

BRAZILIAN GP: PACE WINS FOR MARTINI-BRABHAM

AUTOSPORT

Victory for Munari's Stratos in Monte Carlo



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The combination that has shaken GP racing this year : Tony Southgate, Jean-Pierre Jarier and the F1 Shadow.



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EDITORIAL

More to come

The first two Grands Prix of 1975 are now over and for the next month the teams will have a chance, their only one during the long hard season, to reflect on the progress made or ground lost during the all too short winter off-season.

It's been a good start to the year. The two Grands Prix have produced two different winners, one of whom the world is familiar with, the other adding his name to the select list of drivers who have achieved one of the sport's major honours. The two races have thrown up one new ultra competitive combination—neither car nor driver (Shadow and Jean-Pierre Jarier) having achieved success in Formula 1 as yet. A number of other combinations, including the all British Hesketh effort, have shown themselves to be fully competitive and capable of winning races. Last year was probably the most competitive in the history of the World Championship, this year is looking as though it will provide the same sort of excitement.

Last Sunday's Brazilian Grand Prix at Interlagos was the first time in many years that the whole field lined up on the same make of tyre, and although it seems to have taken some of the pressure off the teams during practice, when they formerly had upwards of half a dozen types to choose from, it has put all the teams on the same base level. In doing so it has created extra intrigue in the design and development of the chassis. With tyres and engines being so equal it is the designers and the drivers who have now got to come up with the right answers. It promises to be an absorbing battle.

Also to come, we expect, is a strong challenge from the American teams, Parnelli and Penske. They've both shown potential but have found the world of Grand Prix racing a tough one to break into. They're still acclimating but by the time they make it to Europe they will know the score and should be equal to it.

Despite prophecies of doom surrounding the future of the competitiveness of the Ford Cosworth V8, the engine has shown itself to be, if anything, in more of a commanding position now, in its ninth year, than it was last year. Surely Ferrari will not let their development stand still. That's just another major point of interest for the coming year.

The season holds a great deal and we in Britain are lucky; not only do we have our Grand Prix at Silverstone in July to see the cars but also the traditional, non-championship races at Brands Hatch and Silverstone in March and April respectively.

our cover picture

Sandro Munari/Mario Mannucci added yet another major international rally win to the record of the Lancia Stratos when they scored an easy victory on the Monte Carlo Rally last week. Photo: Hugh Bishop

Ronnie to Shadow: continuing saga

Just what is happening regarding Ronnie Peterson's Grand Prix future? Is the Swedish Grand Prix star going to remain at John Player-Team Lotus or will he join the American-financed UOP Shadow team? The answer has yet to be resolved, certainly at the time of going to press. As you will read in Pete Lyons' Grand Prix report, Peterson wasn't that far from joining the Shadow team in Brazil. However, it's not quite as simple as all that.

Peterson is obviously under contract to John Player Team Lotus and, until either he or Lotus fail to honour that agreement, there is little anyone can do. Peterson may well claim Lotus have failed to honour their agreement, whether it is financial or otherwise. One way out of it would be for Lotus to offer up Peterson's contract to the highest bidder. It is thought this has become the case, especially after

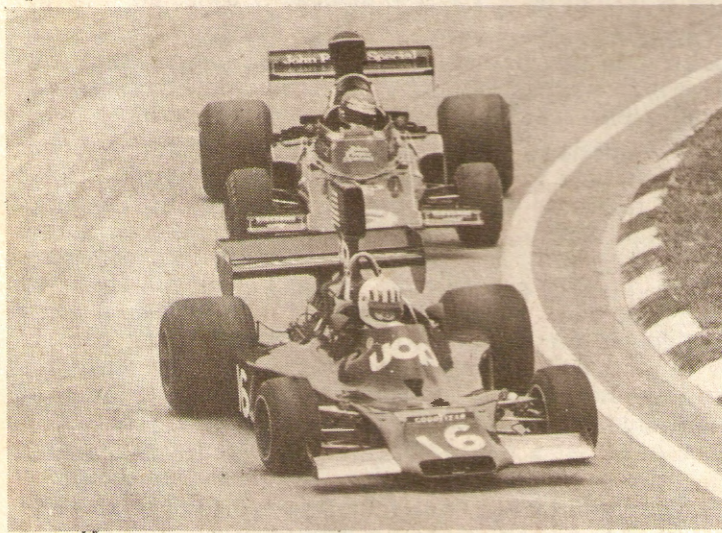
Colin Chapman was quoted in the *Daily Express* last week as saying Peterson was free to go to Shadow.

There are two very basic factors to the argument. If Shadow want Peterson's services, what of Jean-Pierre Jarier and Tom Pryce? It's the latter's name that has been linked in a swap deal. But if Pryce is asked to leave Shadow, he doesn't have to providing he adheres to his contract. It's a similar position to Peterson and Lotus. By virtue of being contracted to UOP, they must honour their part by supplying him with a car. An alternative would be to pay him off and that could be expensive.

Unfortunately, none of the involved parties were available for comment as we closed for press, the air charter from Brazil not having returned to Europe.

In retrospect it would seem that it's Pryce who holds the key.

Men of the moment at Interlagos with Tom Pryce's UOP Shadow leading Ronnie Peterson's JPS Lotus.



VPJ's F5000 plans

Although the Vel's Parnelli Jones team is currently struggling to make their Grand Prix car work as well on Goodyear tyres as it did on Firestones, the team is also working on several other projects.

Mario Andretti told us in Brazil that the team is constructing a Formula 5000 version of the Grand Prix car for use in the forthcoming US series. But in addition the Vel's Parnelli equipe will also have a pair of Lola T400s for comparison and back-up. No doubt with this calibre of equipment and Mario Andretti and Al Unser driving, the team must start joint favourites for the series, with Brian Redman.

Another Parnelli project is the revamping of the last year's

Maurice Phillippe designed Indy car. The team never really concentrated on the car, instead they became Eagle customers. But for 1975 one of the cars has been heavily modified along McLaren M16 lines. Unser is scheduled to test the car this week for the first time.

Andretti has been delighted with the treatment the team has been given by Goodyear. "I own several Firestone tyre stores," he said. "I think we may have to start painting them blue." But he says the team simply needs more time to balance the Formula 1 car up to the very different characteristics of the Goodyear tyres. But he is sure this will be achieved in time for the South African Grand Prix.

Amon's Tasman win

At last he's done it. After a wait of almost four years, Chris Amon has won a single seater race. The eternally unlucky New Zealander did it in commanding style during last weekend's Tasman race at Teretonga when, driving the McCormack Talon MR1 with a 3-year-old Chevrolet engine, he secured pole position and led from flag to flag in the wet race. It marked the halfway point in this year's Tasman series and from now onwards, the teams travel over to Australia.

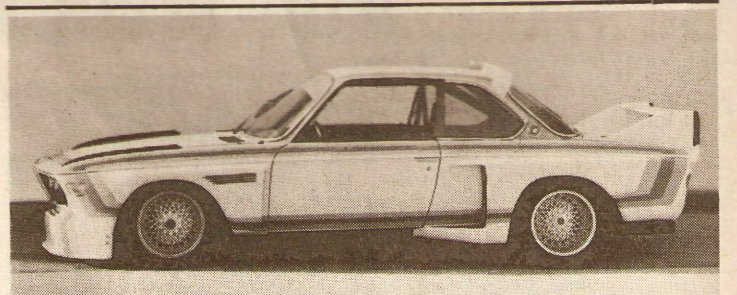
Amon's last single-seater win was the 1971 Argentine GP driving the Matra MS120C while his last Tasman success was back in 1969 when he beat Jochen Rindt in a straight fight at Sandown Park, the year he became Tasman champion in the works Ferrari Dino 166.

For the second week running, 22.2 s behind Amon was the Repco-engined Elfin MR6 of John McCormack with Kevin Bartlett



Chris Amon—flag to flag win.

(Lola T400-Chevrolet) and Johnnie Walker (Lola T332-Repco) next up. Neither series leaders Warwick Brown or Graeme Lawrence (Lola T332s) finished in the points. With four races gone, the series has produced four different winners.



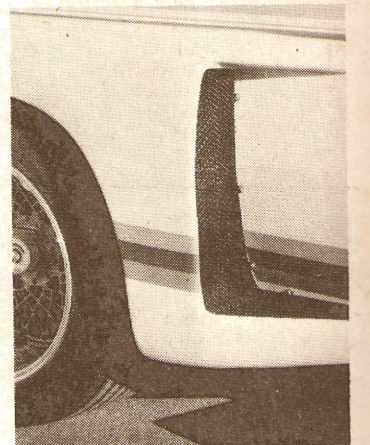
The IMSA BMW CSL Coupes are very similar in appearance to their European G2 cars, except for the side-mounted radiators (below).

BMW's IMSA challengers

BMW Motorsport GmbH have officially announced their intention to contest the 1975 American IMSA series with a pair of their highly successful G2 BMW 3.0 CSL Coupes. They will compete in all of the 18 races throughout North America starting off at Daytona this coming weekend.

The cars they will use are largely based on the coupes they've been using spasmodically in Europe last year. Once again, they will be relying on the 3498 cc 24 valve double ohc straight six cylinder engine which is now developing 430 bhp at 8500 rpm.

The most notable addition to



the works cars is, like their counterparts at Ford did last season, to move the radiators to the side of the car just forward of the rear wheels in order to improve weight distributed within the wheelbase.

- Ecurie Canada of Montreal and Swede Bertil Roos have been officially confirmed as heading the works March Formula Atlantic effort in the forthcoming Canadian Player's Challenge series.

- Vern Schuppan's proposed USAC Eagle drive for this coming year has fallen through, Jerry Grant having taken over the car with backing from Orange County.

- There is about a 95 per cent likelihood that front canard fins and rear wings will be permitted on American Formula Super Vee cars beginning with the Sebring round of their Gold Cup series in March. Thus they will fall into line with the European wing rulings. However, at the big FSV race at Daytona this week, aerodynamic devices will not be allowed.

Clermont decision near

The conflict between the CSI and the FFSA over the venue of this year's French Grand Prix continues. But it should come to a head on Friday when a deputation visits the Charade circuit at Clermont-Ferrand to discuss safety and other factors. The deputation includes Claude Le Guezec of the CSI, Jean-Pierre Beltoise and the President of the FFSA M. Balestere, who is strongly in favour of the Auvergne mountain circuit.

But Le Guezec will lay down the recommendations he drew up after he visited the circuit some time ago with Graham Hill. They are demanding the following modifications be made before the track is granted a licence. (1) Safety: run-off areas are constructed at every corner and the track widened from seven metres to nine metres; (2) Team

Facilities: the paddock be completely re-surfaced and levelled, the pits re-built to comply with latest standards and a tunnel constructed to link the paddock area and the outside of the circuit; (3) Press Facilities: proper press facilities be installed on the pits side of the track with adequate telephones and telex (always a problem at Clermont).

Le Guezec told us that only if the track complied with these demands could it be considered a suitable circuit for Grand Prix racing. He continued: "In my opinion there is absolutely no way the circuit could complete all these modifications and changes in time for the French Grand Prix. I see no possibility of the race taking place there this year. There is no alternative except hold the race at Paul Ricard or not at all."

New Chevron tests

At least the winter weather was kind enough to allow Chevrons to carry out some very encouraging testing at Croft recently with their new Formula Atlantic car. They took along two of their latest B29s, one of which has been sold to Formula Ford driver Alo Lawler while the other was the original prototype development car.

After designer Derek Bennett had given both cars a whirl to make sure everything was functioning, Jim Crawford turned in some rapid times on the new Goodyear tyres getting down to 62 s, a full 2 s quicker than he'd ever gone in his March. Crawford expressed his delight with the car and thought it was a winner.

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Both Bennett and Crawford are now off to the States with the development car to carry out some further testing on behalf of Fred Opert at the Palm Springs Raceway. The American Chevron importer has laid on a customer test session in which at least a dozen people are expected to try the car, including reigning Canadian Atlantic champion Bill Brack.

"Sports car regs OK"—CSI

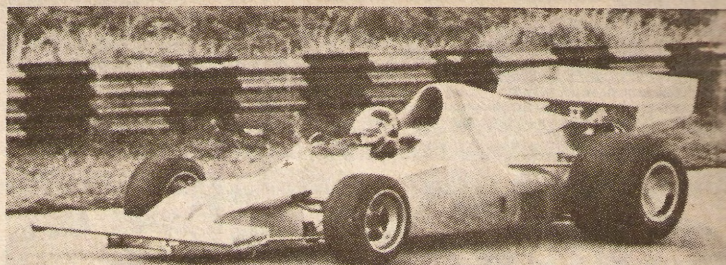
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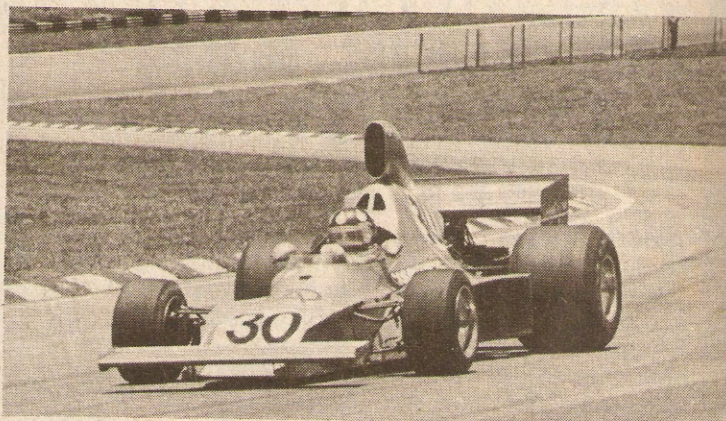
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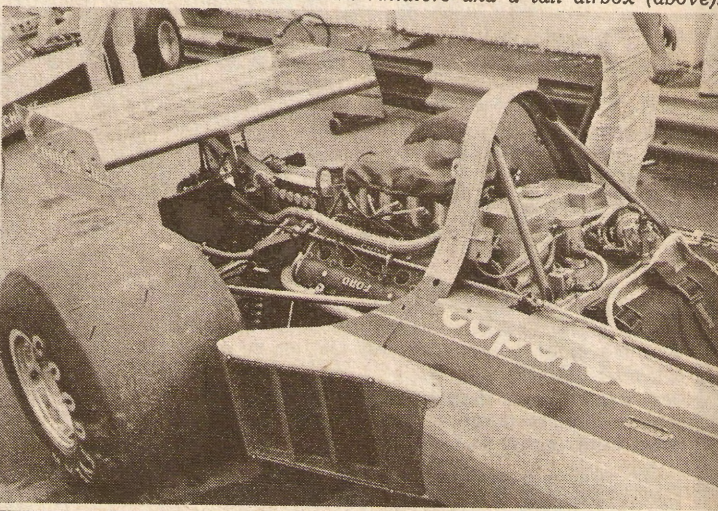
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However at last weekend's Brazilian GP, Wilson (below) ran the car in revised trim with side mounted radiators and a tall airbox (above).



