-called average car, let us give it a flat underside with rounded side edges. These rounded side edges are important because they allow the high-pressure air beneath the car to flow towards the low-pressure areas along the sides. Anyway such a simple piece of re-designing may at once reduce the lift by 20%, which could transform one of those dangerous cars into an exceptionally safe one.

By additionally sealing the front to the ground, and sweeping up the undershield so as to have a steadily increasing ground clearance towards the rear, we can open the under-body area to the wake, which is a low-pressure area. This can even create a condition of negative lift, which is highly desirable, without employing those hideous spoilers that only reduce lift at the expense of vastly increased drag. The best method of

reducing total lift is not to employ wedge-shaped styling but to increase the roof length. The "pretty" sports coupé with a long bonnet and a short roof may be an aerodynamic disaster and its fastback may increase rear-end lift. We must learn not to admire such cars!

A high and abrupt nose is aerodynamically intolerable. It reduces the mass airflow rate over the upper surface and directs the flow, just where it is not wanted, into the gap between the under-body and the ground. This flow is blocked by the viscous boundary layer and tends to be deflected sideways, increasing the strength of the trailing vortices and therefore generating an aerodynamic lift force. Thus, that bold frontal styling, of which the manufacturer is so proud, not only reduces the maximum speed and increases the fuel consumption, but also spoils the roadholding and aggravates the car's liability to have accidents. What idiots our rulers are, with all their safety regulations, when they say nothing about cars which are aerodynamic accidents waiting to happen!

Let us not forget, also, that careful general styling may be made inoperative by inattention to points of detail. For instance, a slightly projecting rear window frame may cause premature separation. The wake starts right there rendering the elaborately styled fastback completely useless. There are so many small things to study — mirrors, gutters, welds, bonnet gaps, windscreen wiper blades — before we can have a "clean" car. Then there's the question of slowing down the exhaust gases before feeding them into the wake. My space is exhausted and I have barely scratched the surface, but I hope to return to this fascinating subject later.



Using more of the track than the BARC allow, Rossiter presses on at Thruxton.

FF2000: instant acceptance

Britain's latest Formula, FF2000, has just emerged from its first successful year. JEREMY ROSSITER (below), who was an early competitor, tells of his season.

Twelve months ago I was in a difficult position. Was I to do another season's Formula Ford, take a gamble on the new FF2000 or take up granny bashing. A quick reappraisal of my 1974 successes showed that in 25 races I had been involved in four accidents and in two other races, both on Silverstone Grand Prix Circuit, had driven around in awe and admiration of fellow competitors who were apparently participating in a kamikazi practical exam, 16 finishes from 36 starts with the most prolific accident occurring down Hanger Straight and then the infamous Race of Champions meeting when nine cars were non-runners before reaching the first corner of the first lap. Forget about proving you could drive around corners, could you get to the corner?

I crossed the first alternative off my list, approached by patient sponsors, Spax (manufactures of adjustable dampers) and attempted to convince them that I could compete in a season's FF2000 for less than a season of FF-1600 and get some results. They gave me 10 races in which to do this, so from my list I reluctantly crossed granny bashing.

What chassis? The obvious choice was to go for an unbuilt unproven car to be built by an unknown designer! Brief experience with this unknown Adrián Reynard had been enjoyed during 1974 following a shock absorber enquiry which resulted in me acquiring his schoolboy Formula Ford effort which gave some encouraging results, culminating in a comfortable 5th place in the final of the Snetterton Festival, except we didn't make the last two laps. Can other designers calculate correct fuel consumption?

An arrangement was reached whereby Adrian and I would run a pair of Spax-tracked Reynard FF2000s for 1975. Sleepless nights under a tin shed in Bicester during the Christmas period saw the first chassis on our stand at the 1975 Racing Car Show. There we could have a look at our competitors' efforts and they could have a laugh at ours.

Initial testing was fraught with niggling problems like not being able to get the wheels off (since remedied!) But the lap times achieved saw us arrive at Mallory Park on March 9 for the first round of the Allied Polymer Group FF2000



Championship in optimistic mood only to be greeted by hail and torrential rain. The fastest six Super-Fords were all quicker than the fastest Formula Atlantic racer and an eventual 5th place gave me two APG Championship points and my first experience of the phenomenal road holding of Dunlop's wet weather racing tyres.

The season begins

The Race of Champions meeting 1975. Could I make Paddock Bend?

A sigh of relief turned to curiosity two corners later. Why was the car going sideways under braking? A stop at the pits revealed two components missing; the pads from the nearside calliper! One mechanic later we arrived at Oulton Park for the Easter meeting where I was robbed of a certain first place when my drive shaft broke on the penultimate row of the grid!

Two days later at Snetterton my enthusiasm was given a boost with a 3rd place, less than one second behind Bernard Vermilio and actually beating Damien Magee. An FF rock ape on his way to stardom? I mean me, not you Damien.



Differing racing conditions! Above in the sunshine at Thruxton's Good Friday meeting last year.



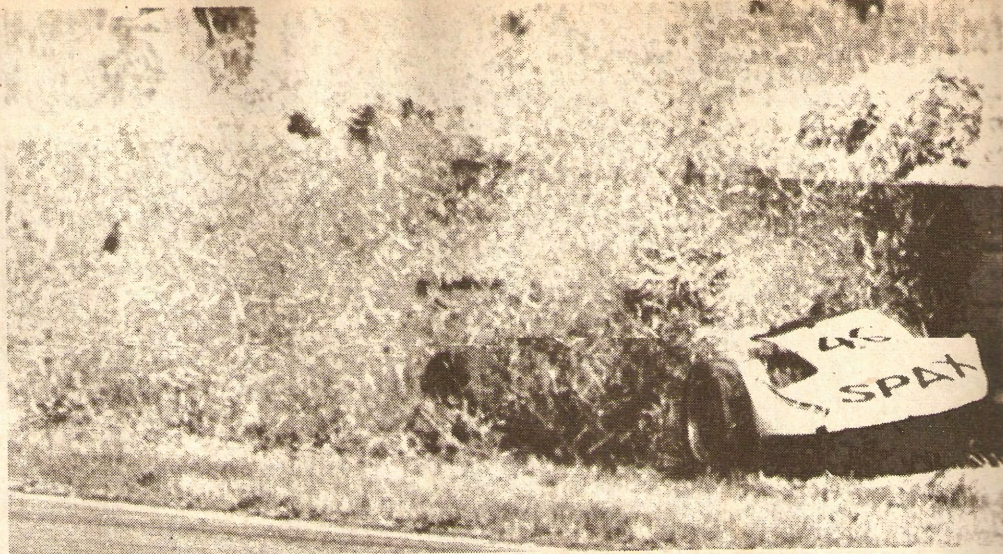
An indication of the fierce competition was given at Brands on April 20 where I actually set a lap record but only finished 6th, the lap record being shared with Frank Hopper, Derek Lawrence, Ian Taylor and Vermilio at 49.0s.

Oulton Park, April 26, was supposed to see the debut of the two car team. In practice I was second fastest to Lawrence but another certain win (!) was forfeited when, would you believe, the drive shaft broke again. Adrian went on to share the lap record with Lawrence at 1m 3.8s which stood as the outright circuit record for several weeks. However, all was not well in the camp as a finishing record of 50% was hardly better than Formula Ford and relationships between Adrian and myself were being well tested. We decided a more professional approach was required.

A pair of nicely prepared cars duly arrived at Thruxton on May 11 where despite a 100% finishing record being achieved through the pair of us finishing 4th and 5th, we realised that we were now lacking in experience with incorrectly set aerofoils which hampered our straight line speed.

We duly went testing seriously for the first time at Snetterton four days later. After setting the car at its designed suspension trim and experimenting with the wings, we lapped one second under the lap record and 1½s faster than we had gone previously. We left cautiously knowing that large improvements made in testing were rarely reflected in the next race result. Fortunately we were proved wrong.

My next four races brought one 1st, three 2nds, two pole positions, three lap records, earnings of £261 and 24 bottles of wine. With tail high in the air we decided to put a Formula 3 Pinto engine in the back of my car and run on Super Ford tyres in the supporting race for the Grand Prix at Silverstone. Back in the tin shed it became apparent that the conversion would not be as



Make hay while the sun shines. Somewhere in there is Jeremy Rossiter, experiencing a little hay fever.



Hilarity at the end-of-season party thrown by APG. Rossiter (right) looks at his special ballast, while APG's chairman, Peter Fatharly, looks on. Fatharly is to drive the Spax Reynard shortly.

simple as anticipated and being 1st reserve meant I only did the warm up lap. The car was then reconverted to FF2000 specification. This futile attempt to be a "super star" was to have a lasting effect on the remainder of the season.

Snetterton, July 27. Cooked engine in practice due to water hose being incorrectly connected — non started.

Mallory, August 10. Only accident of year, again attributable to the Formula 3 foray. Fortunately the car was insured which meant an £800 rebuild was spread across the season.

Highlights of the remaining four races included a 2nd and 3rd for the team behind Lawrence at Oulton Park, myself taking 1.6s off Adrian's previous lap record. This was no mean achievement, being my first finish at Oulton Park in Three seasons and nine attempts.

Final race of the year was Brands, October 19, where 3rd place in the APG Championship was lost when four kilos of ballast fell off the car crossing the finishing line and the RAC duly confiscated 21 of my hard earned points. APG saw fit to recognise the only cheat in their Championship by presenting him with a "lightweight driver of the year" award.

Driving Impressions

Having been used to FF1600, the racing tyres and wings created a whole new dimension in road holding. As the wings pressed the car onto the track, it felt much steadier than we had been used to previously. On the limit of adhesion breakaway occurred at a high cornering acceleration and at a higher yaw rate. Subsequent correction brought the car very quickly back into line and initially we found a tendency to over correct.

The FF2000 has a well balanced power-to-weight ratio and is probably as easy, or even easier, to drive than the FF1600 but, at the same time, different due to the fabulous wing characteristics. We soon learned that too much wing angle could loose our top speed, but were surprised at the considerable low speed effect until we realised that most "slow" corners are taken at

around 70 mph.

Throttle induced steering is possible without scrubbing off too much speed but since many corners are now "flat", the extra 5 bhp available under next years regulations will be welcome. All round traction is better with the durable Dunlop slick tyres and braking points are later even with the higher entry speeds. Tyre wear, thanks to the compound provided by Dunlop was very low and only three slicks and three wets had to be replaced during the season. The latter were ruined in four laps of practice when the circuit dried out.

A special thanks

As the engines were so even in performance the quest for that extra 2 bhp was unnecessary. My ultra reliable Piper engine only needed one rebuild during the season. Following its "cooking" at Snetterton. This reliability was also reflected by Adrian's Oselli unit.

One of the most enjoyable aspects of the season was the tremendous camaraderie developed between drivers. Standards on the circuit were high with fine examples being set by the more Experienced drivers, Taylor, Lawrence, Sid Fox and Vermilio and we welcomed the advice they freely gave and disconnecting the rear brakes didn't help Derek!

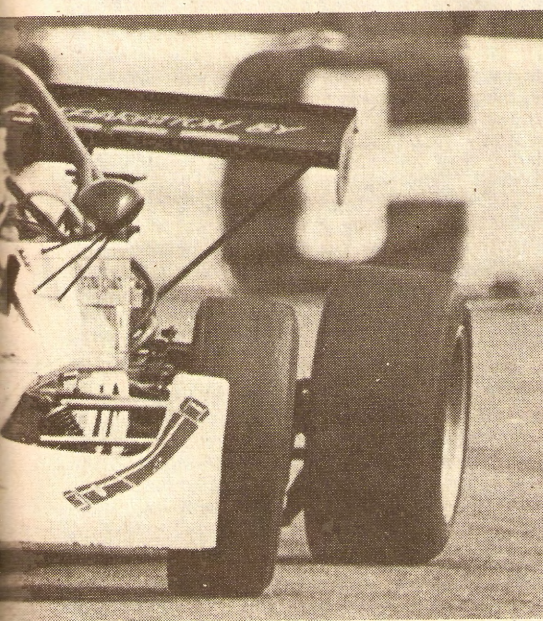
This attitude meant that at least we all got to the corners. Finally our thanks to APG, Gandy, McKechnie, Duckhams and Chandler Ibec International Ltd. without whom it would never have been possible. Oh, and Spax of course.

SUMMARY OF SEASONS COSTS AND RESULTS

		ROSSITER		REYNARD
March 9	Mallory Park	5th		
March 16	Brands Hatch GP	d.n.p.	no brakes broken-	
March 28	Oulton Park	d.n.s.	driveshaft	
March 30	Snetterton	3rd		
April 20	Brands Hatch	6th	lap record broken-	4th lap / record
April 27	Oulton Park	d.n.s.	driveshaft	5th
May 11	Thruxton	4th		3rd
May 25	Brands Hatch	2nd		6th
May 26	Snetterton	1st	lap record	5th
June 15	Mallory Park	2nd	lap record	3rd
June 29	Snetterton	2nd	lap record	Accident / lap record
July 6	Silverstone (non championship)	Re-tired	misfire	6th
July 27	Snetterton	d.n.s.	cooked engine	5th
Aug 10	Mallory Park	Accident		d.n.f. no rear wheel
Aug 25	Brands Hatch	7th		3rd
Sep 7	Oulton Park	2nd	lap record	4th
Sept 28	Silverstone GP	6th		6th
Oct 19	Brands Hatch GP	Disqualified		

1975 SUPER FORD COSTS SPAX — REYNARD 75 S.F.

OUT:		IN:	
Rolling chassis	£2,100	Prize money	£470
Gearbox	£400	Insurance claim	£460
Engine	£700	End of season sale estimated	£3,250
Wets (mounted)	£250		
Spares	£130		£4,180
Entry fees (including testing)	£320	Seasons cost:	£2,860
Cash (inclusive petrol / accommodation)	£625		
Workshop hire	£200		
Mechanics expenses	£400		
Tyres	£95		
Engine rebuild	£140		
Maintenance & accident parts	£900		
Miscellaneous	£180		
Insurance Premiums	£600		
			£7,040



ter gets a little tweaked up, while below, the sad sight at





The new car has a long low look, compared with the rather upright appearance of its predecessors.

BMW 320: teutonic bliss

It takes courage for a manufacturer to replace a very successful and much-loved car. Although many people think of 6-cylinder luxury cars when the name of BMW is mentioned, the sporting little 2002 has for years been the most successful popular model. It started almost accidentally, when the firm dropped their efficient 2-litre engine into the compact 2-door car which normally had only 1600 cc to propel it. The small size and lively performance appealed greatly, and the 2002 sold like hot cakes.

However, the years passed and the dear old 2002 began to look its age. Furthermore, it became advisable to stiffen it up for tough impact tests on certain markets. A new shell was obviously necessary and at the same time an engine development programme was undertaken, to cope with lead-free fuels. Though there were no visible alterations, subtle changes in combustion chamber contours gave a useful 9 bhp increase, in spite of a slightly lower compression ratio.

The new car has a long, low look, compared with the rather upright appearance of its predecessor. There have been small increases in the wheelbase and track measurements, the overall length having $4\frac{1}{2}$ in added, though sensibly the width has only grown by $\frac{1}{2}$ in. These changes make the car an altogether more practical 4-seater, though inevitably there is an appreciable weight penalty.

This new version is a very good-looking car, the shiny, black road-test vehicle attracting many compliments during my "ownership." I notice that people are no longer impressed with large cars, for obvious reasons, and the reasonable size of the 320 is not the least of its attractions. In the past, some BMW models have had sad and undistinguished interiors that were not really worthy of cars of this class. The 320 has a smart and functional treatment that adds greatly to its charm. The instruments are black with clear, white figures and are covered with a transparent panel arranged

at such an angle that it is invisible; the concealed lighting is adjustable and causes no reflection in the screen.

All the switches and controls are identified with large, clear lettering. At last, one is allowed to breathe in the small BMW, an excellent ventilation system providing cool air without draughts, allied with a heating system which is unusually easy to understand. The 3-series BMW is available with 1600 cc and 1800 cc engines, but this test covers only the 2-litre model.

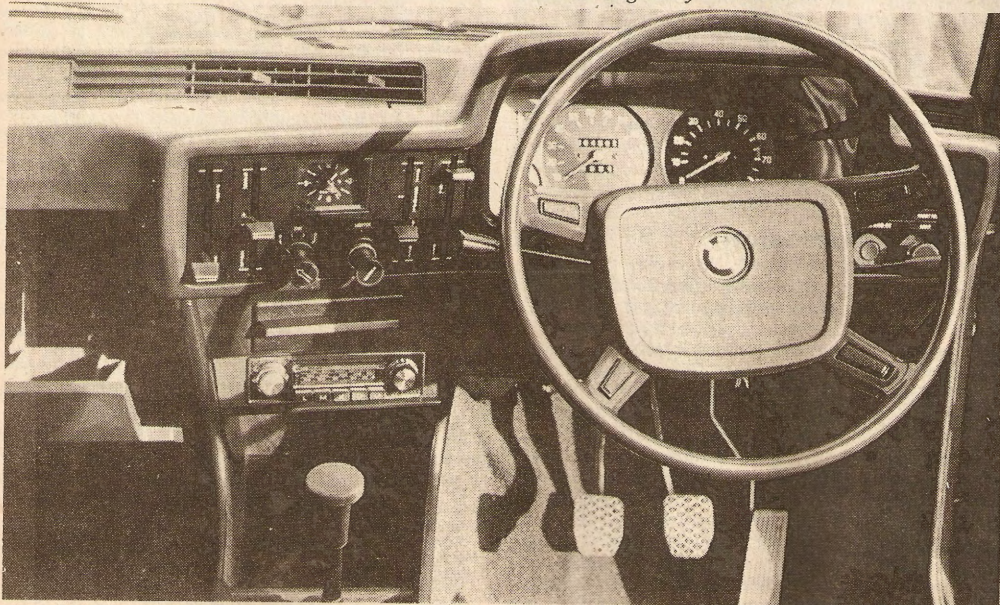
The engine, with its chain-driven overhead camshaft operating the inclined valves through rockers, has always been noted for its longevity and its high torque. Similarly, the gearbox is an old friend with a pleasant action, which transmits its power through a divided shaft to a chassis-mounted hypoid unit. Some geometrical changes have been made to the MacPherson front suspension, but the greatest transformation is in the steering and brakes, where a rack and pinion system and really man-sized discs are now found. The usual independent rear suspension by semi-trailing arms is still used.

The seats are all comfortable and the car is certainly a full saloon rather than a 2+2 coupé. The extra power that has been coaxed from the engine hides the increase of about 1 cwt that the longer body imposes. The new car is just as fast as its predecessor and might even surpass it in some parts of the acceleration range. The slightly lower gearing is probably an advantage in England, though I was less enamoured of it when I drove the 320 on a German Autobahn. For maximum performance, however, the present gearing is probably about right, as the ignition cutout never operates on top gear, except when diving down a steep hill.

Though the 4-cylinder BMW engine has never been noted for its silence, the 320 is a quieter and smoother car throughout its range than the 2002. Compared with the 6-cylinder BMW 528, the 320 is naturally less refined, but it rides and handles better than the bigger car. The gearbox is silent but the hypoid of the test car whined audibly between 35 and 50 mph; as I have not heard this sound on a BMW before, I presume that it was an idiosyncrasy of my particular machine. The total absence of road and wind noises is praiseworthy indeed.

The handling can be described as traditional, and those who have a preference for rear-wheel drive will like it very much. It is less tail-happy than the 2002 but the rear end can be hung out on occasion, under full control from the rack and pinion steering. The roadholding has something of

The 320 has a smart and functional interior treatment that adds greatly to its charm.

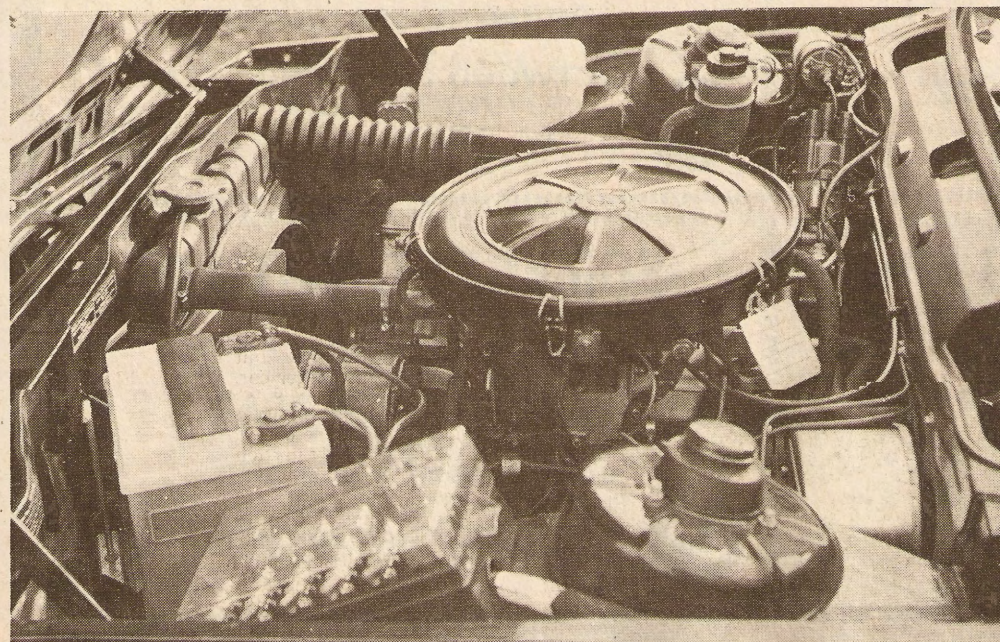




Wheelbase and track have both increased though, sensibly, width is only one half-inch greater.



Below: 1991 cc four cylinder BMW engine has never been noted for its silence but in the 320 is quieter and smoother than the 2002 throughout its range. Re-shaped combustion chambers give 9 bhp bonus.



a fail-safe quality, the inexperienced driver who is trying too hard being brought to his senses by the spinning of the inside rear wheel. I think that the 320 would out-corner the 2002 by a small margin. The new steering does not feel so absolutely direct as some rack and pinion assemblies, but it gives a fine sense of control with no kick-back.

The ride is really very good indeed. Some manufacturers are at last learning to avoid the fidgeting effect, from which all semi-trailing rear ends used to suffer, and BMW have now joined the club. Where the 320 excels is in the combination of sporting handling with a comfortable ride for all four occupants. The driver sits well up and has an excellent all round view, which is shared by his passengers, who are not tipped out of their seats on sharp corners.

When driving fairly fast, I found that the BMW seldom did much better than 20 mpg. This is probably due to the aggressive front-end treatment, which is unmistakably BMW but lacks the gentle curves which aerodynamics demand. A smoother nose would give more economical cruising or add about 4 or 5 mph to the top speed, but the car's Teutonic belligerence would be blunted.