Tom Pryce seeks F2

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But Pryce said that he might consider fitting in some Group 1 racing if nothing else came along. It will be remembered that Pryce drove for Chris Marshall's Formula 2 team in the early part of last year. Now Marshall is doing a roaring trade in Opels at his Ottershaw Motors dealership in Surrey. What price a Commodore GSE for Tom?

More races for BP F3

The BP Super Visco British Formula 3 Championship is growing in stature before a single round has even been run. Already the original programme of 14 races looks like being easily surpassed as more races are being tentatively added to the calendar.

One Irish and two possible Continental dates are being added and one of them could be the prestigious Monaco race on May 10. The Irish qualifying round will take place at the twisty Mondello Park circuit just outside Dublin on September 14.

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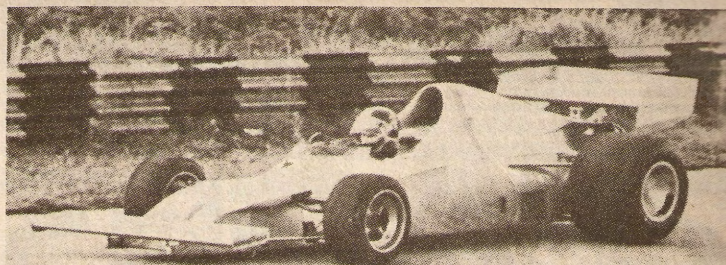
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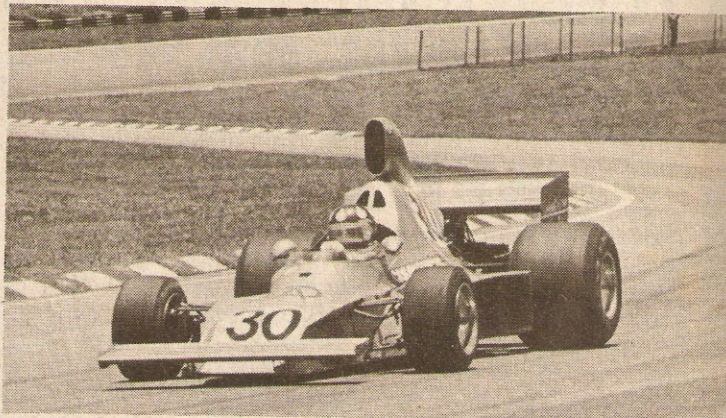
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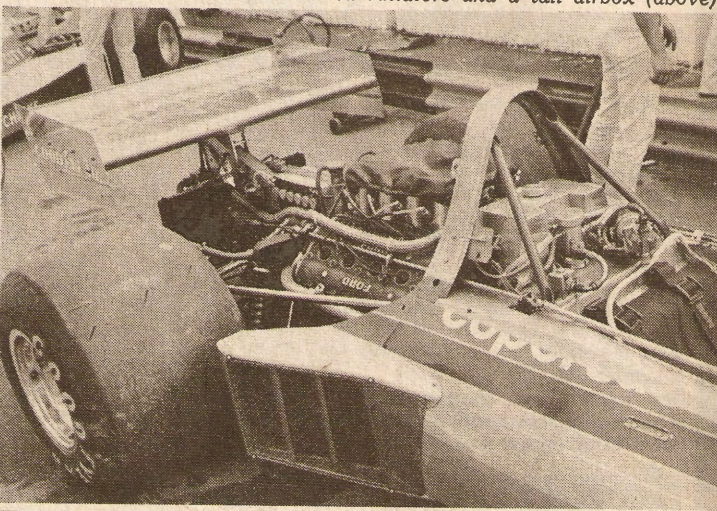
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Graham's new Brut Z28

Stuart Graham, the current Tarmac British Motor Racing champion, will be continuing his successful association with the Faberge Consumer Products Division this forthcoming season once again driving a Brut 33-sponsored Chevrolet Camaro.

Stuart Graham—G1 again.



The Cheshire driver will be entering the RAC British Saloon Car Championship for the second year, only this time under the Faberge Racing banner. He is currently building a new car to contest the series. In addition to the RAC series, Stuart will also enter the Tour of Britain and the Tourist Trophy, which he won last year.

Access bookings

Silverstone announced this week that advance bookings for their major international meetings could be made through Access, Britain's largest Credit Card scheme.

The meetings for which the system applies this year are the Daily Express International Trophy (April 13), The John Player car and motorcycle Grands Prix (July 19 and August 10), The European F2 International (August 31) and, of course, the Access Tourist Trophy on September 28.

To buy tickets with an Access card requires simply filling in the Access card number on the pre-

booking form and tickets will be issued in the normal manner. The pre-booking scheme for the internationals using Access closes approximately four to five days before each race day.

Although the cost of attending the British Grand Prix is appreciably lower than all the other European GPs, it is hoped that by using the credit card scheme, whereby spectators can spread the cost over a number of months, it will make attendance an easier economic prospect for spectators.

Access, of course, first became involved with Silverstone last year when they sponsored the very successful Tourist Trophy meeting.

Two Brands test days

For those wishing to take advantage of the newly surfaced Brands Hatch the BRSCC will be organising two pre-season practice days at the Kent circuit in conjunction with Motor Circuit Developments.

The first will be on Sunday, February 23 from 2 pm to 5 pm (Club circuit only) while the second will be all day on Saturday, March 8 using the full 2.65-mile Grand Prix circuit.

Individual sessions will be organised for the various formulae and the cost will be £10 per car for the Club circuit and £20 per car for the Grand Prix circuit. All cars must comply with the RAC Vehicle Regulations and only Competition Licence holders may take part. Bookings should be made to the BRSCC as applications are unlikely to be accepted on the day.

Mechanics awards

Emerson Fittipaldi's Formula 1 mechanic Dave Luff will receive the coveted Ken Taylor Trophy at the British Racing Mechanics Club Annual Dinner and Dance on February 8 in recognition of being Chief Mechanic to the highest placed British car in the 1974 Formula 1 World Drivers Championship. Luff will also receive the GKN Award as Chief Mechanic to the highest placed car in the F1 Constructors Championship.

Other mechanics to receive awards are Keith Fell of Stuart Graham Racing ("for a particularly meritorious performance by a mechanic to a private owner"), to Tyrrell's Chief Mechanic Roger Hill for the highest placed British car in the British Grand Prix, and to Alan Hearn of Gulf Racing Research, Chief Mechanic of the highest placed British car at Le Mans.

Lola T400 progressing

Now residing down under in his native Australia and maintaining his close affiliation with Lola Cars and their new F5000 Lola T400s, Frank Gardner described the new car as "probably the most sophisticated Formula 5000 to be built so far." He added, "It's not complicated, but it is sophisticated."

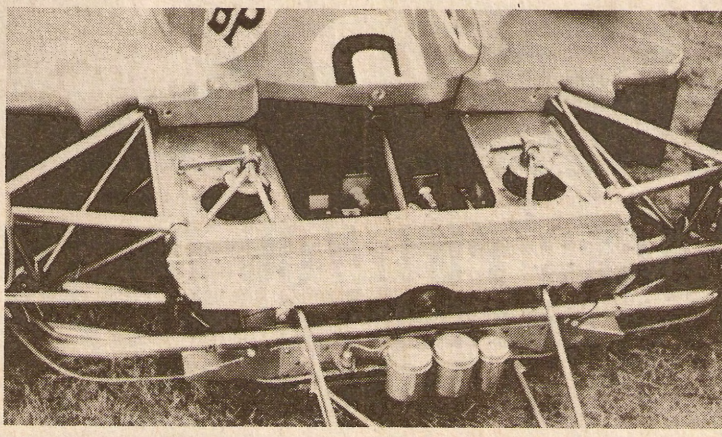
As many are already aware, two of these brand new cars are being run in the Tasman series by Australians Max Stewart and Kevin Bartlett, the latter's being the much used prototype.

Despite this new sophistication and a striking dissimilarity to its predecessors, Gardner added that it was a progression of the Lola line with a major change in aerodynamics.

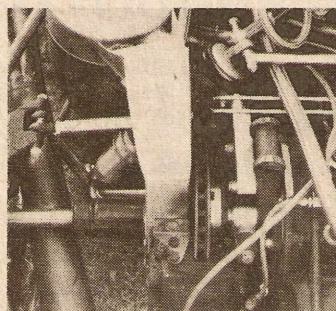
As previously reported in AUTOSPORT, the car has rising rate suspension at the front and rear, a forward mounted roll bar, water radiators mounted just behind the front wheels and a single rear wing stay as part of the new specifications.

The mid-mounted radiators form part of the mandatory

Safety is very evident in the pedal box and front bulkhead of the T400.



● Alan Rollinson, who retired from racing in the middle of last year, has moved to the West Country and opened up in the motor trade in Frome.



Rising rate suspension is employed on the rear of the latest F5000 Lola T400.

crushable structure and Lola's Eric Broadley has also included a double crushable structure around the driver's feet to improve impact loadings in a head-on accident.

So far both the T400s haven't shown their potential in the first part of the series which has been held in New Zealand. However, Lola themselves feel the situation will change once they're in Australia where development and chassis tuning is a little easier to undertake.

● Vel's Parnelli drag star Danny Ongais now looks ever more likely to race a third F5000 Lola alongside Mario Andretti and Al Unser in the Viceroy team.

Le Mans regs for 1976

Having set a precedent for this year's race, the Le Mans 24 Hours organisers, the Automobile Club de l'Ouest, have turned their back totally on the CSI for 1976. Regs for the 1975 race were published only a few weeks ago, and include the fuel economy legislation insisting that each entering car should be able to do 20 laps before its first fuel stop.

The regs for the 1976 race show that each car must do 23 laps before refuelling, and at the same time, the club has divorced its race from the World Championship of Makes and has effectively turned the race into a GT event, by allowing two different types of car, in various classes.

The first category is for virtual Group Three, with no modifications, and cars that have to be recognised by their national motor sporting governing body, with no minimum number required.

The second category is for GT prototypes in three classes, up to 1300 cc, 1300 cc to 2000 cc, 2000 cc to 3000 cc, and over 3000 cc.

As well as the fuel limitations, there are considerable limitations as to work that can be done during the race and the number of brake pad changes too is limited.

● At 3 pm on February 14 there will be an informal gathering at the Kensington Close Hotel in London of all interested parties in F5000. The invitation is extended to drivers, entrants, sponsors and so on and the meeting will immediately precede the annual get together of the Formula's controlling organisation F5000 Europe.

● Following last weekend's Brazilian Grand Prix, Ladbrokes have modified the odds for the World Championship. They are: 5/2 Emerson Fittipaldi; 4/1, Carlos Reutemann; 7/1, James Hunt, Niki Lauda and Jody Scheckter; 8/1, Carlos Pace; 10/1, Jean-Pierre Jarier, Ronnie Peterson and Clay Regazzoni.

Halesfield back Unett

Reigning British saloon car champion Bernard Unett will again be staying with Chrysler for the forthcoming year and in order to defend his hard won title, Chrysler will again be running a pair of Avenger GTs for Unett and Jennifer Birrell, the latter replacing Roger Bell who has swopped over to British Leyland.

The team will be works supported but run under the banner of Halesfield Motors in Telford, Shropshire, themselves Chrysler

Bernard Unett—defending.



main agents and ardent supporters of motor sport. Therefore Mrs Birrell's inclusion is no surprise, Halesfield having run a semi-works Avenger GT for her in last year's RAC series.

In addition to their RAC plans, Halesfield will also be contesting the club production touring car series by preparing a Simca Rallye 1 for Simon Kirkby, the farmer who showed a fair turn of speed earlier in the national series last year with an Avenger GT.



It didn't take long to happen. At Interlagos last weekend, the Parnelli team switched from Firestone to Goodyear tyres.

US F5000 Dodge mill

American SuperVee ace Tom Bagley has been nominated as driver of an all-new American F5000 effort. The team he will be driving for is Professional Performance Consultants, better known in US circles as PPC of Tulsa, and they are to build a brand new F5000 chassis for Bagley based on the new Lola T400.

One of the most interesting points about the car is the use of a Dodge engine in the new chassis. It's a destroked 5.5-litre drag racing unit as PPC are best known for its drag racing participation in Funny Car classes.

The car will be completed in the next week or so and should start testing at the Summit Point Raceway. The team expects to be ready for the F5000 series opener at Pocono on May 4. As an added incentive to attract customers, PPC will pay \$2,000 contingency money per race to each individual.

● In an effort to try and recreate a CanAm sports car series, the SCCA have requested three dates for the 1976 World Championship of Makes (3-litre/5-litre division). The proposed circuits are Mid-Ohio, Road America and Watkins Glen.

● In preparation for the IROC Camaro final at Daytona in a week's time, Mark Donohue has lapped the Daytona superbowl at an average of 162 mph in one of the cars, about 7 mph faster than the cars went at Michigan.

● It is with regret that we have to record the death on Monday of Malcolm Malone, a well-known face and a top mechanic on the European F5000 scene.

Malcolm was in his early 40s and came from Derby. His early career in racing saw him work for engine specialist Alan Smith and then with Trevor Taylor at Team Elite. Last year he became mechanic to F5000 driver Nick Wattiez.

Malcolm Malone was well liked by many. May we offer our sincere sympathy to all his friends and relatives.

Daytona 24hr

This weekend at Daytona Beach, Florida, the American road racing season gets under way with the traditional 24 Hour sports car race. However, although it is still listed by the FIA as a qualifying round for the world championship of Makes, there was little response from sports prototype entrants and the race became an all GT affair. Also running concurrently will be a class for the Camel-sponsored IMSA GT series which has such a pull that the entire BMW G2 touring car effort has gone Stateside to contest it.