It is difficult to convey what a satisfactory car the 320 is to use as one's everyday transport. Small enough to be nippy in traffic and easy to park, it has a fine reserve of power and can exceed 100 mph on any reasonable straight. For winding roads, it has a third gear that is sufficiently high for continuous use and an engine that enjoys plenty of revs. Some cars are tiring to drive fast and sound as though the machinery is about to burst asunder, but the little BMW shares the driver's enjoyment and the purposeful hum of its engine is music to the enthusiast's ear.

Time was when I would have loved to own a BMW 3.0 CSi and blow everybody else off the road. Nowadays, the rather less extrovert 320 is probably a much better bet. As a practical touring car of good looks and high quality, it's about the best yet from the celebrated Bavarian constructor.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: BMW 320 2-door saloon, price £3446 including car tax and VAT.

Engine: Four-cylinder 89 x 80 mm (1991 cc). Compression ratio 8.1 to 1. 109 bhp DIN at 5800 rpm. Single chain-driven overhead camshaft. Solex twin-choke downdraught carburetter.

Transmission: Single dry plate clutch, 4-speed synchromesh gearbox with central change, ratios 1.0, 1.32, 2.022, and 3.764 to 1. Hypoid final drive, ratio 3.9 to 1.

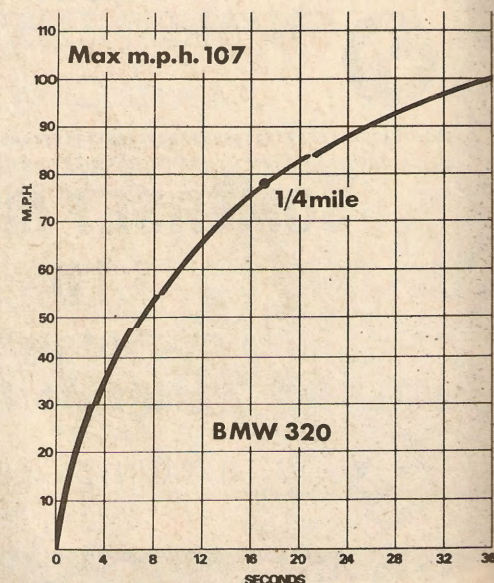
Chassis: Combined steel body and chassis. MacPherson independent front suspension with anti-roll bar. Rack and pinion steering. Independent rear suspension by semi-trailing arms. Coil springs and telescopic dampers all round. Servo-assisted dual-circuit disc/drum brakes. Bolt-on steel wheels fitted 165 SR 13 tyres.

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

Dimensions: Wheelbase 8ft 4in, track 4ft 6in, overall length 14ft 3in, width 5ft 3in, weight 1 ton 1 gr.

Performance: Maximum speed 107 mph. Speeds in gears: Third 84 mph, second 55 mph, first 30 mph. Standing quarter-mile 17.0s. Acceleration: 0-30 mph 3.2s, 0-50 mph 6.9s, 0-60 mph 10.1s, 0-80 mph 17.0s, 0-100 mph 36.2s.

Fuel Consumption: 20 to 25 mpg.



Percy—man for all surfaces

In two short seasons of motor racing, Win Percy has quickly risen to the heights of one of the top saloon drivers in the country. This is high praise indeed, but consider that the RAC G1 championship is the premier saloon car series in this country, and that Percy was equal first in it to the final moments of the last race, and you must realise that in his one season with the Samuri Toyota Celica, he's etched his name as one of the saloon drivers to be reckoned with. If this British bias is underrated, then consider his performance in the Tourist Trophy where he easily led both home and foreign opposition in a hastily adapted Toyota Celica, as opposed to more modified models, until the engine broke. Percy is by no means a professional racing driver in the business sense of the word, however. He's a married man with a daughter and a son, and owns his own service station in Dorset. Thus his racing is very much a hobby, despite his professional status and attitude.

Winston Percy was born some 32 years ago in the martyrs' town of Tollpuddle, not far from Weymouth, where Percy still resides. His father had a small farm, but on leaving school, the young Percy went to the local garage in Tollpuddle and under the aegis of the Woolbridge Motor Club, started doing local rallies and autocrosses in his Ford Anglia 1200. "I had a lot of luck with the car. It was at the time when you could do everything with the one car in competition, and still drive it on the road." It lasted for a couple of years before Win built his own 1650 Anglia in 1967, and with his wife, Rosemary, they set off to do the Player's No 6 autocross series. "We got to the final, which was held in the red car park at Silverstone that year. But we had a disastrous day. I hit a rut and swiped all the steering off. Rod Chapman won."

For 1969, Rosemary dropped out of competition, and meanwhile Win had moved from various garages to start up his own tuning business, Wintune, with a partner. It was a specialist tuning business with the two partners doing all the work. For fun, Win again did the Player's series, this time winning the big engined front engined rear wheel drive class and coming second overall. At the end of the season, Win also took in a few rallycrosses: "It really does give me a thrill. In racing, I think the biggest thrill is being on the startline, and so it is with rallycross. Then you have to fight it all the way round the track." One event at Lydden particularly sticks in Win's mind, his first at Lydden when, despite the presence of Barry Lee and Peter Harper in the Imp, Win was fastest overall after the first two runs, and eventually finished up with BTD. For Win, rallycross was and still is fantastic. He reflects on Tony Brise's recent rallycross debut and the differing lines of the rallycross men to Brise's racing lines. Percy is in much the same antithesis: always sideways when he was driving the Anglia, now a neat racing man. With near neighbour being Nick Jesty and his wife Judith, both very involved actively and politically, it's possible that Percy may return to rallycross again.

Back to the career. After a few autocrosses in 1970, the Anglia, which had won over 100 first and BTD awards, was sold. With the business on its feet towards the middle of the year, Percy saw a picture of local man Brian Cutting crashing a Midget into the chicane at Thruxton, and with Cutting being the bees knees around the Weymouth area when it came to racing, Percy nipped off to see him and bought the Midget, complete with dent. In his first race with the car, at Castle Combe, Win finished second in class and fourth overall. At Thruxton, for race two, Win spun on the damp track in his intermediates shod Midget so many times that he doubts whether he was classified as a finisher, but the following Lydden was a bit better, finishing second although the gearbox blew as he crossed the line. His swansong in the Midget was a 100 kilometre race at Thruxton, which went fine until the start of the last lap when Win's crew hung out a sign saying that he was fourth overall. In that last lap, Win relaxed slightly, and ended his race in the ditch at Village. That was Win's racing career for a few years.

In October of '70, Win started up the Wey Valley

Service Station in partnership with 2.0 sports car specialist Tony Birchenough. While the business was getting going in 1971, Percy was involved in a car accident and cracked his neck. While he was wearing a rectifying collar, Percy privately reckoned that it was the end of his racing career, and yet since then, he's been told that his neck could be stronger than ever. Even so, there was no racing until the end of 1972. During the intervening months, Birchenough decided to branch out on his own, so that Percy was left with the garage to run. They concentrate now on secondhand cars, leaning towards the sporty side.

At the end of 1972, Percy decided to get back into competition, and took a Datsun 180B SSS off his forecourt, bolted in the necessary safety features, and took it up to Cadwell Park for a rallycross. He won the G1 class, beating fellow south coast man Colin Malkin. The same thing happened early in '73 with a 240Z. Once again it came off the forecourt, and having seen Spike Anderson's efforts with a 240Z publicised in the motoring papers, he sent it off to Spike to be modified. On its return, Percy played himself in gently with driving tests and slaloms, helping out the Woolbridge MC with their club events, and aiding them in the 6 Hour Relay race.

The Datsun 180B SSS also re-emerged. Percy went down to the Firestone Rally with a local friend and met Jack Tordoff's navigator on the event on his return. So it was that with navigator John Forrest, Percy took to the Scottish Rally in the 180B SSS. After seven stages, Win was delighted to see that they were 38th overall and first in G1, but there his delight faded. On the next stage, the engine ultimately blew up. Over a yump,

Win gets a little crossed up on the wrong tyres on the way to his first Toyota win at Mallory Park last year.



the engine dropped due to lack of heavy duty mountings, and squeezed an oil pipe. The lack of oil to the engine eventually seized it, and that was that.

The winter of 1973/4 was looking a little dull until Spike Anderson rang Win enquiring whether Win would like to drive their modsports 240Z. Bob Gathercole was the sponsor, and his initial question on being informed that the person to drive the infamous Big Sam should be Percy, was "Who the bloody hell's Win Percy?" Eventually a deal was struck for 1974 whereby Percy would pay £50 per race. Although the car was very reliable towards the end of the season, they had continuous problems with the Porsche driven by Nick Faure. However, Percy won the 2000 cc to 3000 cc section of the modsports series and finished third overall. He had one large accident at Brands Hatch when the ex-Rob Grant car was virtually written off, and it was only at the end of the year that they discovered that they were using completely the wrong tyres. They should have been for long distance races, etc, not ten lap sprints, and never got warm. Throughout the season, Percy said that he received a lot of encouragement from Gerry Marshall, who also tried to help Samuri sell the 240Z, but was unsuccessful, and it still resides at Samuri's Bedford premises.

The touring car championship trail started at the beginning of 1975 when Samuri were lent the car by Toyota that John Markey had campaigned the previous year. Percy was again chosen as driver and immediately started to make progress in early testing. Percy pays considerable tribute to the quality of the product used in the first place.



After a win at the first round, the team were tremendously happy to go to Brands Hatch in good fettle, but a gashed tyre sent the car into the bank and it was written off. For the rest of the year, Percy used a 37,000 mile, one lady owner Celica which proved to be just as good. The season with Samuri's Toyota Celica took in 15 British National Touring Car championship events, the Access Tourist Trophy and the Six Hour Relay again for the Woolbridge MC team. Of the 15 championship events, Win won ten, took ten lap records, took one second, a fourth after a moment with Jennifer Birrell, there was the crash at Brands, a distributor problem and retirement at Snetterton, and at Oulton Park, Win was the sandwich between two cars and a brake pipe got squeezed and he ran out of brakes, but without dire results. Main rivals throughout the season were the Halesfield Avengers, and Percy pays tribute to the amount he learnt from Bernard Unett, their number one driver. Some needle developed between the two teams, but it all, basically, came to nought, even though the Toyota was checked twice for illegality at Halesfield's request. In the Tourist Trophy, Win was doing well when a rod let go, the first major mechanical failure.

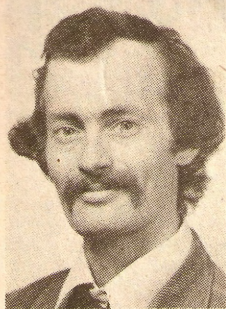
In fact finance for the whole season was limited. Barry Hudson, the man who prepared Win's Celica, did so for very little money, despite travelling daily from his Bedworth home 70 miles from Bedford. Toyota's budget didn't include Win's expenses either, so that despite his eventual second place in the RAC Touring Car championship, and his class win, Percy paid for his own expenses.

For 1976, it looks at this stage as though there will be at least one Toyota Celica in Britain for Percy. Bob Gathercole at Samuri had hoped to go into Europe's G2 with the new 2.0 Celica, but so far Toyota haven't said what money is available, and Brian Cutting's Celica has been sold to Bill Sydenham, Percy has had a number of inquiries/offers to drive other cars, but he wants to remain with Samuri, who in turn want to stay with Toyota. "It's this awful waiting, that's the trouble," said Win, "I just love driving; I just hope we'll be testing again soon" for the 1976 season, which isn't so far away."