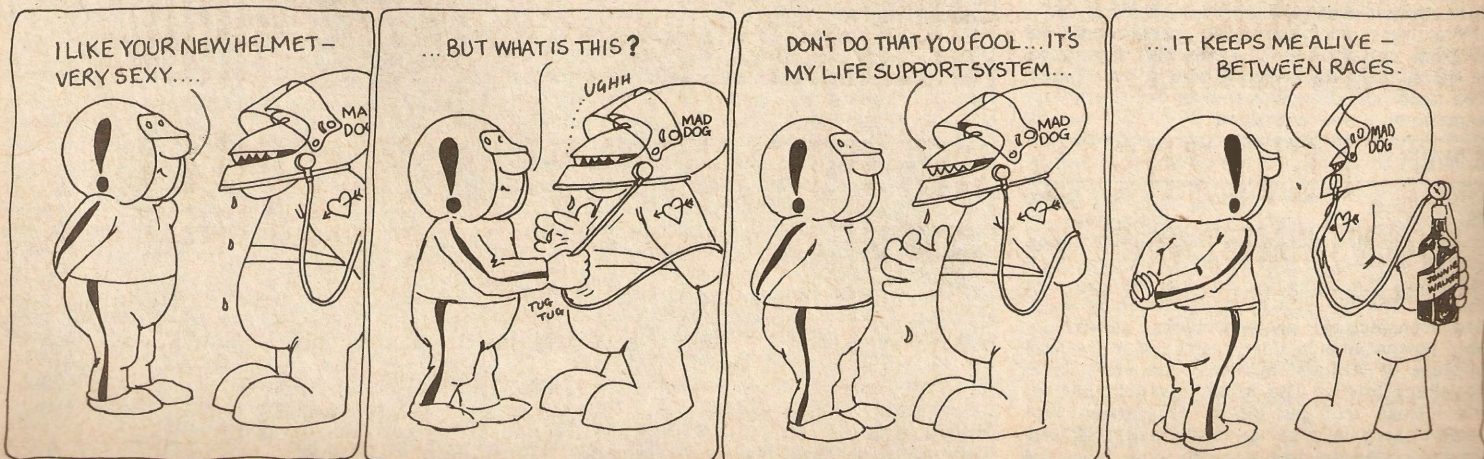
The BMW attack will be in the form of two CSLs for Ronnie Peterson/Brian Redman and Hans Stuck/Sam Posey. They will be ranged against the rapid Porsche Carreras which, around the long banked straights of Daytona, should give the BeeEms a bit of a problem. The current IMSA champion Peter Gregg will be sharing his RSR with Hurley Haywood while SuperVee star Elliot Forbes-Robinson is teamed up with Al Holbert. These are but two of at least a dozen of the quick German cars entered.

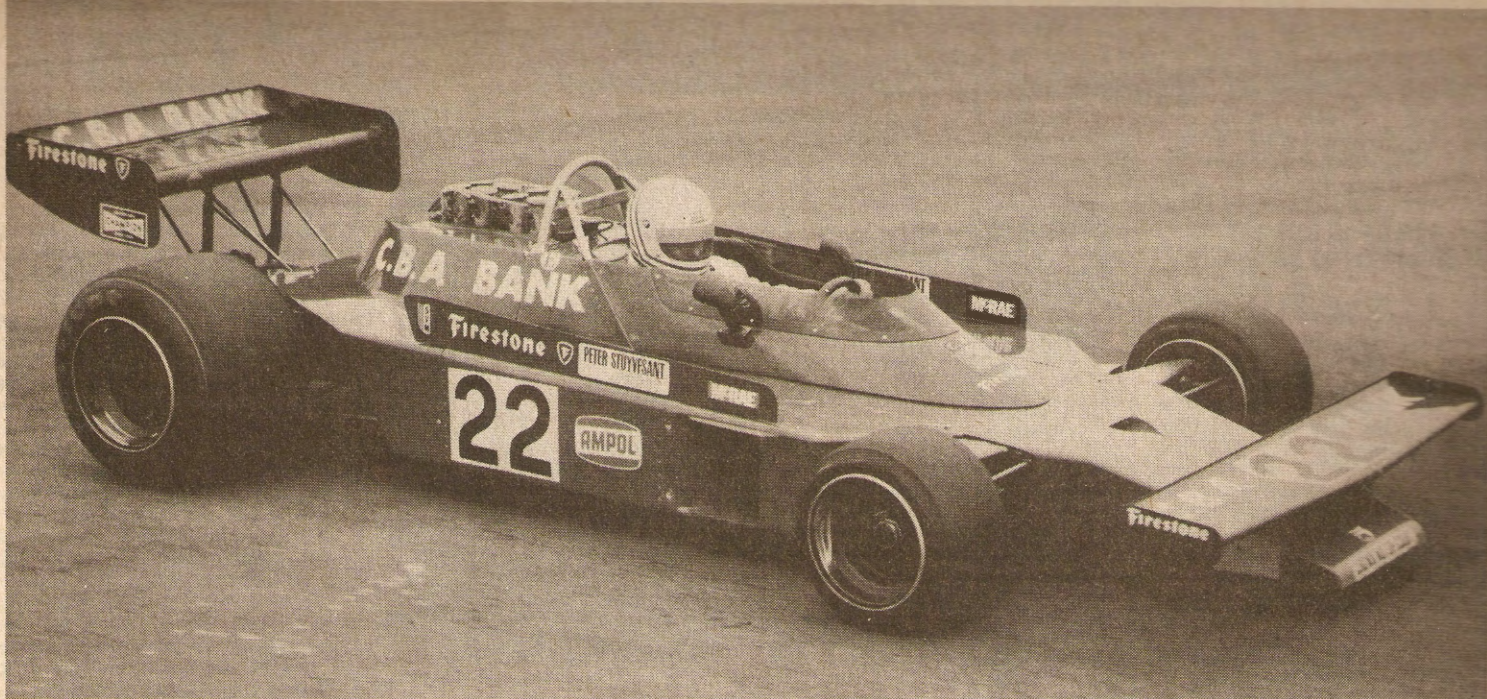
However, the honour of the pole slot should go to John Greenwood's extremely rapid Sebring 75 Chevy Corvette which he is driving with Carl Schafer. It's phenomenally fast but fragile. It would be right to assume that the NART Ferrari Berlinetta Boxer of Milt Minter but not Jean-Pierre Jarier, who has pulled out, will be equally fast. As to whether it will finish, let's just say that NART have a remarkable record of getting their cars to finish races. Also entered in an ex-NART Ferrari Daytona is F5000 driver Jon Woodner and FSV racer Fred Phillips.

Supporting the 24 Hour race will be the opening round of the lucrative American FSV Gold Cup series. The lure of US dollars and his recent performance over there a few weeks ago has seen the return of Britain's John Morrison, he and Freddy Kottulinsky taking on EFR and the rest of the American FSV circus.

CATCHPOLE

By Barry Foley





Back in the ball park Graham McRae in his modified McRae at last won a Tasman race.

WIGRAM

McRae's back in business

By PETER GREENSLADE Pictures by HARRY RUFFELL

After a year in the wilderness, Graham McRae finally emerged to win his fourth Lady Wigram Trophy race at Christchurch on January 19 and move into contention, after two retirements in the opening rounds of this eight-race Australasian Peter Stuyvesant series, with the aid of his revamped McRae GM2. Tasman champion in 1971, 1972 and 1973 and also Wigram winner in those years, McRae shared fastest qualifying time with Chris Amon (Talon MR1) and then went on to a virtually end-to-end win at an average speed of 115.452 miles an hour by 29 s from last year's winner John McCormack (Ansett Elfin MR6) and Johnnie Walker (Lola T332) who was 1.3 s farther back. Australians took second, third and fourth places, for the latter was taken by Max Stewart (Lola T400), who was 21.11 s behind Walker both a lap down in this 96.8-mile 44-lapper. New Zealanders Graeme Lawrence (Lola T332) and David Oxtan (Lola T330) were fifth and sixth.

Fourteen fronted up for the rolling start and 10 were still circulating at the finish. First to abandon was Australian Warwick Brown, who very briefly led McRae in one of the opening laps. He was running second when a cylinder head gasket in his Lola T332 let go in the fifth lap. Amon then assumed second place, which he retained some 8 to 9 s behind McRae until his engine succumbed from a cracked cylinder head in the 20th lap. Almost simultaneously Australian Kevin Bartlett (Lola T400) also dropped out when lying sixth with a sheared magneto drive. New Zealander Graham Baker (Begg FM5) dropped out soon after Bartlett and Amon with a blown engine. So with five races left in the series Brown and Lawrence share the lead with 15 points apiece. Walker has 10 and McRae 9. The overall score stands Australia 39, New Zealand 36.

The race was the 21st international at Wigram and McRae now has the distinction of being the only driver to win it four times. The next best effort was that of Jim Clark who won in on three occasions.

ENTRY

With the addition of Oxtan and Neil Doyle (Surtees TS9B) and the reappearance of Baker, who had missed the NZGP following an engine blow-up at Levin, the entry was substantially the same as for the two opening rounds. The big stir in the intervening week had been McRae's declaration that he was unable to continue in the series in New Zealand because of strained finances. The news made headlines briefly. The promoters held hurried discussions and put up a proposition that McRae accepted, so all was well. In New Zealand, Cassius has some backing from the Commonwealth Bank of Australia for which,

he has stated, he is extremely grateful. In Australia Ampol backs him more substantially, so there was never any question of him not appearing on the other side of the Tasman in February. While the McRae "affair" was going on, Max Stewart announced that Oxtan, who is without a race car of his own now, would drive his older Lola T330 in Coca Cola colours. Oxtan's last international drive was in the last round of the 1974 Stuyvesant series at Adelaide. Since then his only other appearance had been in April 1974 in a borrowed Formula Ford in a short invitation race at the Mansfield circuit. He was naturally elated with the opportunity to join the fray, but whether he will contest the remaining races is problematical at this juncture.

If anyone had any misgivings about the impending third round in the series, he kept them to himself. The Christchurch Motor Racing Club, which runs the trophy race, held its usual drivers' reception three days before Lady Wigram day and most of the drivers were on hand and, what is more, a number of them were not backward in coming forward and forecasting the result—generally in favour of themselves. Series leader Brown reckoned that he would be able to "do" what he regarded as his major rivals, McRae and Amon. Bartlett was also pretty confident. McRae, on the other hand, was far from loquacious. After his months of disappointment, maybe the old adage, "When the flag drops, the bullshit stops," weighed more heavily on his mind than it did on some of the others!

New Zealand's leading constructor George Begg, still elated with the second spot of his 018 and driver Jim Murdoch in the NZGP, reported that all was well in his camp and also that he was moving house to Christchurch. The

Begg cars are built in a factory in a small Southland town, called Drummond, some 40 miles from Invercargill. George more or less intimated that the operation would be moved to Christchurch also, because "it's closer to Wigram." Of Murdoch he said: "He's a good lad. He does what he's told. If I want something done, even if I'm wrong, I want it done. After all, I'm the guy spending the money."

PRACTICE

As Wigram is an operational airfield, practice has to be restricted to one day. Proceedings got under way with a rather greater sense of urgency than had been the case at Levin and Pukekohe. There was an extended untimed practice session in the morning and for some it was a disaster. Lawrence, still using an engine with at least one suspect head, had a big "blow" and headed smartly for the city to replace it with a brand new one which had reached Christchurch the previous night. It is one that has been built by Lee Muir, who is development engineer with Shadow in the US and was formerly with McLarens for seven years. Stewart went out in the T400 and a valve head let go. Fortunately it decided to go up the inlet rather than the other way. In any case that spelled finish to his day. Bartlett did his T400 more grievous damage when he managed to clout a course marker hard enough to displace the right-hand front corner in no uncertain fashion, ripping the suspension mounts from the tub. He joined the others in the city and none of them returned on Saturday, so they were all given positions on the back of the grid for the rolling start.

The hairpin bend at the exit to the very fast back straight has been replaced, following a three-year period, during which the exit was a very quick right-hand sweeper. In 1971, the last time the hairpin was used, McRae, using his McRae modified McLaren M10B, made fastest lap in the race at 107.12 mph. Last year Peter Gethin (Chevron B24) made fastest race lap at 120.566 mph. So it was a matter of some conjecture as to what the ultimate would be on this occasion. It was Amon in the Talon who pointed the direction. Unofficial watches stopped him on a 70 s lap of the 2.2-mile circuit—113.143 mph. Brown was clocked at 70.6 s and McRae at 71 s. Oxtan ran a 71.1 s which was 1 s better than Walker and a very creditable effort, considering that he had been out of the game for so long. McCormack did 73.4 s and Murdoch and Ken Smith (Lola T332), 74 s each. However, the session that really mattered came late in the afternoon when the weather was cool and the contestants had the assistance of a strongish tail wind to help them on the long straight.

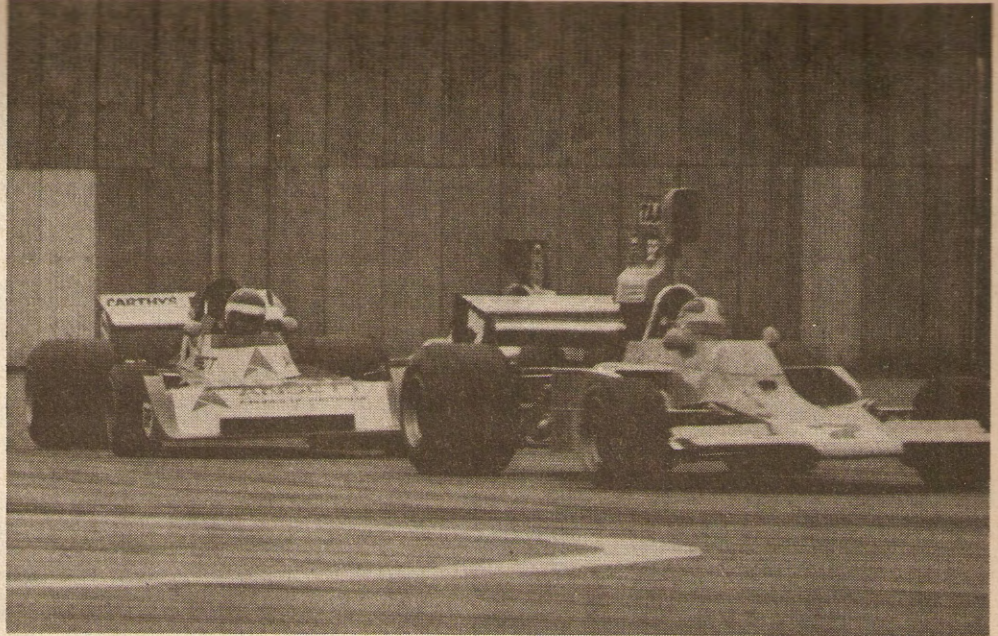
Amon was one of the first out and one of the first back in again, with a sticking throttle. Doyle added a dash of drama to proceedings with a big "lose" in the approach to Control Tower bend that had people running in all directions. McCormack put in some slowish laps and came in to replace his rear tyres. Brown went out and did a 69 s lap, then moved into the 68 s bracket and ultimately into the 67 s to finish with a pair of cracked heads and a grid position time of 67.3 s.

Amon came down to 67.2 s then had a puncture. By the time the left rear wheel had been replaced, McRae was in the low 67 s bracket and Amon went out and really put the boot in. He had the Talon really working and appeared very close to the limit going into Control Tower Bend. Then he lost it and was back in the pits with four tyres displaying "flats." By the time he was ready to go out again the session was over and he was down to 67.1 s. So, too, was McRae and the time-keepers found themselves with a problem, because both had made their times on the same lap. A toss of a coin decided pole position in favour of McRae. It looked as though his luck was changing. Brown was assured of inside position in the second row with his 67.3 s and outside him was Walker (68.4 s). McCormack (69 s) and Oxton (70.2 s) had row 3 and Smith (70.9 s) and Murdoch (72.9 s), row 4. Baker (73.1 s) and Doyle (73.8 s) were next. Steve Millen in the Chevron B20 (76.4 s) and Baron Robertson (Elfin MR5, 76.8 s) were next. Robertson, however, became a non-starter because cracked brake discs sent from Adelaide failed to reach Christchurch in time for the race. Murray Baker with an elderly 5-litre Brabham and Keith Laney, with a similar McLaren M10B, were excluded, their respective qualifying times being 1 m 26.4 s and 1 m 27.9 s.

Lawrence, Bartlett and Stewart were among those present when the trophy race cars were allowed out for a shakedown run on race day and although they were all starting from the back of the grid, Millen in the 2-litre Chevron being placed behind them, they did not seem much concerned. Bartlett's car, repaired under the supervision and with the aid of Glenn Abbey, Australia's Lola man, looked like new. Stewart was thanking his lucky stars that the valve head had not taken the more common path and Lawrence was quietly confident that he was going to be in the hunt with the first good engine he has had in the series to date.

RACE

There was a trace of rain about and a grey sky as the contestants made last-minute preparations half an hour before the start, but no one contemplated the idea of switching to rain tyres and when the field lined up behind the pace car, after a couple of warm-up laps, the track was quite dry and the omens were that it would stay that way for the next hour



Big dice for second place between Johnnie Walker's Repco-powered Lola T332 and the similarly powered Elfin MR6 of John McCormack.

or so, and that was all that was needed. The field came round to the start line in good formation and was sent on its way, McRae, Brown and Amon being the most prominent. An over-anxious Lawrence had a spin in the first turn and lost a lot of ground, as Brown led into Control Tower Bend, followed by McRae and Amon, with Walker and McCormack next. McRae smartly took Brown and at the end of the first round the order was McRae, Brown and Amon, all very close, Walker, McCormack, Oxton, Smith, Stewart, Murdoch, Bartlett and Lawrence, all fairly well strung out. Brown really put the pressure on McRae and got by him momentarily again. Amon held station in third place, not far back from the front pair and then there was a gap to Walker and McCormack. Bartlett and Lawrence began making up ground displacing Smith, whose engine sounded rather weak.

After four laps there appeared to be all the makings of a very good race, with McRae, Brown and Amon getting on with the wheel-to-wheel stuff and Walker and McCormack having their own private dice and, a bit further back, Oxton holding off Stewart, Bartlett and Lawrence, who were all out to improve their positions. Smith and Murdoch had drifted a bit and were destined to run out their race very much on their own.

Then, as the front runners came round to complete their fifth tour, it was Amon in second spot and Brown, running very slowly with an arm extended to signify an impending pit visit, which turned out to be permanent. Amon now stuck within striking distance of McRae and after seven laps McRae was 6.5 s

clear of Walker, who still had McCormack too close for comfort. Oxton now made a strong effort to bridge the gap to the only two Repco F5000-engined cars in the field. Stewart was next in the T400 and Lawrence, meaning business, was now next, ahead of Bartlett, Murdoch and Smith. Then came Baker, Doyle and Millen. McRae lapped the latter in the course of his ninth round.

With 14 laps under his belt, McRae had worked his way 9 s clear of Amon and then lapped Baker and Doyle. Stewart now moved in on Oxton to run fifth, behind Walker and McCormack, who were still running about two cars' length apart. A lap later Lawrence was running sixth behind Stewart and was looking a good prospect for a high placing. Then, next time round, he pitted to have a punctured rear tyre replaced. His crew made a smart 30 s change, but that was enough to drop him back to tenth place. With McRae now well established in front, Amon completed his 19th lap and headed for the pits. Bartlett did likewise. Both had run their races.

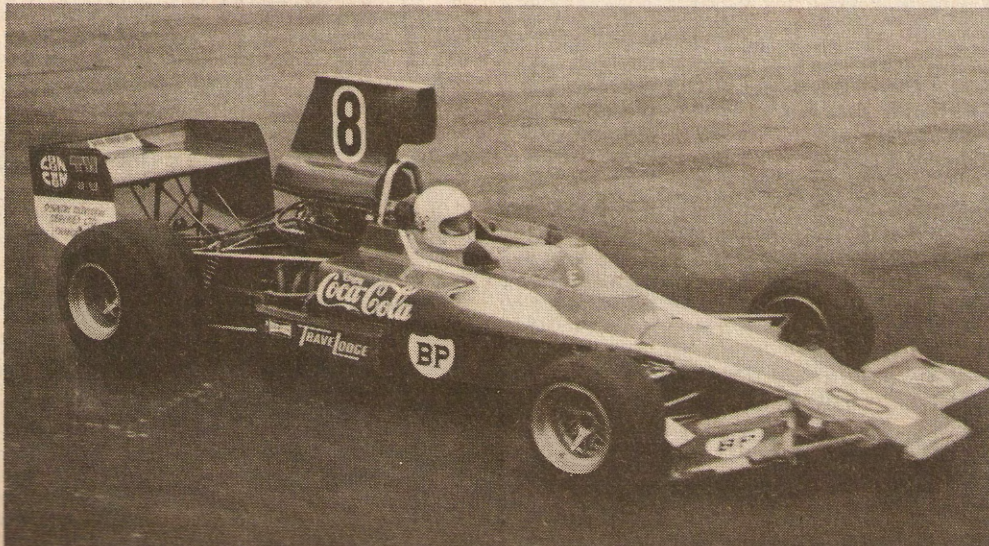
Now the order was McRae, Walker, McCormack, Stewart, Oxton, Murdoch, Lawrence. Baker was out, the Begg FM5 having blown its engine, and the rest were well back. McRae lapped Murdoch in the course of his 22nd round and five laps later he had a 16 s lead over Walker who, in turn, led McCormack by 2 s.

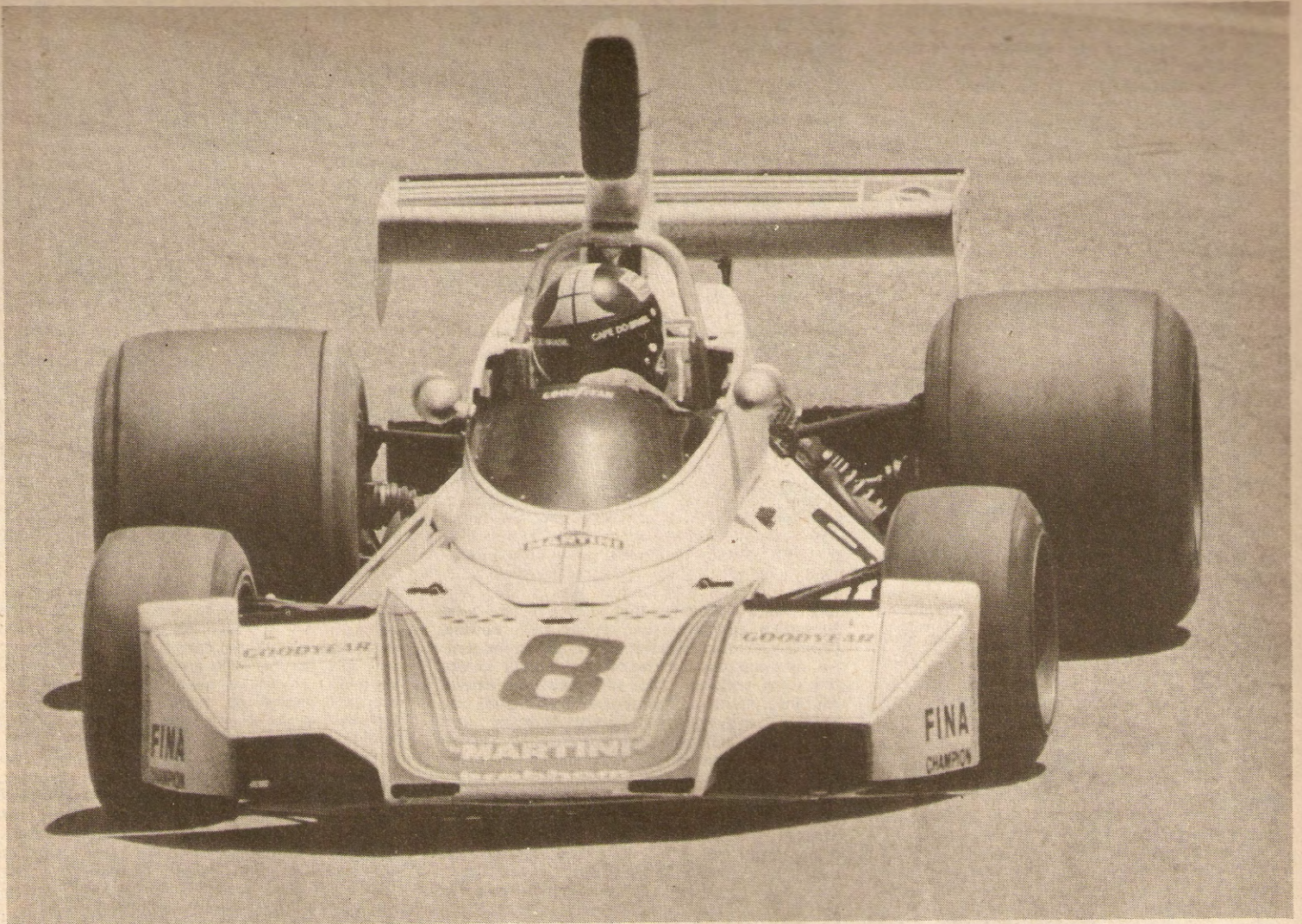
A couple of laps later the GM2 lapped fifth-placed Oxton and by then McRae had increased his lead over Walker to 18 s. It was obvious then that only mechanical misfortune could keep McRae off the Stuyvesant scoreboard and a fourth Wigram win. Now most interest centred on the fortunes of Walker and McCormack, who were still running very close, and Lawrence, who had worked up to sixth place ahead of Murdoch, but still behind Oxton, who was slowing a little, probably because the handling had become rather difficult due to the displacement of a right front aerofoil on the T330. It was in the 41st of the 44 laps that Lawrence finally slipped ahead of Oxton, but there was no way he could improve because he was a lap down on fourth-placed Stewart. With McRae a certain winner, all that remained was the Walker-McCormack duel. McCormack made his final bid, and it was a successful one, in the 43rd lap. So McRae romped home, with McCormack, Walker and Stewart next. Lawrence, Oxton and Murdoch were flagged off a lap in arrears and then came Doyle (41 laps), Smith (40) and Millen (39).

Lady Wigram Trophy, January 10

Peter Stuyvesant Series, Round 3, 46 laps
 1, G. McRae (McRae GM1), 50 m 29.7 s, 115.452 mph;
 2, J. McCormack (Ansett Elfin MR6), 50 m 58.7 s; 3,
 J. Walker (Lola T332), 51 m; 4, M. Stewart (Lola
 T400), 51 m 21.1 s; 5, G. Lawrence (Lola T332), 43 laps;
 6, D. Oxton (Lola T330), 43 laps.
 Fastest lap: McRae and Amon, 67.6 s, 117.16 mph.
 Tasman points: Brown and Lawrence, 15 each; Walker,
 10; McRae, 9; Murdoch and McCormack, 7 each; Bartlett
 and Smith, 4 each; Stewart, 3; Oxton, 1.

David Oxton had a drive in Max Stewart's spare Lola T332 and finished sixth.





Carlos Pace scored his first ever GP win at his home circuit. It was also the first victory for the Brabham team with Martini sponsorship.

BRAZILIAN GP/INTERLAGOS

Pace takes the flag but the honours go to Jarier

By PETE LYONS

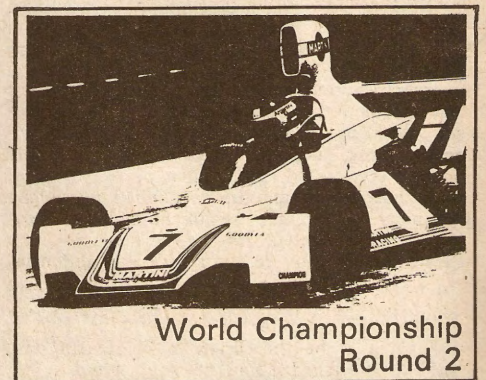
Photographs by DAVID WINTER

Race Data by ALAN PHILLIPS

Seldom in modern GP racing does one man with one car have a spectacular advantage in one race meeting and, even less likely, is he to enjoy it again at the following meeting. Thus when Jean-Pierre Jarier put his UOP Shadow on to the pole in Argentina only to be let down by a mechanical fault even before the start it was a tremendous disappointment. Fortune seemed to be making up for it a fortnight later in Brazil, however, for he was again fast and took pole by a wide margin and, indeed, started the race. Once he got around Carlos Reutemann he simply vanished in the distance, building up a lead of more than 25 s by threequarters-distance. Certainly it was morally "Jumper's" race, but fortunes smile was a false face. With but eight laps to go a seizure of the shuttle in his metering unit stopped him on the circuit. Disconsolately, stunned in fact, he had to sit on tyre and watch his race being won by Carlos Pace.

The Martini Brabham driver, a Brazilian performing before an adoring Brazilian crowd, had been tempering his natural fire with visible intelligence. Nursing a particular tyre combination that turned out to be right in the conditions of the day, he moved from the third row into third place immediately at the start, and then neatly slipped by his team-mate Reutemann when Lole's own tyre choice deteriorated. Moco was, in fact, troubled in the late stages by developing oversteer, as well as physical deterioration caused partly by the strain of cornering forces on his neck, and when he found himself in the lead he knew the determined two-times former winner of the Brazilian GP was not far behind and gaining with every lap. But Emerson Fittipaldi, starting from the front row alongside Jarier, had fluffed his start and then been trapped behind the Brabhams. Pace knew a steady finish would keep his first major victory safe in his hands, and he held on to defeat his fellow Paulistano by just over 5 s.

Of course, the result cemented the Texaco Marlboro McLaren driver's firm grip on the early part of this year's world championship, and McLaren's performance as a manufacturer was augmented by a brilliant job of work from Jochen Mass. Troubled by an unhappy practice, the young German found his form in the race, caught up the leading group, overtook Depailler, Lauda, Reutemann, and Regazzoni, and carried on with Fittipaldi in sight to finish a splendid third. It was a drive that earned him the Jo Siffert award.