Win doesn't have any single seater ambitions, although he'd like to drive a big sports GT, and he's been included in plans to run Big Sam at Le Mans, although these haven't reached fruition. For next season, Gathercole has had a Morgan Plus Eight prepared which Win may drive in prodports, but meanwhile, Win's winter consists of spectating at horse shows where his wife is a keen rider in jumping competitions. But the frustration of the closed season is wearing, and no driver who likes driving as much as Win likes to remain idle for so long. There may be the odd prize-giving coming up, but Win wants to be racing again. It'll be interesting to see how he gets along in the coming season, especially if Toyota go into Europe.

BOB CONSTANDUROS

AUTOSPORT, JANUARY 8, 1976



"It has been pointed out that the main reason why soccer gets that much space is the pools. I don't think that's the whole story. Soccer and cricket attract the following they do because they're games people grow up with."

DAVID BOGGIS

Twenty-nine year old David Boggis is currently working as a Sub Editor on home news for The Times newspaper. He has been an ardent and stoic rallying supporter since university motor club days and during his career in journalism has, among other assignments, covered the sport for the Bedfordshire Times.

The imagined authority of print

Knocking the press is a game anyone can play, and there are plenty of reasons why it's always popular. Inaccuracies carrying the imagined authority of print provoke the justified wrath of anyone with specialist knowledge. Outrageous headlines are written by shy, nocturnal animals known as sub-editors, who, unlike their reporters, don't have to explain to contacts and readers what they think they're up to. And, of course, nobody with a particular set of interests of their own has yet been fully satisfied with the coverage those interests get.

In the treatment the RAC Rally received in the national dailies, each one of those complaints can, as Peter Newton pointed out last month (December) in *PARC FERMÉ*, be substantiated. Space granted to the rally bore, with few exceptions, little comparison with that given to soccer, or even to cricket being played on the opposite side of the globe.

Three 'successive days' headings in the *Daily Telegraph* described Makinen as "the Flying Finn", a term that had become a cliché by the second year it was used and is now reduced to fatuity. *The Times*, normally — perhaps surprisingly — a good paper for rally coverage, managed to get two "ks" in Timo in one early edition.

Accuracy is basic, of course, and headings don't have to explore the bizarre just to evade the banal. But before I pitch into a discussion on why rallying doesn't get the extent of coverage some of us would like for it, let me declare an interest — two interests, actually, perhaps conflicting. One: I'm a dedicated follower of the sport of rallying, ostensibly because it justifies itself through feedback into family car technology, actually because exploits by the Fowkeses and Aléns of this world offer a vehicle for my fantasy life. Two: I'm a sub-editor on *The Times* home news.

The logical way for a paper to allocate space between the sports it covers is in proportion to the numbers of their supporters. Spectator figures, such as they are, for rallying show that the sport compares well with cricket but not with soccer.

The BBC reckoned two million people watched the 1974 RAC; "official" figures for 1975 showed 170,000 at the first seven of the 23 spectator stages. Counting club members, 317,400 people watched last summer's four cricket Test matches. But in 1973-4 according to the Rothman's Football Yearbook, slightly fewer than 25 million people watched football in Divisions One to Four, including 13,071,000 who went to First Division games.

However, that doesn't correlate too well with press coverage. While the RAC Rally was on, the *Daily Telegraph* gave 32½ column-inches to rally

coverage, 10in to cricket and 536½in to soccer including all pictures and headings. The ratio in *The Times* was a little better, with 65in on the RAC, 100in on cricket and 356in on soccer. In the *Daily Mirror* the rally actually got more space than cricket, 78in to 60in; with, however, no fewer than 12½ pages for soccer.

Monday morning provided the biggest disparity in each case, with, for instance, six inches of rallying in the *Telegraph* and a full page of weekend soccer.

Interestingly, while *The Times* and *Mirror* placed the rally on sports pages, the *Telegraph* decided it was news.

It has been pointed out that the main reason soccer gets that much space is the pools. I don't think that's the whole story. Soccer and cricket attract the following they do because they're games people grow up with. Rallying is an acquired taste. It isn't easy to play when you're seven and walking home from school, and even when you're 27 and, physically at any rate, more advanced, it's more expensive, since even to spectate seriously you need a car, maps and a lot of warm clothing.

It follows that not half enough people know half enough about the sport. Conversely, almost the whole of our male population and a tidy few of the females know what soccer and cricket are about.

Ignorance affects press coverage and is in turn affected by it. Yet if people wrote to newspapers saying: 'How about a bit more on rallying?' sports editors would eventually start to get the idea that that was what some readers wanted.

Evidently they don't, so you get rallying struggling for space between equestrianism, lacrosse and Olympics in the next Ice Age (or where it appears as news, between political hot air and society divorces).

When they do, maybe journalists will get the chance to explain to a lay readership precisely what happens in rallying — and it's a complex activity, unlike racing. It's not something you can clarify in a single phrase, and with the number of column-inches at most national sub-editors' disposal, they can't afford to let through screeds of background every time they handle a rally report.

Peter Newton's point ("not everyone . . . is as au fait with Tony Drummond's throttle pedal as with Gerry Francis's book," etc) may be taken completely: failure to make oneself clear, or to identify people, places or events alluded to, is simply bad journalism. But there isn't the room in a routine rally report to summarise either the sport of rallying or the previous six months' gossip about the individual featured in the opening

paragraph. Maybe when we've all spent long enough plaguing our favourite sports editors, it might be different.

Improvement, I'm convinced, must come organically. The more spectators there are, the more newspapers will report on what they spectate. The more coverage rallying gets the more sports "subs" are likely to become forcibly re-educated, to recognise suspect statements or spellings in reporters' copy (and newspapers aren't the only guilty parties in that respect: a certain Swedish Stratos driver is in these pages as likely to be spelt Walfriddson as the correct Walfridsson; and other detail points frequently annoy).

Meanwhile, in the absence of definite evidence that readers want more rally coverage — and bear in mind that any editor is constantly aware that readers can and do stop buying his paper if he tries to ram stuff down their throats that they don't want — one-off features like the expansive, informed Observer article the week before the RAC are the only way of providing the background information against which the hour-by-hour incidents of a rally will make sense.

The other point that's often overlooked is this: no amount of artificial inflation of rally coverage will gain one new supporter for the sport. That's not something newspapers can do. It has to be done by the blokes at the sharp end: the drivers, co-drivers, mechanics, marshals, timekeepers. And plain spectators too.

Happily for the state of the sport, most participants with whom I have any contacts seem ready enough to help make good-type news, rather than "shock horror drama," out of rallying. Possibly being a fanatic about the sport gives a linguistic advantage not shared by less dedicated colleagues: the less background you start with, the less reliable a story you're likely to get.

It remains that many of the much-criticised "assorted press flotsam" are lacking in specialist knowledge. But so are their readers, and the journalist's task is to grasp an already unfamiliar subject and make it intelligible and interesting across next morning's cornflakes.

The more rallying people who appreciate that, and who take the trouble to try and educate pressmen who may have comparatively little clue as to what's going on, the better those pressmen are going to like and understand the sport, and the more chance we're all going to have of seeing our own enthusiasm for rallying conveyed into the otherwise often jaded print of our national newspapers. It can be done. But only if everyone does something about it.

Coverage Comparison

		RAC Rally	Soccer	Cricket
The Daily Telegraph				
November	22	10½in	78in	20in
	24	6in	full page	24in
	25	7in	6 columns	15in
	26	4½in	52½in	26in
	27	4½in	98in	16in
The Daily Mirror				
November	22	32½in	2½ pages	11in
	24	10in	3¾ pages	15in
	25	8½in	2½ pages	10in
	26	13in	1¾ pages	none
	27	14in	2 pages	24in
The Times				
November	22	7½in	54in	10½ in
	24	12in	6 columns	23in
	25	10½in	46in	10½in
	26	8in	54in	32in
	27	27in	60in	24in



Wyllie's 2½-ton accelerated mass begins to take effect, defying all corrective measures applied...

Taking Wyllie for a spin...

By GUY EDWARDS

The dulcet tones of Ian Bracey, of Lloyds Insurance fame, bombarded my eardrums as I picked up the phone. "I hear you're taking Wyllie for a spin." "Pardon", I replied. The statement was repeated. "Who the hell's Wyllie?" I said. "You remember, last night, Ian Harrower, Bistro Vino . . ." And then the penny dropped. At an extremely riotous dinner the previous evening I had indeed promised Ian Harrower that I would track test Wyllie the following Friday at Silverstone.

"Fabian of the Yard"

Wyllie, better known to the licensing authorities as Wolsley 6/90, WYL 800, and formerly the pride and joy of a vicar and star of 'Fabian of the Yard' is now the battle chariot of Equipe POW. Formed in January 1975, Equipe POW is essentially a group of enthusiasts drawn from regulars of the Princess of Wales pub in Chelsea who wanted to bring a little unprofessional-type fun back into club racing without recourse to overdraft facilities. The ten syndicate members purchased Wyllie from *Exchange and Mart* for the awe inspiring figure of seventy five greenies (about the cost of a Formula 5000 rear tyre). The engine was breathed upon gently by Anthony Hart of Hart Racing Services in Hammersmith and race prepared by Andrew Britten of the Racing Gearbox Centre. Wyllie has

been driven to races all season, usually five 'up', and every Equipe member has driven. The Equipe won the Classic Saloon Trophy for the best presented car of the season and a special commendation plaque for 'good entertainment.'

A classic lady

As arranged, I duly presented myself at Silverstone club circuit at 10 am on a damp Friday and after exchanging pleasantries with "Silverstone Syd", was greeted by Messrs Harrower, Britten and Duckett (the stockbroker member of the syndicate). Wyllie was already lined up in the pit lane waiting to go, immaculate and looking not a day over five years old. She, and I think it is a sign of respect to refer to Wyllie as "she", looked purposeful with the wide Dunlop SP tyres and

Aley roll cage, the effect being further heightened by the white number roundels on the doors. Apart from the wide tyres, the addition of a strong front anti-roll bar and a professionally built engine, Wyllie was in exactly the same condition as when she had rolled out of the factory in 1957 - 'Honest Guv, one owner, retired Vicar, never raced or rallied'!

Civilised chariot

After donning my gear, I climbed aboard reflecting that this was really a very civilized chariot in which to engage battle with ones fellow competitors. No cramped cockpit with your rear end resting on cold aluminium, but seasoned leather no less, and seasoned by clerical cloth to boot! Wyllie's one concession to her new role, was the full safety harness into which I slipped with comparative ease. Designed for racing drivers, the short gear lever was mounted to the right of the seat on the floor, and the steering wheel would have done credit to a London bus.

"Right", said Britten, "instrument check". And so, the mysteries of Wyllie's communication system were explained to me. Undoubtedly, the most important button was the one which operated the large external police bell, an engine telegraph system I rudely thought! Apart from that superb anachronism, everything was fairly standard with the veneered fascia being dominated by the speedo and rev. counters.

"Right", said Ian. "O.K.", said I. "Engage second before first", said Ian. "Exactly like a Hewland", thought I, and off we went.

Fun experience

No matter what car you drive, whether it is a Formula 1 or a Classic saloon, driving on a circuit is always a fun experience and with the track wet from the persistent squally showers I was looking forward with very unprofessional, but genuine enthusiasm to my first drive since the Motor Show 200 at Brands Hatch last October.

By no stretch of the imagination could Wyllie be called fast, ninety five miles per hour flat out, maybe one hundred over a cliff; but 'interesting' yes. Very, very interesting. Five thousand rpm was where maximum usable revs indicated a gear change and with third gear taken for Woodcote and Becketts only, I was able to experiment with Wyllie's handling on the wet surface. Although basically an understeering car, oversteer could be induced very easily on the turn into the corner by the simple expedient of backing off. But, as I found out to my cost, Wyllie did not behave at all like a racing car in moments of stress. Once the rear end got beyond a certain point the pendulum effect of 2½ tons moving sideways, coupled with the lack of power, meant that Wyllie just would not respond to steering correction no matter how fast it was wound on. Once she was gone she was gone and that was that. Suitably impressed by this new set of rules I continued experimenting and eventually found that undoubtedly that quickest way was the most boring - but then, isn't it always! Leave your braking too late and all four wheels would lock turning Wyllie promptly sideways in whatever

Team manager, Ian Harrower; assistant team manager and mechanic, Andrew Britten and secretary of team POW, John Duckett with Wyllie. Note - only fresh copies of *AUTOSPORT* are entrusted with blanking the radiator.



direction took her fancy. Induce oversteer and immediately you lost time.

God bless her

What Wyllie was trying to tell me, although communication was very limited due to her age, God bless her, was that she didn't mind being belted round a track (kind of Indian summer really) but if it wasn't done with finesse and dignity, then it wasn't going to be done at all.

Wyllie's brakes responded tolerably well if applied ages in advance and she cornered well if led surely, but gently, round corners in an understeering condition. Times could be further improved by almost imperceptibly inducing Wyllie out of understeer into neutral to a slightly oversteering condition; but the advantage was marginal and the penalties of too much oversteer, instant and embarrassing.

Wyllie is, after all, a Classic Saloon and not a thoroughbred racing car, and you don't employ a dowager Duchess at the Windmill Theatre.

The Classic Saloon Car Series is a genuine and successful attempt to provide enthusiasts with circuit competition without them ending up in Carey Street. It is not professional motor racing, nor is it intended to be. The rules exclude sponsorship and limit modifications, with the result that Equipe POW and other similar minded groups are able to leave the spectator enclosure and actively participate in a fun series throughout the season.

I enjoyed taking 'Wyllie for a spin'; she reminded me that you never stop learning and that cars do have a character.



Taking on water with Guy Edwards, Andrew Britten, John Duckett, Silverstone Syd and Ian Harrower all attending.

MONDELLO PARK

A shot in the dark for Tuite

Highlights are generally not expected of the Irish Motor Racing Club's traditional Christmas Meeting at Mondello Park, this being in the main a fun outing during the depths of the off-season. But headlights would have been a valuable asset to the modsports drivers, in particular, who competed in the last race of a wet and overcast Sunday, December 28, in conditions of virtual darkness — the gloom conquered by Brian 'Old Cats' Eyes' Tuite, who borrowed John Gale's Duckhams Championship-winning Aldon/Auto Extra MG Midget to score his first win of the season!

There was little enthusiasm in evidence in the running of this meeting, which did not get under way until much later than the scheduled 1.30 pm; eight races were too much for this time of year and delays between races resulted in the last three races being run off in dreadfully poor light. And for the first time ever at Mondello Park, since May '69, there were no printed programmes to be bought, borrowed or stolen! IMRC annually run three Mondello meetings, the Phoenix Park road races, Enniskerry Hillclimb, and also autocrosses, driving tests and rallies, and as such, should be the biggest club in the country. But only a mere handful of the usual dedicated officials could be mustered for this meeting, and long after the majority of those present had taken refuge in the comfort of the bar, the over-worked officials stuck

it out bravely to the soaking end, along with the equally drenched members of the Motor Racing Marshals Club of Ireland and the bleary-eyed timekeepers.

Scratchman Dickie Lovell-Butt came through to win the vintage handicap with his famous blown MG K3 Magnette, beating Tony Dowling's ACJ Special and the Chain-Gang Frazer-Nash of T. Colley. Only five 1.3 Minis contested the modified saloons race, and Brendan O'Mahony's lead did not last a lap, the solicitor spinning it all away at Castrol. Stee Griffin ran on to yet another convincing win in his Rolo Mini from Conor Linehan and Seamus O'Connor, with O'Mahony fourth and fifth was Tony Brennan, who had the fastest lap at 58.43 mph, but he too found the surface very slippery and spun himself out of contention.

Frank O'Rourke in his Opel Ascona 1900 ran away with the Group 1 saloon race, but there were some furious carve-ups for the runner-up placings with George Windrum in his Ford Capri 3000 beating Gerry McGarrity's little Honda Civic for second spot by only 1.2s; and just 0.4s behind the Honda, Eddie Jordan in a 2.3 Vauxhall Magnum and Dermot Faulkner in a BMW 2002Tii flashed across the line together, and the judges gave the placing to Formula Ford man Jordan.

Dan Daly initially led the first Formula Ford heat, only to spin away his advantage and finally

finish fourth in his Lotus 69M. David Kennedy made no mistakes to bring the Group Waterworks Crossle 30F home with 13.2 seconds to spare over Trevor Templeton (Van Diemen), and Noel Kavanagh finished third in his Hawke DL11. Gary Gibson in another 30F had an even greater margin of victory in the second heat, when he beat the similarly-mounted Mike Phillips by 16.8s. Tommy Mullan, a Mondello Racing School pupil, was very impressive in a Crossle 20F, holding off Phillips for most of the race and only 1.4s behind at the finish. Eddie Jordan had a spinning time in Dan Daly's Lotus 69M which he eventually brought into fourth place.

An 8-lap handicap race was next, won by Jim Wilson in a Honda Civic from Dermot Faulkner's BMW 2002Tii. That great Mondello supporter Patsy McGarrity was the only Atlantic driver entered, and he did an impressive 5-laps demonstration run in his Chevron B29 in front of the Formula Ford final runners. Gary Gibson was ordered off the grid for not having a front number on his Crossle 30F, requested by the timekeepers at approx eleven o'clock that morning but essential in the poor light of the late afternoon — to which Gibson protested by driving in front of the control tower and displaying rude Harvey Smithsonian gestures to the men in the box! David Kennedy won the race in his 30F, by 10.4s from Trevor Templeton in the Van Diemen, with Dan Daly running the second man to within 1.8 seconds in his Lotus 69M.

Brian Tuite conquered the darkness to win the modsports race in John Gale's car, beating Morgan Dempsey by two seconds, with Ed Mahon just a second behind Dempsey, all in MG Midgets.

BRIAN FOLEY

Vintage Handicap (7 laps): 1, Dickie Lovell-Butt (MG K3), 11m 35s, 49.05 mph; 2, A. J. Dowling (ACJ Spl), 12m 8s; 3, T. Colley (Frazer-Nash), 12m 16s. **Fastest lap:** Lovell-Butt, 1m 28.2s, 50.61 mph.

Modified Saloons (10 laps): 1, Stee Griffin (1.3 Mini), 13m 7.8s, 56.66 mph; 2, Conor Linehan (1.3 Mini), 13m 26s; 3, Seamus O'Connor (1.3 Mini), 13m 41.8s. **Fastest lap:** Tony Brennan, 1m 16.4s, 58.43 mph.

Group 1 Saloons (8 laps): 1, Frank O'Rourke (Opel Ascona 1900), 11m 25.2s, 52.12 mph; 2, George Windrum (Ford Capri 3000), 12m 2.2s; 3, Gerry McGarrity (Honda Civic), 12m 3.4s; 4, Eddie Jordan (2.3 Vauxhall Magnum), 12m 3.8s; 5, Dermot Faulkner (BMW 2002Tii), 12m 3.8s; 6, Joe Fitzgibbon (Ford Capri 3000), 12m 11.4s. **Fastest lap:** O'Rourke, 1m 24.6s, 52.77 mph.

Formula Ford, Heat 1 (8 laps): 1, David Kennedy (Crossle 30F), 10m 20.6s, 57.54 mph; 2, Trevor Templeton (Van Diemen), 10m 33.8s; 3, Noel Kavanagh (Hawke DL11), 11m 8.6s. **Fastest lap:** Kennedy, 1m 16.4s, 58.43 mph.

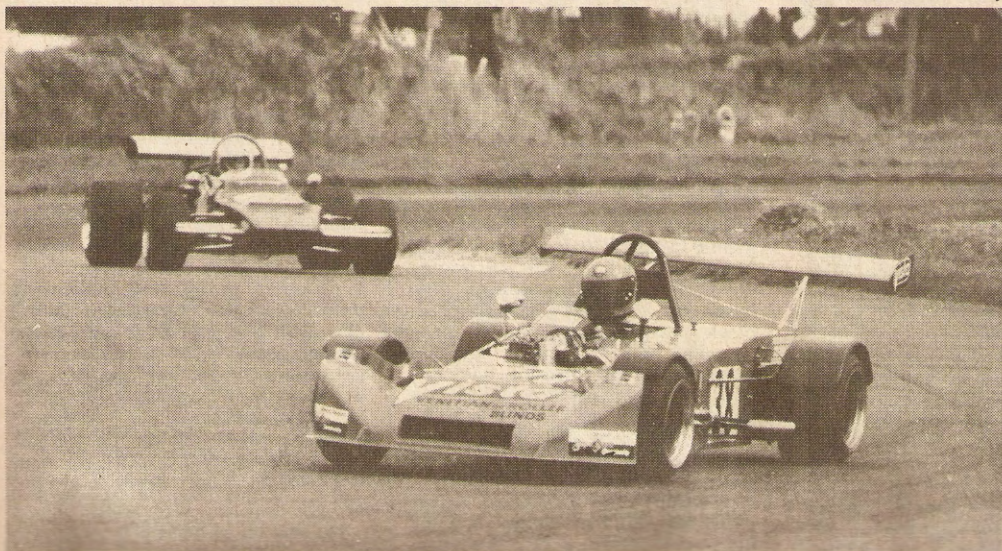
Formula Ford, Heat 2 (8 laps): 1, Gary Gibson (Crossle 30F), 10m 22.8s, 57.34 mph; 2, Mike Phillips (Crossle 30F), 10m 39.6s; 3, Tommy Mullan (Crossle 20F), 10m 41s. **Fastest lap:** Gibson, 1m 16s, 58.74 mph.

Handicap (8 laps): 1, Jim Wilson (Honda Civic), 11m 22.8s, 48.99 mph; 2, Dermot Faulkner (BMW 2002Tii), 11m 25s; 3, P. J. O'Connor (Mini Clubman GT), 11m 33.2s.

Formula Ford Final (5 laps): 1, David Kennedy (Crossle 30F), 7m 13s, 51.55 mph; 2, Trevor Templeton (Van Diemen), 7m 23.4s; 3, Dan Daly (Lotus 69M), 7m 25.2s; 4, Paraic Mooney (Merlyn), 7m 30.8s; 5, Mike Phillips (Crossle 30F), 7m 32.4s. **Formula Atlantic (5 laps):** Patsy McGarrity (Chevron B29), 6m 41.4s, 55.60 mph.

Modsports (5 laps): 1, Brian Tuite (MG Midget), 7m 56s, 46.89 mph; 2, Morgan Dempsey (MG Midget), 7m 58s; 3, Ed Mahon (MG Midget), 7m 59s; 4, Don Kissane (MG Midget), 9m 0s; 5, Dave Waters (MG Midget), 9m 1s; 6, Mick Fitzsimons (Triumph Spitfire), 9m 4s.

Derek Shortall was the only Irish driver to win two championships in '75 — seen here leading Don Murray.



Julian wins the first

The first Sporting Trial of New Year took place last Sunday — the Peterborough Motor Club being the hosts to this Semperit/BTRDA event, it was also a points scoring, RAC round.