World Championship Round 2

Tuesday evening, the seafront at Rio. A small figure, a familiar one, stands on the mosaic pavement biting a cigarette, Arturo Merzario. "Ah, hello, ca va?" He's having a bitter holiday: doesn't like the food, and his hotel's no good, and the weather has been dull and wet for five days straight. Then, directing himself to professional matters, he squints attentively and asks, "Hey, what you hear, is true about Peterson? He driving for Shadow in Interlagos?"

Good lord, is that still going on?

"No, really, I see a German journalist today sending a telex."

Wednesday morning, the Rio papers are full of it. Long stories, and lots of photos of Ronnie sitting in a bare Shadow chassis. Pryce's, by the look of it. The keen photographer has taken care to get lots of UOP insignia in his shots, and Alan Rees' face, too—Alan smiling from one side of his face clear across to the other.

Wednesday evening, the television devotes several minutes to it. There is flashback footage to Argentina, and more recent interviews with everybody available: the driver, the Shadow people, the Lotus people (but none with Pryce seem to be included). The implication of the broadcast is that the deal is all signed and sealed. But Ronnie states, on camera, that it isn't. It's still all theoretical. It's too early to say, etc. His face, his boyish, placid Nordic face, through a trick of the lighting perhaps, looks strained about the corners of the mouth and the eyes.

Thursday afternoon, a street corner in Sao Paulo. A friend, rushing along through the crowd. "It's definite, Ronnie told me at noon, it's a straight swap with Pryce. I've just been to send a telex."

About an hour later, just before five, in the lobby of the Hilton, why there's Ronnie himself, here's luck. We join the small crush around him, and note the sardonic smile on his Swedish face, as he says:

"No, it's changed again, I'm driving for Lotus here."

Sometimes in motor racing it's difficult to understand exactly what's going on. If you can't photograph it, or read it on a stopwatch, you pretty well have to depend on what people tell you. The trouble comes when you start asking more than one person. You sometimes get more than one story. The truth seems to become a fluid.

We hear that Ronnie Peterson feels that Lotus should have told him earlier in the winter that the racing budget had been cut approximately in half. We hear, however, that both drivers had been kept fully informed. We hear that Peterson doesn't think that Lotus can now build him a car capable of winning the World Championship. We hear, however, that Colin Chapman himself is at this moment strewn round about with drawings for a brand new car, and this will likely be ready to race in Spain.

We hear that the Shadow and the Lotus people had agreed that Peterson would be loaned to Shadow for a couple of races. We hear that the major sponsors had each stated, in their opposite directions, that a short-term deal would be unacceptable. We hear that the Lotus team manager had drafted a press release announcing the swap, and had had it duplicated, and that Peterson had a copy in his pocket ready to issue. But then, we hear, some time before 5 pm on Thursday a phone call came through to Brazil from Norwich calling the whole thing off.

We hear that some members of the press asked Peterson for his views, and recorded them, but then honoured his request to "clear it" with the team manager—the result being that, to keep the relationship with the driver one of mutual trust, the press men considerably altered his expressed views for their publications.

We hear, too—and this is another one the details of which are not meant for publication—that much of the swap-deal and its turbidity has to do with ultra-confidential negotiations between teams in the matter of driver transfer fees. This doesn't seem to be the first swap under recent accords, but it does seem to be the (financially) biggest one.

We also heard someone say, when it all seemed to be over and done with, "He's slipped through our fingers twice now, but we're not going to give up. We're going to fight really hard next time!"

And you, gentle reader, always thought Grand Prix racing was a simple matter of 15 Sundays a year. You haven't seen the half of it.

ENTRY

Friday, at the track. What a delightful relief to stop hearing people and listen to the Formula One engines again. There's sometimes a particular point during practice when you can stand directly behind a car as it's started up and revved for a couple of minutes to warm it up. You can look down into the exhaust pipes, the acrid gases gusting about your face, the sharp savage noise painful in your ears, and down there in the dark tubing you can see flames popping; little flames, very brief little bursting flames, quite dull

and not easy to see. Sometimes they're orange, sometimes they're blue. They cavort down there inside their twisting tunnels like little smokey demons mischievously anxious to frighten you. As you gaze down into their hellish little play, you find yourself trying to grasp the true fiery cacophony deeper within, inside the grey engine itself. The flames, the sparks, the violence of the chemistry, the desperation of the metallurgy, the exquisite whirling precision of the design.

Then the wheels give a rubbery tremble as gears mesh, and the driver moves his feet on the pedals inside and takes the machine away from you, leaving behind only the noise. It's a good noise, a pure and honest and true noise, a hanging sound of hard, simple work. It cleans your mind out.

Of the 23 cars that had raced in Argentina, 22 would race in Brazil. The 23rd was replaced by a new one, nominally the same as its crashed-and-burnt predecessor but showing the result of a lot of experience and re-thinking. Wilson Fittipaldi's Copersucar-Fittipaldi No 2 now had a pair of water radiators located Parnelli-style either side of the engine, angled a bit and fitted with vanes to help scoop in air. What had formerly been a complete rear bodyshell was now an abbreviated semi-cover acting as little more than an airbox. What had been the airbox intake inside the roll-bar arc was now filled in, and a conventional tall scoop rose to standard height above. Below, much of the whole rear suspension had been strengthened to prevent a recurrence of the failure that had caused the Buenos Aires crash—designer Richard Divila hadn't been able to exactly pinpoint in the wreckage what actually broke first, but it was something in the rear, and he revised his calculations on certain key elements. Despite this, the new car weighed in some 12 kg less than its predecessor, and in testing at Interlagos during the intervening weekend between GPs, some encouraging lap times in the 2 m 36 s bracket were recorded.

Another major change was incorporated in the Vel's Parnelli Jones team. Having tried their own tyres at the first race of the new season, they had now decided to go over once and for all to Goodyear. Within the team there had been conflicting points of view, but finally the decision was left to Mario Andretti, and he chose to take advantage of the ongoing Goodyear development programme rather than handicap his chance of winning races by staying with a stagnant technical situation out of a sense—possibly misplaced—of loyalty.

As for the Goodyear efforts for the race, the first GP in which every car used their product, there were, as in Argentina, two basic tyre compounds supplied. One was especially intended to last in the conditions imposed by the Interlagos circuit, the other was a "softer" rubber which was, in fact, the Argentina race compound. At that first race, there had been something of a problem involving the separation of the treads at the

splices; some people had called this "chunking." The Akron technicians had altered some of their techniques to prevent this, but inevitably the sheer logistics of the situation required that there were still some of these original questionable tyres left over from Buenos Aires.

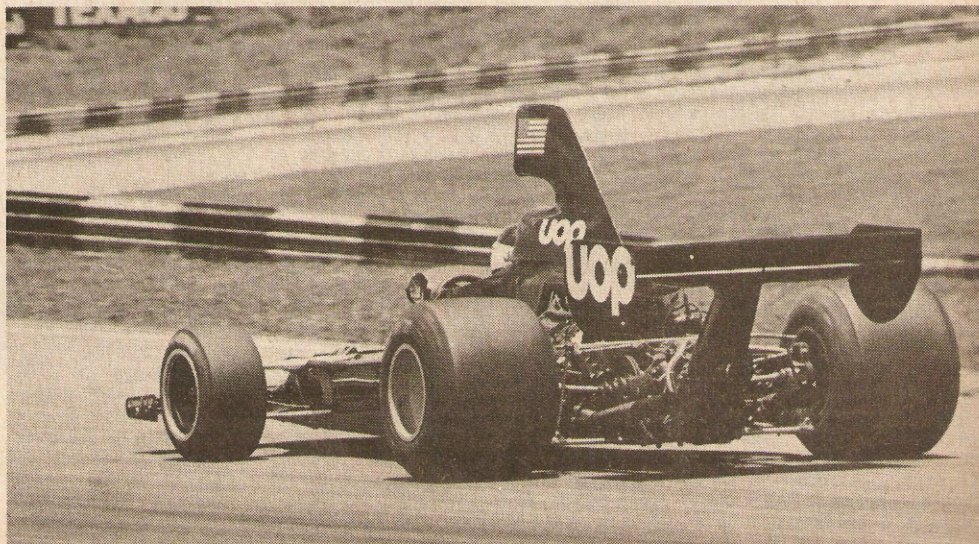
On along the newly revamped paddock/pits row at Interlagos, closer examination revealed a number of more subtle changes in the outwardly familiar cars. Team Lotus, reacting with magnificent determination to the adversity of their unhappy current situation, had entered into a remarkable redesign of the rear suspensions of their pair of ageing JPS 72s. At base, explained Peter Warr, the constantly altering tyre designs of the past couple of seasons had often left them with a poor marriage of car to road. At one stage the front tyres wouldn't work on the 72, at another the rears were inferior. At Argentina, the whole weekend had been spent trying to obtain grip at the rear. On race morning the two cars had appeared with a "bodge" in the rear suspension, whereby it had been lowered through the adaptation of shorter damper units intended for the front suspension (spacers had been made up out of two-inch lengths sawn off jack handles, which had been borrowed from Team McLaren!). When he came out to Brazil, Warr had with him a kit of bits to render a rear suspension improvement beyond this: essentially a new roll centre was obtained by modifications to the upper pivot points of the (cast) rear uprights. Time had precluded making new uprights, so a makeshift structure had to be bolted on top of the castings to carry the new pivot. It looked makeshift, and the amount of artful fiddling to make all the elements of the whole rear structure fit without binding on each other was astounding.

Some teams would probably not have considered it worthwhile putting themselves out to this extent for one race meeting, but the history of Lotus is full of incidents where tireless, inspired effort has earned just reward. At the Brazilian GP this time, every man jack of the compact little team looked exhausted. Their eyes were all sparkling with that nagging pain that comes from staying awake too long, and their movements were uniformly sluggish. But there was a solid impression about them of unspoken determination that, if their flesh could only hold out, their spirit would convince their driver to stick by them.

(Incidentally, the reporter must confess to an error in the Argentine report: Peterson did not retire of gearbox failure, although it was giving him trouble, but from the engine dropping a valve.)

The older Hesketh model, the one still fitted with steel coil springs at all four corners, had been fitted experimentally with track about three inches wider; this was removed after the first day. The newer UOP Shadow of Jarier had been altered to suit the circuit by, rather surprisingly at first

This was the only view the 22 other competitors had of Jarier throughout the meeting.



thought, removal of the spacer between engine and gearbox to shorten the wheelbase by a couple of inches.

The reason for Jarier's crownwheel failure at such a dramatic point of the last race had been traced at Hewlands to a wrong piece of material. "The steel was EN24, whereas it should have been EN36. All but about six of the teeth broke off like carrots."

The Texaco Marlboro McLaren had available both current patterns of nosepiece, with their different supporting framework, and Fittipaldi's car ended practice with the older, longer nose fitted.

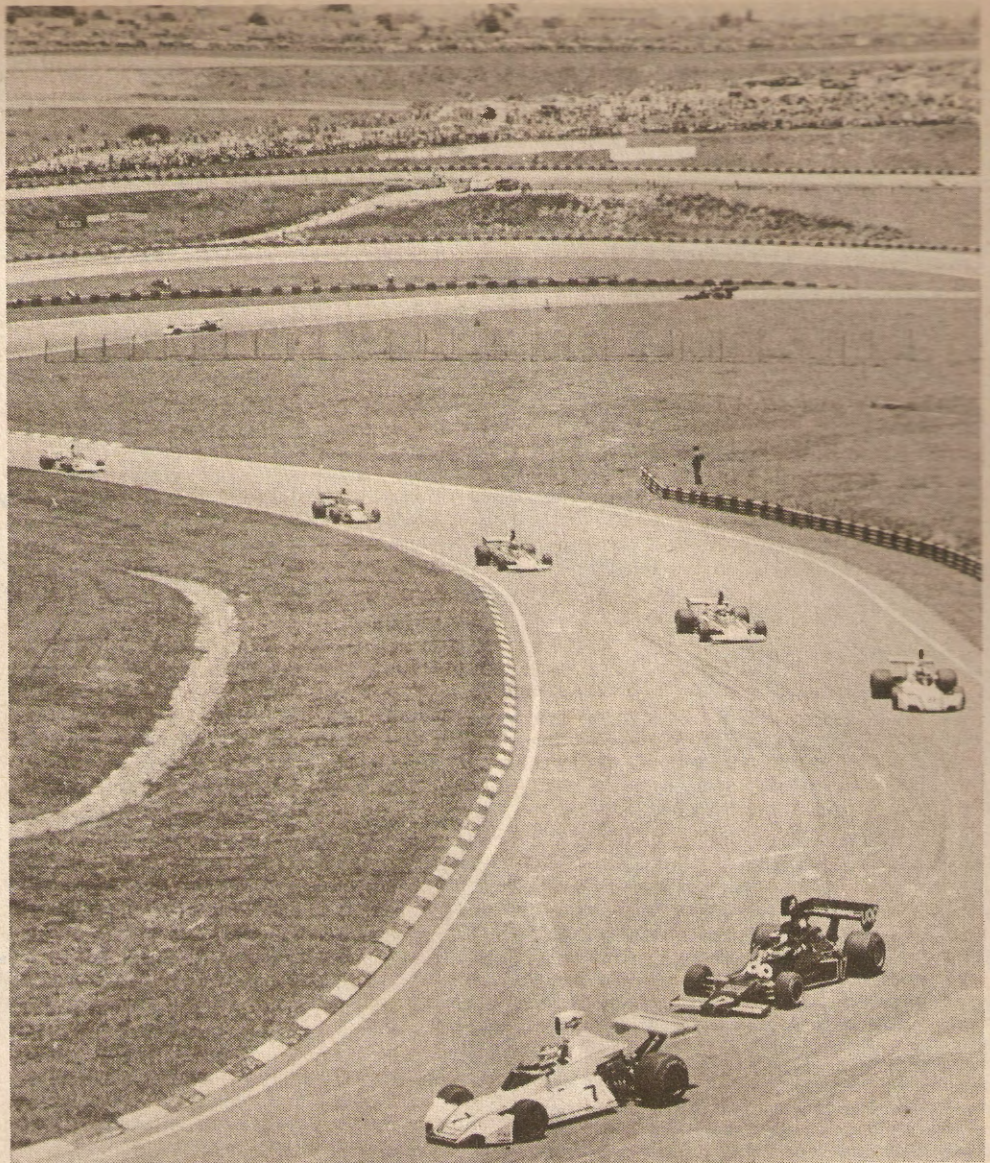
There wasn't, however, much need, inclination, or time to change the bulk of the entry. Some had carried out one or more days of testing at the Sao Paulo circuit, some had tried but been frustrated by mechanical trouble, some hadn't managed to come or even wanted to. McLaren, Brabhams, Ferraris, Heskeths and a few others had done testing, but Shadows (due to a shortage of gearboxes after the last race) did not, and the startling speed of Jarier as practice opened made the days of hard work by the others look futile indeed!