The Warco Cup trial attracted an entry of some 40 cars most of which gathered at Huskisson's Lodge Farm at Kings Cliffe out of brick smoke distant from Peterborough. The rain waited for most to arrive then started its merry tricks. The first round of ten hills was completed in reasonable conditions but from then on went from bad to worst. Tony Harrison led the field in his Kincraft with the loss of 25 marks, Colin Taylor (Cannon) being one point back, from Julian Fack 29, John Hopkins 31, Jack Pearce 33, and Lol and George Fisher both on 37.

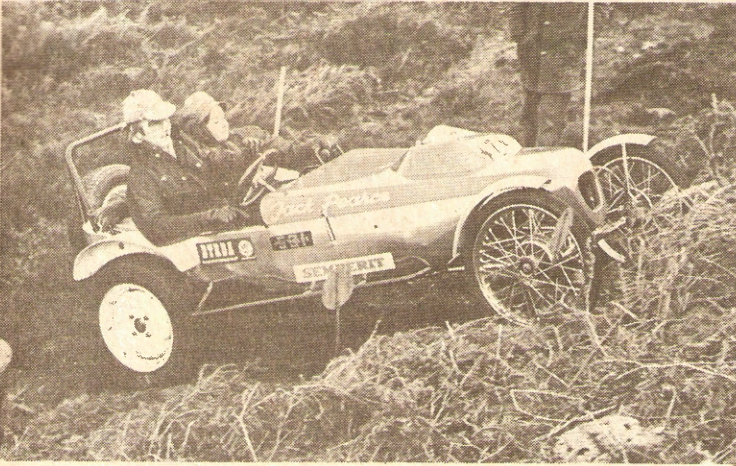
The second round had a few minor alterations but the rain was beginning to win, competitors sliding out of the sections so that scores began to soar. Stirling Moss after a super slippery turn sailed into a tree which left his Cannon's front wheel the worse for wear. Ivor Portlock had his throttle cable break but with the

assistance of his wife Jill pulling the short ended linkage, managed to complete the round. Julian Fack moved into the lead with a skilful 32, he was lucky to have passengering for him Helen Pine of "Motor Racing Hardware," winning bouncer on the Experts with Robin Jager. Tony Harrison dropped to second with a 41, and Jack Pearce moved up into third. Billy Warr showed a burst of skill to climb the charts and Gordon Jackson started his loud foot challenge.

A long lunch break was taken which was welcomed until the wet chilled on one's back and the thought of home appeared a better idea. However, things got moving and a final round of ten dripping hills saw Julian Fack run out a comfortable winner with a 24 round, this was equalled by Jack Pearce and Gordon Jackson which put Jack into second place and Gordon next level with Colin Taylor. Tony Harrison 39 moved out to fifth just ahead of Ivor Portlock.

1. J. Fack (Impunity), 85 marks lost; 2. J. Pearce (Kincraft), 93; 3. G. Jackson (Ibex), C. Taylor (Cannon), 100; 5. T. Harrison (Kincraft), 104; 6. I. Portlock (Dryad), 112.

Jack Pearce on his way to second on the Warco.



Snetterton's rallycross go-ahead

The joint organising talents of the Sporting Car Club of Norfolk and the West Suffolk Motor Club will again be presenting a winter rallycross championship at Snetterton. A class system, with class awards at each meeting will again be used thus giving all engine sizes a chance to figure in the results. Nine points go to the best in each class run, eight to the second best and so on down to one point to the ninth man in each class. An individual's best two scores at each meeting will count with the best three runs to count at the final meeting.

Despite increased costs, the entry is still £5.25, and regulations for the championship and events are now available from Anne Ainsworth, 74 Pioneer Road, Norwich, tel: Norwich 412512.

The meetings take place on: January 18, February 22, March 21, and April 25.

Oil and champers up north

The Northern Clubmans Champagne championship newsletter contains the minutes of the meeting held in December at which their 1976 championship regulations were announced. For 1976, the series is to be sponsored by Harry Cooper of George Cooper (Lubricants) Ltd of Sheffield. The points system is as in previous years with 9-6-4-3-2-1 going to the top six finishers in each class, and prize money being awarded at the rate of £5 per point for the A class and £2 per point for B class drivers.

However, there is to be a proviso on money payment, dependent on the number of starters. If 12 starters, monies are paid to sixth place, 10/11 starters, paid to fifth place, 8/9 starters paid to fourth place and so on. This applies to each class.

The title of the series is Northern Clubmans Racing with Cooper Oils, but without the champagne title; it was decided that something should be done, and immediately Design and Promotions Group offered to buy the champers for the A class. At this, Geoff Lambert, Ken Shipley and Alistair Mackintosh agreed to share the cost of champers for the B class,

Thompson by 4 m

With a third of the entry of 64 crews members of the promoting club, Rugby MC were well satisfied when they landed first, fourth and sixth on their Esso Uniflo Dunsmore Rally last weekend.

Winners of the 150 mile event mainly in Northants and Leics, were Dave Thompson and Tony Timms in a Mexico who dropped 15m 58s. The finished nearly four minutes ahead of the 1975 winners John Leyland and Neil Fairhurst in an RS 2000.

The Avenger GT of Chris Drake and Dave Coustick was third on 20m 21s just 17s ahead of the second best Rugby crew, John Bygrave and David Lloyd, in their RS 1600. The latter pair put up the fastest aggregate on the four short selectives by half a minute.

The Poachers club crew of George Crighton and Pete Maskell held fifth spot in their Colt GS on 21m 30s and sixth were Paul Ridgway and Rod Parrott in their Hunter on 23m 24s.

East Midland Champions last year Mike Hutchinson and Eric Cowcill dropped themselves out of sixth place in Hutchinson's standard Hunter for failing to stop at a Give Way sign close to the end of an event in which 56 crews got home.

1 D. Thompson/T. Timms (Mexico), 15m 58s; 2. J. Leyland/N. Fairhurst (RS 2000), 19m 53s; 3. C. Drake/D. Coustick (Avenger GT), 20m 21s; 4. J. Bygrave/D. Lloyd (RS 1600), 20m 38s; 5. G. Crighton/P. Maskell (Colt GS), 21m 30s; 6 P. Ridgway/R. Parrott (Hunter), 23m 24s. **Semi-experts:** C. Bradburn/J. Taylor (VW 1600), 28m 53s. **Novices:** D. Gardner/B. Gibbon (Mini), 40m 23s.

● The All Wheel Drive Club are holding another Hillrally, this one in Southern England on May 8/9 of 1976. Plans are going ahead well, and already stages are being planned, including 42 miles on the Saturday. The AWDC are planning various social arrangements to be included in the weekend, and entries are said to be limited to 120.

Esso raise saloons' awards

For the fourth successive year, Esso are sponsoring the BRDC's special saloon car championship over eight rounds, mainly at Silverstone. The series will be for the normal four classes, but in most cases, they will have their races split up to over 1000 cc cars in one race and under 1000 cc cars in another.

Prize money for the 1976 season has been increased with £300 being paid out per round. The two big class winners receive £50 for a win, and the small class winners get £25. Points scoring goes down to the first six at the normal World Championship rate of 9-6-4-3-2-1, and the end of season prize fund amounts to £375. The dates are:

Esso Uniflo special saloon car championship (four classes): April 4, Thruxton; April 19, Silverstone; May 15, Oulton Park; June 20, Silverstone; August 1, Silverstone; August 15, Brands Hatch; August 30, Silverstone; October 2, Silverstone.

Mallory prize giving . . .

The BRSCC (Midland Centre) make the magnanimous gesture to any working members to go along to their disco and buffet this Saturday at 8 pm in the Mallory Park clubhouse. It's all free and they'll be presenting prizes to both their championship winners. John Evans gets the handsome end (£139) of £150 to be shared out among the top three drivers in the modsports series with Peter May and Max Payne winning the other two major awards, £89 and £66 respectively, while all other points scorers also get £4 per point.

In the special saloon series, Freddie Heaney gets the handsome slice of £100 (£74) with Bill Cox taking home £51 and Grahame Goode getting £38, while all other points scorers also score £3 per point.

. . . and practice days

Mallory Park Circuit Ltd are making the circuit available for seven days of general practice during the next year. Each day will be for both motor cycles and cars, alternating every 20 minutes, starting at 10 am with motor cycles, having an hour's break at 1 pm for lunch, and then continuing until 5 pm, unless inclement weather or bad light stops play. Charges are £8 per half day, £15 for a whole day with extra drivers at a pound a piece for half the day, or £1.50 for the full day. Should there be any doubt about practice, a recorded message will be left on the track's phone at Earl Shilton 42931, whence any further information may be gained.

The dates are: January 24, February 21, May 15, June 5, July 17, November 13, December 4.

Brown hopes

Although the damage to the experimental Escort 1300 twin cam of Croft Brown and Jeff Hignett was pretty comprehensive after rolling five times on a nasty, snowcovered, black ice stretch near the end of the Airedale and Pennine event last weekend. Croft Brown has not written the car off completely. He hopes to be out again this weekend.

The same spot took Tony Brunskill and Dave Orrick out of second place in their Avenger GT. They slid into a very solid iron fence which effectively left them with only one light but they struggled to the finish.

Miss Bradshaw relaxes

Miss Anne Bradshaw of the BRSCC is an energetic young lady. Every Christmas, rather than sit at home and consume quantities of food and drink, Miss Bradshaw exercises her mind by producing a huge calendar of all the forthcoming championships either in or involving British motor sport that she can immediately think of, or that she knows about.

It's a bit like a musician composing in the dark, because Miss Bradshaw can't check up on too many things with her colleagues in similar positions, because some of them may have eaten and drunk too much, and, surprisingly, they may not want to talk to Miss Bradshaw as it's Christmas. Thus Miss Bradshaw's calendar may not be the most accurate, but it does fill some holes in the British racing calendar.

In fact, it may not make Miss Bradshaw too popular with some people, as we can think of a number of championships etc that she has announced before that club or organisation has done so, and they, in turn, may feel that they'd like to

MCD Formula Ford challenge: April 25, Brands Hatch; May 2, Mallory Park; May 9, May 23, May 30, June 27, July 4, July 25, August 1, October 17, Brands Hatch.

BRSCC Novices Formula Ford championship: March 20, Mallory Park; March 27, Snetterton; April 15, Oulton Park; April 18, Brands Hatch; July 10, Castle Combe; August 29, Brands Hatch; September 17, Oulton Park; October 9, Mallory Park; November 7, Brands Hatch.

BRSCC Northern Centre Formula Ford championship: March 7, Croft; April 17, Rufforth; April 19, Croft; May 2, Croft; May 29, Rufforth; June 13, Croft; July 11, Croft; July 25, Cadwell Park; August 30, Croft; September 5, Rufforth; September 26, Cadwell Park; October 10, Croft.

BRSCC South Western Centre Formula Ford championship: April 19, Castle Combe; May 31, Llandow; July 10, Castle Combe; July 25, Llandow; September 11, Castle Combe; September 26, Llandow.

BRSCC Escort championship: March 7, Brands Hatch; March 21, Mallory Park; April 17, Rufforth; April 19, Croft; May 31, Llandow; June 13, Brands Hatch; June 27, Snetterton; July 11, Mallory Park; July 25, Cadwell Park; September 5, Rufforth; September 11, Castle Combe; September 18, Oulton Park; September 26, Cadwell Park; October 3, Snetterton; October 10, Brands Hatch; October 16, Oulton Park.

The Leyland Cars National Mini challenge, Mini 7: March 6, Silverstone; April 4, Mallory Park; April 19, Croft; May 16, Snetterton; May 31, Castle Combe; June 6, Silverstone; June 13, Brands Hatch; June 20, Cadwell Park; July 4, Mallory Park; July 11, Cadwell Park; July 25, Llandow; August 15, Brands Hatch; August 29, Thruxton; August 30, Snetterton; September 5, Rufforth; September 11, Castle Combe; September 26, Llandow; October 10, Croft; October 16, Oulton Park.