The impression of meagreness gained in Argentina was still invoked in Brazil. There were teams who confessed themselves almost desperately short of spare machinery. There were teams that were visibly short of personnel—including financially sound Brabhams, who had two men ill. There were a lot of people missing whom one would normally expect to see at an interesting race in a good climate, in a politically stable nation. Colin Chapman was missing his first non-Monza GP, nor were Tyrrell designer Derek Gardner, McLaren designer Gordon Coppuck, Parnelli designer Maurice Phillippe or Penske designer Geoff Ferris anywhere on the scene. Neither of the big men from March came, nor did either Vel Miletich or Parnelli Jones come—why, we were even deprived of their Lordships Hesketh and Stanley. There were plenty of enthusiastic South Americans who had managed pits passes and the grounds were not deserted, but there was overall a peculiar sense of partial abandonment about this early GP of the 1975 season . . . beautiful people, where are you? Is anything wrong?

PRACTICE

Practice was, for almost everybody, two days of growing, disgruntled displeasure. Jean-Pierre Jarier, just as in Argentina, was pushed by the Shadow team out to the very front of the line awaiting the opening of the track for first practice, and again as two weeks ago his DN5 started turning in some startlingly good times that no other car could match. After the first hour, from 9.30 to 10.30 am, in the comparative cool of Friday morning (the whole weekend was supposed to take place early in the day for reasons having to do among other things with anticipated afternoon weather and with crowd control), Jean-Pierre was quickest overall with a lap of 2 m 31.52 s. At this stage James Hunt was only about two-tenths behind, and Reutemann, Pace, and Emerson F. all looked to be within striking distance (less than a second on this five-mile circuit). But there did not seem to be a sense of confidence pervading these other teams. After considerable testing on their part, here was a car new to the track ahead of them. The "flash in the pan" of Argentina was turning out in Brazil to not be a flash in the pan at all!

The weather conditions seemed favourable for good times. In the 11 am to 12.30 session the already partially cloudy sky grew darker, there was almost no sun at all, and the air with its light breeze was perfectly comfortable to European skin. The pole position time of the year before (Fittipaldi, McLaren) was 2 m 32.97 s, and several drivers had already bettered this. But there had been a better F1 lap recorded in 1973, when Peterson took his JPS—then an ultra-competitive car—around at 2 m 30.5 s. It was a matter of keen technical interest now to see whether anyone could take a car around at anything approaching this speed. Against it were the facts of not having a supply of



Reutemann under attack from Jarier with Pace, Regazzoni, Lauda, Scheckter, Fittipaldi, Mass and Pryce following.

tricky-sticky tyres, and also of the evident further deterioration of the track surface. While carrying out the CSI-barrier-moving programme in recent weeks, the Interlagos owners had done some resurfacing here and there. But the new cover seemed to be almost all on the straight bits, and it wasn't any smoother than the old anyway, and several drivers commented that the untouched parts of the track were even bumpier than ever. Hard work for a modern F1 car.

Jarier broke the 1973 record by 16-hundredths of a second. Nobody else—Reutemann was best of them—did more than approach it.

As the nice racing engine noises died away, a buzz could be heard running up and down the garages. Whew! It's quick. Do you think he can be taking the first pair of bends flat? It certainly sounds like it. Well, they're running a lot of wing on the car, but still . . . you know, the chassis must be getting the absolute best out of the tyres. Yes, but did you see the megaphones?

A study of corner times which was incomplete and amateurish nevertheless generated a good deal of interest in the garages; it indicated that in the famous *Curva do Sol*, the fast, spectacular, endless right-hander below the paddock, Jarier's Shadow was getting through the quickest. Once it was caught at 12.1 s between reference markers, J-P working hard but not drastically so. Once Fittipaldi did 12.2 s, the McLaren looking reasonably steady but sliding, and Scheckter did 12.3 s, the Tyrrell looking pretty exciting on opposite lock for much of it.

The man-of-the-hour seemed to be taking the flock of interest in him in stride. He said he was surprised himself that Tony Southgate's shortening of the wheelbase

proved to be a good thing on the circuit, but there it was. His gears weren't right yet, and he was going to have his tiring engine changed.

One—and all, for that matter—seemed to be left with a nagging feeling that the question wasn't: Why is Jarier so fast? But rather: Why is everybody else so slow? Obviously, Jarier, Southgate, and Shadows were doing something *right*. Whatever could it be?

Everyone had, incidentally, been started off by the tyre company on the harder, base-line rubber. At one point, so it is said, Brabhams switched Reutemann over to the softer, "Argentina" pattern and he went a little quicker—but the company representative came along and gave the team a bollocking for doing it without official leave. This is just *hearsay*, of course. In the later session nearly everyone was allowed to swap over, and while some drivers were able to show an improvement of anything between half a second and a full second, some showed no improvement. So these soft tyres weren't necessarily an answer, and Goodyear was paying close attention to wear rates, particularly at the front.

As a generality, these tyres seemed to work on most cars on the Interlagos circuit to give understeer. The same rubber had given a general oversteer at Buenos Aires.

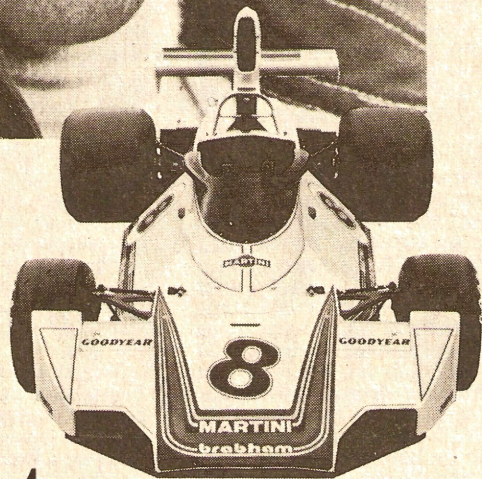
As understeer is not considered desirable on a circuit with lots of long corners—it tends to build up, and there isn't anything a driver can do about it except wait until the end of the corner—most teams were not happy. Chassis tuning seemed to take on the nature of chassis jacking around as various compensations were cranked in, and while cars became more and more manageable it often looked like hard work to hold them on

Congratulations! Carlos Pace wins his first Grand Prix

1st Carlos Pace-Martini Brabham Brazilian Grand Prix 1975



MARTINI BRABHAM
RACE ON
GOODYEAR



The right one



line. The bumpiness of the surface was a further handicap, so that, much as at Brands Hatch, the drivers were being forced into giving good visual value. These were conditions which drivers hate but in which spectators can't tear their eyes away from the leaping, weaving, fishtailing cars.

There were mechanical reasons for unhappiness, too. Emerson Fittipaldi had to abandon the early session early, his arm up, so that a fuel pump could be changed. Mike Wilds abandoned this session when the Stanley-BRM took charge coming out of a hairpin, shot across the road, and rammed its nose into the inside guardrail. The sub-frame holding the right front suspension was badly bent, and as the chastened Wilds watched his mechanics tear into the job of straightening it he was nursing a wrist that had been slightly sprained by the impact.

James Hunt, too, had a spin which damaged his nose; in this case only the projecting forward parts were bent and within minutes the other car was cannibalised and he continued. (He was trying the coil-suspended car rather than the rubber one at the time; he said the spin was not at all similar to the one that had cost his lead at Argentina. There a restriction in the steering lock caused by the rubber spring assembly had aggravated the situation; here he simply lost control.) Others seen to spin but without damage were Vittorio Brambilla, who was not repeating his Buenos Aires form, and Jody Scheckter who spun once and once again.

Rolf Stommelen was bedevilled by a fuel system trouble which held his Embassy Lola's engine down to 8000 rpm; he got no clean laps. Mario Andretti's Parnelli engine lost its oil pressure as the sump began to fill with oil; the scavenge pump was slipping its clutch drive due, it was thought, to overload created by the addition of another oil cooler in the system. Besides that, a rear roll-bar bracket broke, and two dampers failed. Arturo Merzario had to stop when his Williams broke the triangular piece which mounts the engine to the chassis on the right-hand side.

Several different drivers reported, in the quiet of the post practice afternoon, that their cars weren't actually going badly. "But it's just not quick enough." Other drivers said their handling was so bad that it left them at a loss to describe it.

Oh, yes, and Ronnie Peterson ended up at the very bottom of the time sheets. That time came from the one lap he completed all day. He didn't do more because he was in and out of the pits trying to find the reason his engine, a brand new unit fresh from the box, wouldn't run. Besides that he was worried about a severe front brake vibration. The reason for that was found, finally, with a dial-gauge: the disc was mis-shapen. Unfortunately, Team Lotus had with them in Brazil precisely the four front discs already fitted to the two cars. No other car's discs would fit the 72 design.

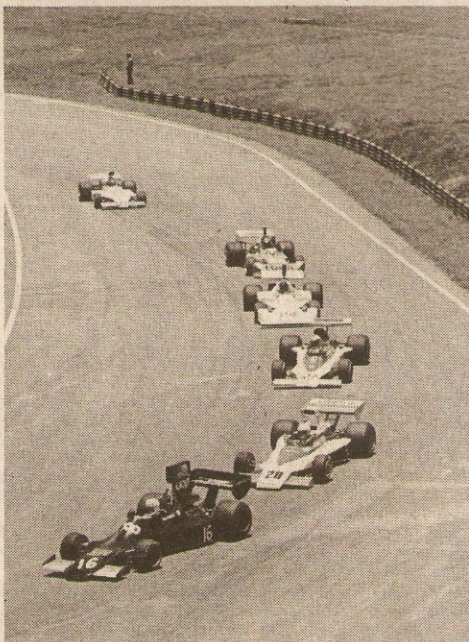
Tom Pryce, sitting quietly on his pit counter a bit apart from the crowd persistently surrounding his team-mate Jarier, said his DN3 wasn't going too badly, thank you, although an earlier oversteer had mysteriously changed into understeer. He'd seemed to have learnt the track easily. When asked, he went on to say that, no, the present crisis atmosphere of uncertainty about who he was going to belong to didn't really affect his driving. "I know that the main thing for me is to just get experience. All this doesn't bother me. Just so long as I'm quicker than Ronnie!"

Once again Jarier took up his place at the head of the queue for the next day of practice. This time there was a delay, that stretched to upwards of an hour because — it was said — one of the circuit's maintenance vehicles had blown up and spread oil all over the Curve Three. Jean-Pierre stayed in his cockpit the whole while, his mechanics sitting on the wheels around him, occasionally chatting with someone but largely looking in his young French face as if he wished the whole thing were over and done with. There was still, in some minds, the "flash in the pan" question, and the former F2 champion was certainly going to have to prove himself all over again today.

Behind him as he waited, the long blank period allowed groups from other teams to wander up the line and, with studied casualness, examine the UOP Shadow in hopes of spotting its secret. Team managers, chief mechanics, secondary mechanics, designers, all could be seen in the general crowd, hands clasped innocently behind their backs, those backs occasionally bent as they tried to see under things. . . .

But nobody seemed to discover any secrets. There probably weren't any. Southgate had simply, after three years of trying, refined his basic design into a cohesive whole that worked properly with the tyres available on the given circuit. F1 seems to have evolved to this stage, where there aren't any major conceptual advantages. It's not like five years or so ago, when one could say with confidence: Well, it's the inboard brakes, isn't it? Or that new wing location, of course it is. It's hard now to see why a car happens to work well — it's so hard that sometimes two supposedly identical cars within a team behave differently. It appears to be a very fine game indeed nowadays, the rules of which are increasingly cloudy.

His rivals standing back there with their hands clasped seemed to rate Tony Southgate highly, but they couldn't bring themselves to say he'd discovered anything they didn't know about. Yes, it's all working well here, isn't it, but wait 'til we get to Kyalami. It's likely to be an entirely different story there!



Second bunch: Pryce leads Donohue, Andretti, Hunt, Brambilla and Laffite.

Hope always springs eternal in motor racing, it's a province of optimists.

The man himself remarked that he felt the new era of tyre relationships was an important clue to his car's speed. He had often felt in the past that his team wasn't toward the top of the list as regards the best compounds; now, with everyone given the same thing, the car rose to its proper level among the rest.

To put the results of the day simply, Jean-Pierre went on in the first session to take the pole by a stunning margin over all the rest, breaking under the 2 m 30 s mark for the first time ever in Interlagos history. He was so far ahead of anyone else that it was almost ridiculous. That sort of superiority hasn't been seen in F1 for quite some time. It quite demoralised the other would-be competitors. It quite elated the UOP team, whose delight after two years of frustration was like the sun after a monsoon. Flash in the pan, indeed!

For nobody else did that last day of practice go anything like as well. Many people were generally faster than the day before, despite warmer temperatures from a less cloudy sky, but still dissatisfaction was rampant. Most people found the so-called Argentinian

tyres quicker at Interlagos, but oddly enough they made the cars behave differently. At Buenos Aires most people were complaining of oversteer. Here in the long, fast corners the tyres seemed to cause understeer instead. So chronic was this that certain people became worried whether there was enough rubber depth on the soft tyre to last the race distance — but strangely, some people were worried about the fronts, others about the rear. Ken Tyrrell had an experience which illustrates wonderfully well just what a puzzle modern racing cars can be. On Friday, his drivers found the softer compound was worth about half a second (some other men reported an improvement of nearer a second, others found no improvement at all). As the Saturday got hotter and hotter, though, the summer sun beating down finally unhindered from a clear blue sky, Ken wondered if the Argentine compound might not be too soft. He had the harder rubber put on. His drivers recorder times 2½ s slower.

Why, Tyrrell wants to know, should there be a difference of 2 s in the difference itself on two different days? Not even for Jarier did the practice end up well. Satisfied with the morning time, quite confident nobody would be able to threaten his pole, Alan Rees put him on full fuel tanks and devoted the afternoon to setting things for the race. Jumper was doing some laps in the middle of the time sheets when he suddenly vanished. Such a thing had happened on Friday, when he occasionally slowed on the circuit or failed to come round on schedule. He had explained those relapses by saying he "was going slowly to look at my tyres." But this time he never did appear.

A couple of Shadow mechanics took some tools and went out to look for him, but returned in vain. "We can't find him anywhere." Interlagos is, after all, a long track with several steep banks which block vision.

But Ronnie Peterson knew just where he'd got to. He'd been pounding along behind when it happened. "He can go by me, and the Brabhams as well, like I'm parked. But then he was just in front and he blew up. There were little metal places everywhere."

If Ronnie got any small smile of satisfaction from that, it was sorely needed. He still couldn't get the JPS to handle. Just as the day before — and as the year before, come to that — he said it was "penduling" from over to under steer unpredictably. The slaving Lotus men tried everything possible to adjust the chassis, but nothing worked. He still had the brake vibration, too. The warped disc had been reset on its drive straps as straight as possible, but it wasn't enough. But since there wasn't anything to be done about that he didn't remark on it. There wasn't anything the overextended team could do about his engine situation, either. The new one that didn't work had been replaced with the only available spare, the one raced in Argentina by Ickx. It was tired, but it was the only one.