Mini 1000: March 6, Silverstone; April 4, Thruxton; April 19, Castle Combe; May 2, Brands Hatch; May 23, Cadwell Park; May 31, Castle Combe; June 13, Lydden; June 27, Snetterton; July 11, Cadwell Park; July 25, Llandow; August 15, Brands Hatch; August 22, Lydden; August 29, Thruxton; September 5, Snetterton; September 19, Mallory Park; September 25, Silverstone; October 10, Mallory Park.

RAC National Formula Ford championship: June 13, Snetterton; July 11, Mallory Park; August 1, Silverstone; August 8, Thruxton; September 18, Oulton Park; November 7, Brands Hatch.

Brush Fusegear Formula Ford championship: March 14, Silverstone; April 10/11, Silverstone; April 19, Silverstone; May 31, Silverstone; June 20, Silverstone; June 26, Oulton Park; August 1, Silverstone; August 14, Oulton Park; August 30, Silverstone; October 2, Silverstone.

change some of their dates.

But few people are ever angry with Miss Bradshaw, although they may be angry with us, because *Sports Extra* publishes below, all the dates to those championships that they haven't yet covered. Among these are various names that may be a little strange to the reader. For instance, Miss Bradshaw has unearthed something called MCD Open Single-seater championship, which is, apparently, a club *Formule Libre* series run on MCD circuits. Their FF series, based at Brands, is of course, currently unsponsored, and Miss Bradshaw has included a number of the BRSCC's own series which have not yet attracted sponsors, including their Novices FF series, and the Escort series, now that *Penthouse* have pulled out.

But the list is still considerable, even though some of the dates may change, and the prize structures still have to be made official. In due time, when these details become available, *Sports Extra* will again publish the regulations and outline the series. Meanwhile, for a busy 1976, make a note of:

BRSCC South Western Centre special saloon car championship (four classes): April 19, Castle Combe; May 31, Llandow; July 10, Castle Combe; July 25, Llandow; September 11, Castle Combe; September 26, Llandow.

BRSCC Northern Centre special saloon car championship (four classes): March 7, Croft; April 17, Rufforth; April 19, Croft; May 2, Croft; May 29, Rufforth; June 13, Croft; July 11, Croft; July 25, Cadwell Park; August 30, Rufforth; September 5, Rufforth; September 26, Cadwell Park; October 10, Croft.

DC Cook Direct, Tapes Northern League championship — BRSCC Production sports car championship: March 7, Croft; April 17, Rufforth; April 19, Croft; May 2, Croft; May 29, Rufforth; June 13, Croft; July 11, Croft; July 25, Cadwell Park; August 30, Croft; September 5, Rufforth; September 26, Cadwell Park; October 10, Croft.

BRSCC Production sports car championship Southern League: March 28, Snetterton; May 9, Brands Hatch; May 31, Mallory Park; June 20, Mallory Park; June 26, Oulton Park; July 4, Silverstone; July 10, Castle Combe; August 22, Ingliston; September 12, Brands Hatch; September 19, Mallory Park; October 16, Oulton Park.

Tricentral Car Group Clubmans sports championship: March 14, April 9/10, April 19, May 31, August 30, October 2, Silverstone.

MCD Clubmans sports championship: March 6, Oulton Park; March 28, Snetterton; April 4, Brands Hatch; April 16, Oulton Park; April 19, Mallory Park; May 2, Brands Hatch; May 9, Thruxton; May 30, Brands Hatch; May 31, Mallory Park; June 13, Brands Hatch; July 11, Croft; July 31, Oulton Park; August 1, Silverstone; August 8, Thruxton; August 15, Snetterton; August 29, Mallory Park; August 30, Brands Hatch; September 26, Brands Hatch; October 16, Oulton Park; October 24, Mallory Park.

MCD Open Single-seater championship: March 6, Oulton Park; April 4, Mallory Park; May 1, Oulton Park; June 13, Brands Hatch; June 27, Snetterton; July 25, Mallory Park; August 15, Brands Hatch; September 19, Brands Hatch; October 2, Oulton Park; October 17, Brands Hatch.

Mini 1275 GT: March 28, Snetterton; April 4, Thruxton; April 19, Brands Hatch; May 31, Mallory Park; June 6, Silverstone; June 13, Croft; June 20, Mallory Park; July 11, Croft; June 17, Silverstone; July 25, Cadwell Park; August 15, Brands Hatch; August 22, Lydden; August 30, Castle Combe; September 5, Snetterton; September 19, Mallory Park; September 26, Cadwell Park; October 10, Mallory Park.

Contented Winter

After being runner-up in 1974, 24-year-old Phil Winter from West Moors near Bournemouth has added the BARC Presidents Cup to his Forward Trust Special saloon car title. He clinched the Cup following the Christmas Brands Hatch meeting, which was organised by the BARC. The Presidents Cup is awarded to the BARC badge-carrying member scoring the most points based on first, second, third and fourth placings in BARC races during the season. Winter's season in a Longman engined 1.3 Mini has been incredible. From 22 races, he's won his race/class 19 times, and has never failed to finish.

Second in the series was production saloon man Jock Robertson, Gerry Marshall's 22-year-old protege, who won the BARC's Newcomer of the Year award in 1974. He was some 23 points behind Winter with 59, which was nine ahead of modsports man Ian Hall from Bristol.

The Presidents Cup format continues much the same as in the past for 1976, except that scoring will be restricted to the duration of the BARC championship season, March 7-October 31.

Presidents Cup, final positions: 1, Phil Winter, 82; 2, Jock Robertson, 59; 3, Ian Hall, 50; 4, Dave Millington, 49; 5, Richard Jenvey, Tony Stubbs, 41.

● Remember the Racing Car Auction takes place this weekend at Northampton. One of the real bargains, we're told, is the Alec Poole/Derek McMahon Super Saloon 2.0 Skoda which is up for sale at a give-away reserve, in order to recoup some money for a season in European G2 this year. No doubt there'll be other interesting bargains, but the Skoda sounds one of the best.

Momentous silence

"This could be a historical occasion," said Mondello Park director Stuart Cosgrave at the December 28 meeting at the circuit, and the very statement has put the wind up the whole of motoring minded Southern Ireland. For the circuit's season has not been a success, and it's known that both Cosgrave and his fellow director, Bosco O'Brien, have drastic plans to get the circuit on its feet. But despite being questioned on the subject, Cosgrave has not contacted our man over there with any further information and now Southern Ireland waits to see what he meant by his momentous statement.

The basic requirement is cash. 1975 was a bad year with British drivers being mainly to blame, for failing to be attracted, and in turn, failing to attract a large playing public. Despite exciting plans for the circuit in terms of development, it remains pretty much as it always has been. The cash will come through better promotion, and it's felt that this is perhaps the way Cosgrave and O'Brien are thinking. As our man says, "Irish motor racing in general is badly in need of a good knocking, not a knocking down but a knocking into shape, and if it does not happen at Mondello Park, there will be no happening at all."

● The only sprint to be held at Brands Hatch, that organised by the Circle and Harrow Car Clubs takes place this year on February 15, using two laps of the circuit with a standing and flying lap. The event usually attracts over 120 competitors from standard saloons to full race cars, although there are no open-wheelers. There will be full commentary, practice starting at 9 am and official timed runs starting some time after 12.30 pm.

Gerry Marshall (right) receives a cheque for £60 from David Butler, former chairman of Star Auto Club, on behalf of the Roger Williamson Fund. Star Auto Club (Hemel Hempstead) was forced to disband early in 1975 after a short, but spectacular, life and members decided that the remaining assets should go to the Roger Williamson Fund. Gerry, a vice-president of the club also presented the club's championships awards to Dick Oliver, Chris Waldron, Sash Casey and David Butler during a presentation evening organised by the Hemel Hempstead Gazette.



Newbridge go FF2000

Newbridge Racing, who have been represented on West Country tracks by Tony Broster for the past couple of years, are branching out into Formula Ford 2000 this year. As well as these plans, they are continuing in Formula Ford with a two car team. All cars are from Dulon and the team will be based at Broster's Timsbury

Garage business near Romsey.

Broster is the man who's moving up into FF2000 for the current year, with a new Dulon equipped with a Newbridge prepared engine. The two Formula Fords will be driven by Wiltshire journalist and dentist Clive Power, and Southampton driver Richard Robinson.



Visibility nil for Trevor Buckle as he leads Tom Knowles off the road circuit.

Snow is the victor

It was the snow which finally defeated Longton and District Motor Club on Thursday, January 1, but not before they had given Longridge a highly successful debut as a Rallycross venue. Despite several notable non-starters, over thirty cars took part over three laps of a course which began at the usual starting line and departed from the road circuit mid-way round the first hairpin. Going up through what is normally a car park, the course then went round a long right-hand hairpin round the bungalow before returning via a "yump" or two through the collecting area and back onto the road circuit. In response to much local publicity, a huge crowd turned up and this was responsible for several delays as spectators insisted on crossing the circuit — not unnaturally in some cases, as the toilets were situated in the middle of the off-road loop of the circuit!

The meeting had started in relatively dry conditions with the Rally cars first away. Keith Billows emerged victorious with two runs comfortably faster than anyone else's, although David Cunliffe fairly

hurled his big Volvo round in pursuit. The one-litre class was the property of Roger Burn's flying — literally — Clan Crusader, but Bruce Male tried hard to prevent this and might even have succeeded if a third run had been possible.

Richard Painton lost BTD due to a five second penalty leaving the honours to fellow TEAC member Keith Stones, who drove two very fast and well-judged runs. The over 1400cc class went to Ian Smith (Ford Escort) but Trevor Buckle in the Rallye Equipe 1450cc Mini was not far behind on first run times.

As the Rally cars were taking their third runs, the rain which had been falling for some time abruptly turned to snow and before long conditions had become truly impossible and the meeting was reluctantly abandoned. However, on this showing, it can't be long before Longridge hosts another rallycross hopefully with a little more thought given to the comfort and needs of the spectators.

BTD: Keith Stones (1340 Clubman), 169.69s.
Class winners: Keith Billows (1840 Escort), 176.29s; Roger Burn (998 Clan Crusader), 169.73s; Richard Painton (1400 Mini), 173.53s (inc. 5 sec. penalty); Ian Smith (1800 Escort), 172.27s.

Familiar setting for David Cunliffe's big Volvo as he slides through the snow.



Irish trials revival

There is currently a great revival of interest in sporting trials in Ireland, with entries regularly topping the 50 mark at most events. As a result of this resurgence of "mud plugs", as these events are called in Ireland, competition is becoming so keen that organisers have had to resort to the use of tougher and tougher sections — which has led to several rolls in recent events, it being easy to unbalance the ultra light VW Specials that dominate the scene. Not only are these cars very light, but they are proving exceptionally rugged so that rocks and other such obstacles prove relatively easy to conquer. In this respect, the cars and the events are much tougher than the traditional British sporting trials. It's the cheapest form of motor sport available, cars can be picked up for as little as £100 and the best VW-based "mud pluggers" about can be

supplied by Sheane Engineering of Blainroe, Wicklow for circa £200.

The opening event of the current season was dominated by the diminutive NSU Special, built and driven by the Erskine Twins, Gordon and Philip. The engine is a 600 cc NSU Prinz air-cooled twin; chassis is square section tube, wheels are vintage Ford of 17 inch diameter and rear brakes are Leyland 1100 discs, front brakes not being necessary. Tougher sections have proved more difficult for the little NSU Special, which lacks torque and power, and the latest Sheane-VW design has upstaged the Erskine device. Two front-engined "conventional" cars have come through to win an event each, Mick Reid in the Ford-powered ET4 and John Bolton in his Ford-powered LE1 winning against the might of the rear-engined brigade.