Ickx, too, was having the same handling problem. To him it was just as at Buenos Aires, the car handling reasonably well at low speed but just being unmanageable at high speeds. At one point, he tried so much front wing angle that, at speed through the ultra quick first and second turns, he lost all steering control. The steering became so heavy that, in the middle of the corner, he literally could not turn it — either way. Fortunately, he reported to Peter Warr, the chassis was lurching about on its bump stops so that at the exit of the corner it stopped turning by itself and he could go straight again. . . .

But if Team Lotus were unhappy, they were members of a big club. Mario Andretti's crew spent the half-hour break starting to change engines again. As on Friday, the second engine lost its oil pressure. The only replacement available had been, again, raced in Argentina. There were only a few minutes left when Mario could go out and participate in the final session.

Scheckter had terrible oversteer, "worse than Friday," although he didn't spin this time and late in the afternoon he gathered himself up and was one of the few who, in the hot conditions, improved his time. In fact he was

second fastest to Fittipaldi. Team-mate Depailler, however, didn't improve, in fact he was a bit lucky to participate. In the morning session he suddenly shot off into a barrier, damaging both ends of the car's superstructure. There was a front wishbone cracked, as well: Patrick said the braking had been growing more and more unstable until he suddenly crashed.

Mike Wilds reported that the straightened BRM was tracking well, and that he was making quite pleasing progress, although the chassis seemed to be rolling too much and the tail would jump out. Tom Pryce, too, was making progress, and so was John Watson in the Surtees although there was still an overall lack of traction. Mark Donohue said he'd made some mistakes, taken the chassis tuning the wrong way, and was getting slower. James Hunt, trying both cars, said there wasn't anything wrong except that he just couldn't do a good time. Carlos Reutemann, driving the team's spare at the time, stopped on the circuit with no fuel pressure. Carlos Pace, troubled with severe understeer, was also being bothered by the G forces on his neck in fast corners. His ribs, he maintained, were all right, but his neck was painful. After having a look at head bracing pads Donohue had rigged up in the sides of the Penske cockpit, and after discussing an Indy fix involving bungee cords looped around the upper arm and hooked to the helmet, he went away and worked out his own solution. He did have thin pads put into the cockpit sides, but he planned to rely on simply jamming his helmet back into a thick cushion of foam rubber built out from the rear of the cockpit. In the bad corners, he thought, he could hold his head steady this way—much like using a "dead pedal" to hold one's body in the seat in a road car.

The tyre situation, or something, changed yet again in the final moments of practice. In the last 15 m drivers started reporting their chassis had switched over to giving oversteer.

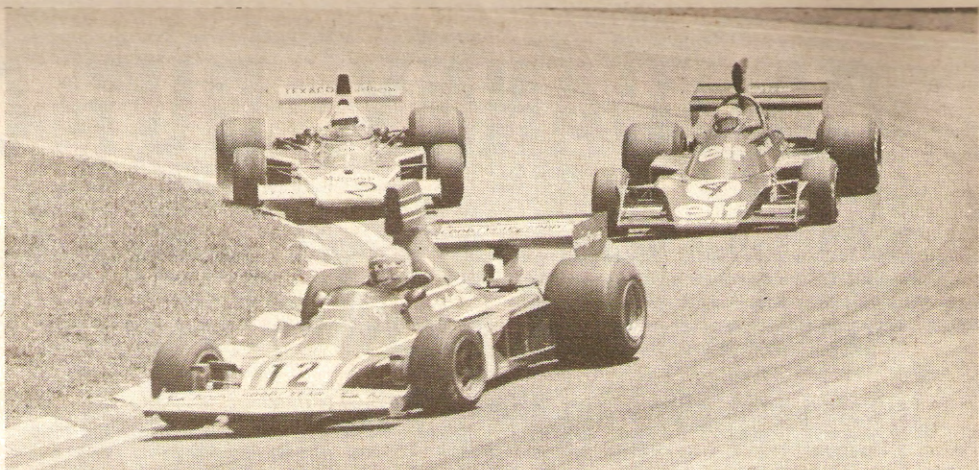
As the racing noises once again died away and everyone settled into the evening of race preparation, and as big Sao Paulo afternoon rain clouds suddenly built up overhead, there was a feeling of mystery, not to say puzzlement hanging over the garage, everybody had a lot of questions that needed answers, but they didn't know how to answer them. Maybe the race would provide more information, but there were people ready to expect that the result of that would be a surprise too.

The famous names in GP racing are often described as brilliant people with faultless understanding and vast experience, but there were a lot of wrinkled brows at Interlagos this time. If there was one man in Brazil who really knew what was going on his name was Tony Southgate. But his expression remained bland. He wasn't telling.

RACE

As the race was to start at 11.30 am, the morning unofficial practice was scheduled at nine. In fact, there was a delay of about 10 m because, just as in years past, the over enthusiastic crowd which had been jammed together in the grandstands along the pits straight all night, protecting their places, were amusing themselves by throwing debris on to the circuit. Goodyear's Denny Crobback was adamant that it all be cleaned up before any of his tyres could turn. The only tyre firm to support F1 racing nowadays didn't need any ill-informed publicity about punctures, thank you very much.

The delay might have been critical to Niki Lauda, for his engine blew up in that half-hour session. It didn't really blow, but the oil pump drive sheared, and it was considered wise to change the whole unit. Luckily, the Ferrari team had prepared for such an eventuality by having already removed the entire back half of their Muleta. There it sat, ready to be bolted on to Niki's race chassis, complete with gearbox and rear suspension. The job was finished in plenty of time to roll the gleaming red machine out to join the others. However, there had been no chance to race tune the chassis on full tanks on the day. Mauro Forghieri could only try to assure his star driver that his settings were exactly like



Hard trying Jochen Mass clips the kerb attempting to get past Depailler. Lauda leads.

Regazzoni's. But Niki, from his expression of pent up explosive anger, was thinking about too many times when supposedly identical cars had behaved unexpectedly.

Other troubles befell Hunt, who stopped on the verge with no fuel pressure, and Wilson F., whose engine started spraying oil out because the oil pressure was too high. Carlos Pace brought his car back with oil leaking from the front gearbox seal into the clutch housing, so the Brabham men had to take his car all apart to fix that. Luckily here, too, there was time.

For most drivers and team managers, the half hour was precious for it was still a big question as to what tyres to choose. The idea of the season is that there is really only one tyre choice, but there were, in fact, two available and, racers being the sort of people they are, there was as much nail-biting about which to choose as ever there was when several were available. Most of the faster men seemed to think the softer rubber would last—which perhaps gives some clue as to why they are fast, meaning that their chassis may work more properly and their own styles may be smoother. A few were happier with the harder stuff, though, while certain ones put on, finally, a mixture. And then they carefully tried to keep everyone else from finding out what it was. As if anyone else could have benefited from knowing. Once again the local Bombeiros drove the length of the grandstand straight, pumping water into the crowd which cavorted like children in the cooling spray. A fresh quantity of debris was thrown out over the already tall fencing, and it was, in fact, after noon when finally the string of 23 racing cars rasped their way around the long, twisting circuit and formed up on the grid. There was a pause of a couple of minutes, time enough to trade last-minute jokes and take snapshot pictures, and time enough, barely, for Team Lotus to send men running all the way back up to the pits, a long way away at Interlagos, for a new set of front tyres for Peterson's car. Ronnie had selected a mix of hard rears with soft fronts, but there hadn't been a chance to try the combination on full tanks. On his single lap just now he found the JPS was just impossibly vicious, so he wanted hard tyres all round. His mechanics had finished the job when the signal came to start up the 23 engines.

In 21 sets of exhaust pipes, little ghostly flame demons began to cavort on cue, and 21 sets of fat rubbery wheels jumped as the gears meshed and the clutches bit. With a crescendo of frantic shattering noise most of the race rushed away into a cloud of grit and the first corner.

Luckily for Ronnie this time his grid place was well toward the rear, not far from Wilson, for both their engines refused to start. In both cases the trouble was boiling fuel, and their mechanics protected only by their thin racing shirts crouched warily around the cars as the tail of the field poured by. Then they got stuck into the problem, and first the Copersucar and then the John Player Special rasped into life and finally, a long time in arrears in Peterson's case, drove away. Up at the front of the race, Emerson

F. had flubbed his getaway. Apparently, one hears, he had put on another set of tyres since the warm-up, still a soft compound but a set with a less worn tread, and perhaps the difference was enough so that he misjudged their grip. He lagged badly off the line, back wheels wreathed in smoke, as cars lunged by him on all sides. Jarier on his left, the pole, but allegedly the less favourable side at Interlagos, got away cleanly toward the bend, but he didn't get there as soon as did Reutemann from the row behind. As in his home country, Lole made his own interpretation of the starter's twitch and there are observers who, one hears, saw him take the lead from "Jumper" before they cleared the startline. Moco, meanwhile, was making a fine start, and although he was blocked for an instant by the sluggish Fittipaldi he piled with the best of them into the wide, banked first turn and rushed around about three people on the outside and emerged on to the long straight in third place.

All around the multiple twists and returns, between the black and yellow guardrails, and the bright green grass, the little white speck that was Carlos Reutemann's Brabham lead the black one that was Jean-Pierre Jarier's Shadow. It was Pace's white speck behind, then a pair of bright red ones close behind (it was Regga leading Lauda) and a blue one that was Scheckter with a red and white one representing Fittipaldi separating it from the Depailler speck: then there was a black one, that was Ickx, and a yellow one for Watson, and a white one, must be Merzario, and the Mass McLaren. . . . The silvery Copersucar came along at the tail of the string, but in touch with it. Then, whole minutes later, as it seemed, another black speck came along with a blue helmet inside and it was stuttering and stumbling very badly out of the hairpins. At the end of the lap Peterson drove off into the pits and stopped for a moment so the mechanics could reach in and set his fuel mixture on to full lean. To start it up on the grid they'd had to put it on to full rich, but the instant he heard the engine fire Ronnie was on to full throttle and gone before they could set it back to normal. He rejoined a bit after the leading bunch had roared by on their second lap.

Halfway round the second lap Mass had moved up to behind Ickx. There was a gap in front of the JPS where Depailler was at the tail of what was now an eight-car string of leaders, so already the race was broken into two parts and the second part was rapidly losing sight of it. Around this second time, too, in the section of multiple hairpins, they were all greeted by an oil flag. There was the orange March off the road, its external parts coated with oil and its throttle slides all jammed with little bits of valve and piston. So already it was beginning. It was a hot day and the sun was relentless and it was still a long way to go.

After a couple of laps sitting behind the leading Brabham, Jarier could see a way by. Reutemann was getting along the straights very quickly, and he was extremely quick through right-handers, but the Shadow driver could see him beginning to slack off in left-

handlers. So at a suitable moment he simply drove down to the inside at the bottom of the long straight and slipped easily ahead. That act broke the race up again. Jean-Pierre Jarier's UOP Shadow commenced to show the same form as in practice and, with no apparent effort, proceeded to leave everything else behind so rapidly that they couldn't see how. They were left with nothing better to do than race for second place.

It was a good race, though, Reutemann's problem was a growing understeer, much as had afflicted him last year. He'd fitted a hard tyre to the right front, but still it was going off, and presently the rubber began to scrub off both treads. Clearly he was bottling up the bunch behind, for they were all nose to tail. It was perhaps important for the outcome of the race, however, that the first one in the queue behind was his team-mate. Moco could easily see what was going wrong. Having set his own Brabham on a mix of soft fronts and hard rears he obviously had different handling characteristics and the ability to get through left-handers better than the BT44B ahead. Choosing his moment as coolly as had Jarier, he slipped by in the same place and drove away after him, not as rapidly but rapidly enough to have second place secure in only a few more laps.

It took the others rather longer to get around Lole. They stayed strung together, driving around in a hectic pack, some sliding and twitching more than others, some time feinting in the braking areas, but staying still all together. One of them, after sliding more spectacularly than the others, dropped out of it. It was Scheckter, whose Tyrrell had blistered its right rear tyre. He came in to have it changed, reporting at the same time that he could smell oil. The oil was coming from a split in the tank, so that although Jody rejoined he got worried about oil spurting on to his tyres and retired.

The loss of one of the six was made up, though, for up from the rear was coming Jochen Mass. He'd disposed of Ickx and was setting himself about the job of wiping out the gap up to Depailler. He was driving very hard, so hard that one expected that his strong jerks and slides might soon blister his tyres as well, but it didn't seem to happen. Lap after lap the number two McLaren changed into sight and each time it was slightly closer to the blue car that was its target. It looked like a rough performance, but it was impossible to argue with its effectiveness and finally Jochen had his reward. He was part of the race for third place.

Peterson had made a second stop to have some more angle cranked into his front wings. He was still lapping hopelessly slowly, bothered even more than in practice by a huge, violent brake vibration.

There was the inevitable moment when Jarier brought the clean, steady Shadow around to lap the Lotus another time. It made a memorable little vignette. Jean-Pierre cruised up behind, and flashed down to go by entering the hairpin section. As he slipped ahead, he flipped a cheery little wave to say, thanks for moving over, Ronnie.

It certainly was Jarier's race. He was totally out of sight of the others, over 20 s and still adding to his advantage. Gradually, those trying to race for worthwhile places somewhere behind were running into trouble. Depailler had to give way to Mass' advance, and then the Tyrrell suddenly went flying off into the catch fences at the end of the long straight. Apparently a front wishbone had broken. Luckily the damage was fairly light and although the firemen stationed there covered the broken blue car with white powder it will race again.

Reutemann was dropping ever backwards, as the rubber stripped off his front tyres. Niki Lauda was losing ground, too, as the car was, after all, not properly balanced and anyway, from about the third lap there was a nasty vibration from the front. Regga, too, was in growing trouble, as an understeer had begun at around lap ten. It got worse and worse, and presently Fittipaldi's relentless advances couldn't be beaten off. Emerson measured the Ferrari up for a couple of laps, then shouldered his way by under-braking

into the first of the hairpins. He didn't wave thanks. All the while Mass, too, was moving up, his McLaren running as perfectly as the other, and it wasn't long before he, too, was knocking on the Regazzoni door and getting through. Afterward, the Ferrari crew measured Clay's tyre pressures and found that both the fronts, but especially the left front, had been losing pressure. So after getting around what might be described as the two widest drivers in F1 racing, Reutemann and Regazzoni, Fittipaldi was free to do what he could toward recovering from his bad start. But it was a lot to recover.