The Erskine twins' NSU Special. Note 17in wheels on 600cc powered car.



Winner at the wheel

Clitheroe MC member John Morton scored his first restricted rally success as a driver when he won the Airedale and Pennine MC's revived Alpine Rally over a short, but fairly demanding 115 mile route in the North West last Saturday night.

Morton, equally at home behind wheel or maps, was navigated to victory by Bill Honeywell and in their Firenza they were comfortable winners of an event which attracted a full entry of 60 crews.

The rally was notable for the sting in the tail in the form of snow which blanketed black ice in places and several favoured contenders were caught out. When all the sorting was completed Mike Fisher and Frank Stuart-Brown were placed second in their Corgi RS 1600 on 19m 21s while the No 13 was no drawback to Ken Hart and David Calvert who took third in their Mini on 21m 41s.

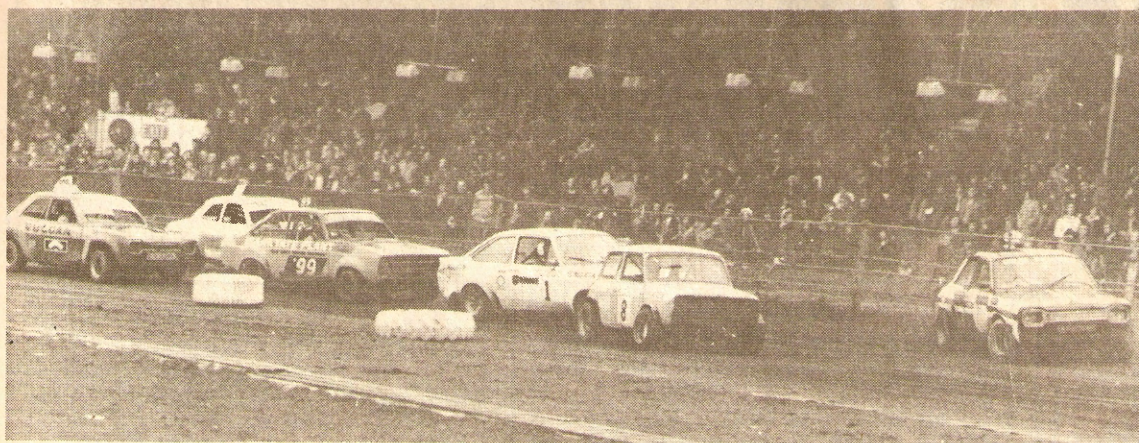
The next three crews finished within a minute of each other. Stan Peel and John Rawlings were fourth in their RS 2000 from T. French and S. Newman in a Cooper S with C.

Marshall and S. Lee (Cortina GT), claiming sixth spot.

One selective was used as a tie decider but none of the three quickest survived the night. Tony Brunskill and Dave Orrick (Avenger) were fastest on 1m 6s over bogey with Croft Brown/Jeff Hignett (Escort 1300 TC), second by a second and Tony Jackson/Rod Carter (Escort TC), were third on 1m 14s. The latter were excluded for failing to get a signature from a control which robbed them of a top ten spot.

The two leading novices did extremely well. Julian Lucking and Alan Craven brought their Saab 99 into eighth spot and the second novice crew of Michael Jennings and Graham Gaunt (Cooper), were 10th and best Airedale and Penning members.

1. J. Morton/B. Honeywell (Firenza), 15m 57s; 2. M. Fisher/F. Stuart-Brown (RS 1600), 19m 21s; 3. K. Hart/D. Calvert (Mini), 20m 41s; 4. S. Peel/J. Rawlings (RS 2000), 23m 35s; 5. T. French/S. Newman (Cooper S), 24m 17s; 6. C. Marshall/S. Lee (Cortina GT), 24m 42s. **Novices:** J. Lucking/A. Craven (Saab 99), 29m 13s. **Best Airedale and Pennine:** M. Jennings/G. Gaunt (Cooper) 30m 26s.



Colin Richards shows a slidy rear end to Tom Airey, Rod Chapman and the hot rodders.

Rods win again

Although the Hot Rod drivers again defeated the rallycross drivers in their challenge match at the Burton Engineering meeting at Wimbledon Stadium on New Year's Day, they put up a fine display culminating in an excellent, albeit unfortunately untelevised, finale in which Tom Airey came within a whisker of beating George Polley.

Doug Jennings had laid on a useful team of rallycross drivers, with four Escorts for Rod Chapman, Trevor Hopkins, Colin Richards and Steve Isted. Minis were present in the hands of Mick Bird and Tom Airey in their usual Airey examples, Peter Vaughan, David Potter and the Wessex Racing machines of Nick Jesty and Bruce Bamber.

Racing started with two rallycross cars versus two hotrods and Nick Jesty got his side off very well with a win over George Polley's rapid Anglia, while Rod Chapman came in last. Peter Vaughan, understeering strongly, and Trevor Hopkins then achieved a 1-2, but the next two heats went to the rods. Barry Lee was out for the fifth heat in his winged Escort II, but Mick Bird was

in irrepressible form and to great cheers from the rallycross supporters in the crowd held off Lee by inches.

The following two events featured five from each side. Peter Vaughan moved impressively through the field to dice for the lead of the first with Micky Codling's Escort before they collided and while both resumed Vaughan went into the barrier more solidly next time round, his understeering technique not appreciated by the rods. Chris Gautrey's Escort won this one from David Potter and Bruce Bamber.

The quicker boys were out next but the rallycross drivers did not feature too highly, Lee winning from Bob Howe (Escort) and Polley. Rod Chapman was fourth from Dave Bozzard's Escort which did an excellent job of holding up Mick Bird and Nick Jesty. A four-car race was next on the agenda, giving Barry Lee another win before the grand final was run, all team members being asked to run. However, Vaughan, Hopkins and Bird could not make it, Trevor due to his petrol pump packing up and Mick because he had

had a rear radius arm broken after being hit by Bozzard in their heat.

Gerry Collard and Nick Jesty soon took their Minis to the head of the field with Jerry Wilson, Gautrey, Airey, Lee and Chapman in pursuit. This last trio had a close scrap until Lee spun on lap six, while further back Richards was knocked off by Codling. Nick hung on very well but could not prevent Collard winning, while Gautrey came through to third from Chapman, Wilson and Airey.

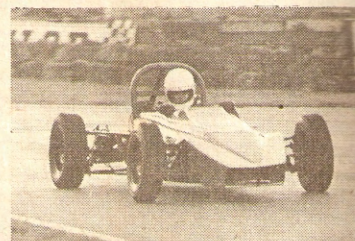
After a variety of races, including the Champion of Champions Hot Rod event won by Barry Lee, came the Hot Rod final, in which Tom Airey and Colin Richards joined the hot rods. As the rain set in Colin had his moment of glory holding off Polley's rapid Anglia for two laps and circulating side-by-side with him for a further two as Tom closed in, doubtless enjoying the by now wet track, but suffering from restricted visibility. By lap 12 he was second, was baulked by Bozzard, fought back up to Polley's tail and even inched ahead with four laps of the 25-lapper to go. The Anglia was back in front next time round and Tom had to settle for a splendid second. Any help he might have got from team-mate Richards could not come as the black Escort had retired with a steering failure, while Lee could only finish a lowly fifth.

Brands entries grow

Brands Hatch now have almost 80 entries for their inaugural proper rallycross to be held at the circuit on January 25. The circuit is being tried for the first time by a proper competition car next Monday, when John Taylor gives the track a taste of his Dunlop shod Escort 11.

Among the interesting entries are Roger Burn's Clan Crusader which won its class at Longridge last week, Will Gollop's Dolomite Sprint, and production saloon car driver Stuart Rolt (son of Tony) in a Capri. Finally, the big news. One Albert Henry Hopkins from Salisbury, has entered his 1098 cc Climax engined Model Y Ford, of 1936 vintage. It takes all sorts ... even for a rallycross.

Miss Vicki at school



A recent and pleasant addition to the Brands MRS classroom was Vicki Harris, Miss United Kingdom. Vicki, who has the added advantage of living in the same road as a well-known Kensington hostelry, realised her driving ambition after meeting Motofoto photographer Charles Knight at a function. Knight fixed up the trial run at MRS, where the chief instructor was heard to mutter, "By God, I think she's got it."

BP's film released

Part 4 in BP's splendid film history of the motor car, *The Thirties*, had its premiere in London last week. The half-hour colour film traces road car development in the last pre-war decade, using some contemporary footage and much superb action on location with restored classics from private and manufacturers' collections, and from museums like Harrah's and Briggs Cunningham's in America and our own Beaulieu. This and the three prizewinning earlier instalments - *The Dawn of Motor-ing*, *The Veterans*, and *The Vintage Years* - are available on loan from the BP Film Library, 15 Beaconsfield Road, London NW10 2LE.

● John Lindores, the ANECCC autocross champion, will continue autocrossing next season as well as taking in some rallycross events. The engine has just been rebuilt in his 2.0 Escort and is reputed to be giving 240 bhp.

Injustice

It seems that we did John Markey a certain amount of injustice in the report of the Brands Christmas races. He rang to say that he was more annoyed with his wife Wendy than Gerry Marshall after her following of the Vauxhall throughout the production saloon race. He certainly didn't have "words" with Marshall, we're told.

Meanwhile, down in Wales, there's a little resentment about Minis collecting Markey's Mazda in the special saloon race. The reporter concerned agrees that the Minis were stationary when Markey's Mazda rounded the corner and collided with the cars at the bottom of Paddock, which left Markey with a sore neck, and Dave McCloy with a badly damaged Mini.

● After six years of racing a Mini Cooper, Cheshire garage owner George Hard has received his first sponsorship. Lex Cockshoots, of Wilmslow, down the road from George's Rectory Garage in Moberley, will provide him with enough money to cover his expenses for all his races in 1976.

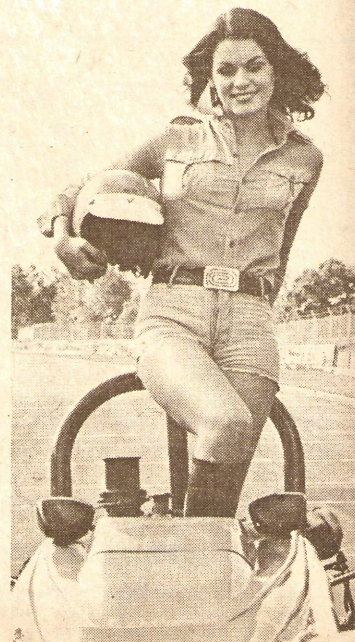
Top all rounder

Phil Darbyshire, the Midland production car trial, sprint, autotest, rally and one time racing driver, is the first winner of the BTRDA All Rounders Championship. He will receive the new trophy, presented by BTRDA Chairman Peter Cooper, at this Sunday's luncheon at Solihull.

In his Clubman GT Darbyshire was an easy winner of a championship which did not attract a great deal of participation. His best six results from two results on three different types of event, gave him a 113 mark winning total. Colin Mack, the Welsh rally man, was second on 75 marks and autocrosser Nick Seymour collected third with 60 marks from successes on just two events.

Darbyshire has also won two more Hagley Triples in the past year. He won the club's President's Trophy for third year on the trot and had similar success on the club's evening autotest where he finished up BTD on index.

Darbyshire collected his first Triple in 1973 for winning the coveted Ken Wharton Trophy in successive seasons.





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