Think of Jarier, who had reached some 26 s advantage over Pace, and really a long shot to think of Pace who was a good 10 s ahead. There was only about a quarter of the race left. Suddenly, those reading stopwatches could see the leader was in trouble. His advantage began to shrink erratically. Some thought they could hear he was in trouble: was he using higher gears than before? Was he driving jerkily? What was going wrong?

It turned out to be the metering unit. There had actually been some suggestion during practice that the locally supplied petrol, which was being used by everybody regardless of fuel contracts, might be deficient in "lubricity." For whatever reason, the little shuttle that distributes the fuel inside the Lucas pump was sticking. The symptoms were those of a sticking throttle—it happened as many as five times on one lap—and dropping fuel pressure. Brutalize his engine as he might Jean-Pierre couldn't keep the thing running, and partway round his 33rd lap he had to coast silently onto the grass. He climbed out and, whole body slumped in disbelieving dejection, watched Pace win his race. The cup of UOP's disappointment was well full already. Tom Pryce, having started the race by moving up a few positions and holding off a short queue which included the other two American GP cars, was visibly in deep handling trouble. He lost several places as lap after lap he got into scrabbling oversteer in slow corners. What was really going wrong was a worsening case of understeer, and it suddenly caught him out in the rising bend that leads onto the pit straight. Off onto the marbles the Shadow took him and crunched itself into the catch fence. Like Depailler's accident moments before it wasn't a bad shunt, and nobody was hurt. So it doesn't matter if perhaps a certain driver of another black car, struggling with multiple difficulties of his own, found some slight lightening of his mood as he drove by both abandoned Shadows on his last lap and found himself finishing. Last, but finishing.

It was a bitter day for a lot of people. John Watson, dammit, lost what might have been a finish in the points when he had to change a tyre that had been clearly slit by a piece of glass. He'd been driving the Surtees extremely well and moving away from those he'd started with. Ickx found that, just as in practice, the JPS was frightening at high speed and exactly as in Argentina he finally slacked off. Stommelen found his car quite hopeless, Hill had strong vibrations, Laffite had a severe understeer, while the Fittipaldi was giving Wilson a very trying day with a bad vibration and also an oversteer at high speed that turned out to be caused by the failure of some rivets that were supposed to hold the wing flap in position but couldn't at high air speeds. He got slower and slower, after his small advance in the early stages, and on the last lap suffered a nose bending incident as Stommelen came around to overtake but spun off instead. However, all these unfortunates finished. Of the eight who didn't, Donohue and Wilds quit after the same number of laps but at different times. The BRM driver had been trying to put together a steady run, without fireworks or dramas, but the engine took his chance away. Not the engine, exactly, but the clutch. Keen students of F1 may recall that at last year's Italian GP Beltoise stopped seconds after he start when a little clutch nut loosened and backed off far enough to damage an electrical lead. Can you guess what happened to Wilds now in Brazil? Yes, you're right, no prizes.

Donohue quit in the pits after losing touch

with the Pryce and Hunt and Andretti end of things. He thought there must be something wrong with his rear tyres, because suddenly there was a bad oversteer, but after several changes gave no improvement, and after a series of hard looks at the suspension disclosed nothing visible wrong, Roger Penske himself stepped in and called a halt.

Then there was poor old Merzario, who stuttered into the pits early in the race with exactly the same thing that had gone wrong in Argentina. Another new throttle linkage to the metering unit had failed. That was once again fixed, but then the metering unit itself went wrong. He said there had been understeer, too, when he walked back.

In those last eight laps Fittipaldi was obviously a menace to Pace, but only if something went wrong with Moco or his Brabham, and it didn't. The gap closed a little, and was down to less than six seconds by the last lap, but the crowd was already long gone in loud exuberant cheers for their great friend and close personal companion, "Pah-seh, Pah-seh, Pah-seh." All around his arduous but triumphant last lap the crowd was already celebrating his victory as if already won. After all, if he didn't make it there was another son of Sao Paulo who would, so shout now.

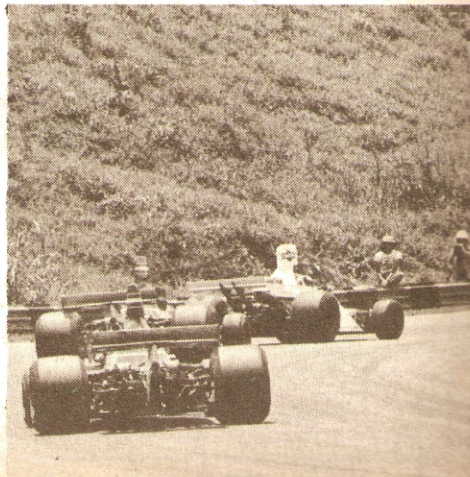
The Ferraris were only hanging on, their very exhaust notes disgruntled, but there was a keen struggle behind them. It involved Hunt who, for the entire race, had Andretti behind him. It was a close tussle, and at one stage Mario looked sure to try a way by. At the critical moment, diving into the banked first turn, he found that the Copersucar was in the way and he couldn't bring it off. James stepped himself up a bit after that and just preserved what became another championship point by the margin of less than two seconds. The Hesketh driver, fighting what he described as a monster oversteer, said with a grin on his sweaty face that he had been using Andretti for practice. "I was pretending I was in the lead like in Argentina, and trying not to fall off the road this time."

The cooling off lap at the long Interlagos takes quite a while, and there was time for a pretty frightening crowd to gather to greet the beloved "Little snot" as he rolled into the pits. They literally tore him out of the car, ripping his overalls at the knee, and hoisted him on to a dozen shoulders before he had time even to open his visor. In the crush a couple of moments later an over-eager radio man smashed him in the mouth with a microphone. But these aren't the memories that last.

Carlos Pace looked hot, tired, and sore, but he looked as if it had been worth it. Someone asked him, as he was sitting on the floor in the cool garage afterwards leaning against the flank of his Martini Brabham, if winning the Brazilian Grand Prix as his first event, here at his home circuit, beating Emerson Fittipaldi, made this an important day in his life and was he happy and thrilled and pleased.

Moco, nursing a bottle of water, looked down at it for a long moment, and then pretty clearly at a loss for words finally said, "... Yes, you're right."

Pace's Brabham holds off the two Ferraris.



BRAZILIAN GRAND PRIX DATE JAN. 26.1975 CIRCUIT INTERLAGOS

WORLD CHAMPIONSHIP ROUND 2 LENGTH 40 laps of 4.946 mile circuit. 197.84 miles
WEATHER HOT SUN. DRY. No. of STARTERS 23 FINISHERS 15
WINNER C. PACE in BRABHAM-FORD BT 44B av. speed 113.393 mph
FASTEST LAP J-P JARIER in UOP-SHADOW-FORD No. 17 on lap 10 in 2 min.34.16 sec. 115.509 mph
EXISTING LAP RECORD E. FITTIPALDI in JPS-FORD 72E in JPS-FORD 72E McLAREN-FORD M19C in 2 min.35.00 sec. 114.880 mph
PREVIOUS YEAR'S RESULT E. FITTIPALDI in TEXACO-MARLBORO M23 at 112.238 mph



ENTRIES

Table with 14 columns: NO, DRIVER, CAR, ENTRANT, FUEL/OIL CONTR, TYRE, CHASSIS, ENGINE, UNUSED SPACE. Lists 30 entries for the race.

RESULTS

Table with 14 columns: POS NO, DRIVER, CAR, LAPS, TIME, SPEED, BRAKES, DAMPERS, GEARBOX, PLUGS, INJECTION, ELECS. Shows race results for 15 finishers.

RETIREMENTS

Table with 4 columns: NO, DRIVER, LAPS, REASON. Lists 7 drivers who did not finish the race.

CHAMPIONSHIP POINTS

Table with 4 columns: DRIVERS, POINTS, MANUFACTURERS. Shows final championship standings for drivers and teams.



Sandro Munari's brilliant driving of the Lancia Stratos dominated the rally, leading from stage one until the finish.

MONTE CARLO RALLY

Finns keep the show alive

By JOHN DAVENPORT Photographs by HUGH BISHOP

Roll up, roll up. See the Greatest Show on Earth. Four thousand miles of tortuous roads, 22 special stages, 10 days of breathtaking suspense, thousands of spectators, hundreds of police, thrills and spills galore including set piece accidents. See the Incredible Italians, Sandro Munari and Mario Manucci, in their Sizzling Stratos as they pulverise the best of Europe. See the French and Germans recoil beneath the might of Fiat with their Legions of Spydars. Wonder where the British were — spot prizes for the most correct answer. Contact your travel agent now and book for 1976. But first have a chat with your bank manager. . . . After the longest and most expensive Monte Carlo Rally ever, Sandro Munari and Mario Manucci emerged as the clear, undisputed, unchallengeable winners in their Lancia Stratos. There had only really been four works teams in contention for outright victory but no one else got a look in as Munari led the rally from stage one to the finish. All that happened was going on behind him. Firstly, his two team-mates, Jean-Claude Andruet/Yves Jouanny and Lele Pinto/Arnaldo Bernacchini crashed on the second test leaving Munari alone to take on four Renault Alpines. But these, too, crashed — Achim Warmbold/John Davenport, Jean Ragnotti/Pierre Thimonier, Jean-Luc Therier/Michel Vial and, finally, Jean-Pierre Nicolas/Vincent Laverne — leaving only Fiat and Opel to carry on the good fight. Ultimately all the Opels retired, from a variety of causes — Walter Rohrl/Jochen Berger with the engine broken, Anders Kullang/Claes Andersson in an accident with a private car, and Lars Carlsson/Bob de Jong with four punctures in one section — which left just the Fiats. Bernard Darniche/Alain Mahe had their engine fail, but the other three carried on to the finish and took second, third and fourth places behind Munari.

Indeed, it was the fight between Hannu Mikkola (The Old Finn)/Jean Todt and Markku Alen (The New Finn)/Ilkka Kivimaki that kept the rally alive in its closing stages. Alen had been second to Munari ever since the retirement of Nicolas' Alpine and naturally hoped to finish there once it was clear that he would never be able to put the Abarth Spyder past the Lancia Stratos. Mikkola had other ideas, especially with regard to how such a situation would look in the Finnish press, and drove an inspired last night to catch and pass his fellow countryman. Behind them, Fulvio Bachelli/Bruno Scabini drove a steady rally as the international debutants for Fiat, and kept fourth place despite the efforts of Jean-Francois Piot/Jean de Alexandris in the sole surviving works Renault, a 17 TS Coupe. This car won the Touring Category after the demise of the Opels, and thus saved the honour of the French who were very downcast at the total supremacy of the two Italian teams. Privateers, Jacques Henry/Maurice Gelin in the recently purchased ex-works Alpine A110 finished sixth ahead of Jean-Pierre Rouget/Patrice Chonez in the Group

3 winning Porsche Carrera. An incredible eighth overall after a magnificent drive was Guy Freuquin/Christian Delferrier in a Group 1 Alfa Romeo 2000 GTV and they also won their category.

Of the 96 starters who set out on their journey on Wednesday, January 15, only 30 were still running at the end of the complementary Mountain Circuit on Friday, January 24; though the total number of classified finishers — all those who finished the Parcours Commun on Wednesday morning — was 43. These are the lowest figures since 1936 when only 91 cars started the rally.

THE ENTRY

In terms of numbers, Renault Alpine had the largest number of entries though they were the most diverse. Main hopes for the marque centred on the two A110 Berlinettes driven by Jean-Pierre Nicolas/Vincent Laverne and Jean Ragnotti/Pierre Thimonier as these cars are over 100 kilograms lighter than the A310 and are still powered by the same 1796 cc push-rod engine giving 165 bhp. Both these works cars had the swing-axle rear suspension as

compared with the car run by Jacques Henry, which had the twin wishbone rear suspension of the 310 plus an experimental engine of almost 1900 cc capacity. The two 310s making their third competition appearance in rallies were driven by Jean-Luc Therier/Michel Vial and Achim Warmbold/John Davenport. The young German driver was making his debut with the team and was joined at the last minute by his British co-driver who had been called home during the reconnaissance and had thought to swap places with Gerry Phillips if he was not able to return. The 310 will soon have a 16-valve engine and then ultimately a version of the Renault/Peugeot/Volvo V6, but for the moment it makes do with the same 1796 cc engine as the smaller car. The same power unit drives the wheels of the Renault 17 TS except that it drives the front wheels of that car. Just one had been entered, and that for Jean-Francois Piot/Jean de Alexandris.

Lancia too had a little variety in their entry of four cars. Three were Stratos powered by the two-valve-per-cylinder engine for reliability in such a long rally, and driven by Munari/Manucci, Jean-Claude Andruet/Yves Jouanny and Lele Pinto/Arnaldo Bernacchini. Andruet has been a regular of the Lancia team ever since winning the Monte Carlo for Alpine in 1973, and his regular co-driver has been the diminutive "Biche." She was to have been with him on this rally but contractual problems led to him starting with young Jouanny, whose parents run a restaurant in the Ardeche, and who has been a good friend of Andruet for years. Pinto is a new signing though he started his rally career with Lancia many years ago before joining Fiat. The fourth works Lancia was a Beta Coupe to be driven by Amilcare Ballestrieri/Piero Sodano. There should have been two, but Mauro Pregliasco was still in a neck collar recovering from his Tour de Corse accident, while Simo Lampinen was trying hard to keep his ski factory going after neglecting it so much in the last hectic months of 1974.

In the rival camp of Fiat, the cars were all the same; four Abarth Spydars with 16-valve engines giving round about the 200 bhp mark. In contrast to the other teams, Fiat seemed to have concentrated much more on getting a massive support operation going with ice note crews connected to the multitude of supervision cars by radio, than with dealing with the press. The crews were Hannu Mik-

kola/Jean Todt, Markku Alen/Ilkka Kivimäki, Bernard Darniche/Alain Mahe and Fulvia Bachelli/Bruno Scabini of which only Mikkola/Todt had any difficulty being both new to the team and to the car, as well as having very little time for practice after returning from the Bandama Rally.

To complete the picture of the works crews, there were the Opels. The official team from Russelsheim had two Asconas for Walter Rohrl/Jochen Berger and Anders Kullang/Claes Andersson, the latter taking over when Donald Carlsson broke his wrist at Christmas. Both these cars were fitted with a single camshaft engine, carburettors and a cross-flow head giving some 190 bhp. The Dealer Team Holland Ascona of Lars Carlsson/Bob de Jong was similar in that respect, but had a four-speed gearbox instead of the standard five-speed as it was much quicker to change. Carlsson is a very experienced mechanic and this is reflected in the preparation of his car. For example, the works cars elected to run on long axles as far as Brescia on the concentration run, where they then changed to the normal shorter rally axle. Carlsson scorned such complications and merely used a larger wheel size until Brescia!

To complete the picture, Claude Laurent/Jacques Marche had the familiar Group 2 Citroen GS running under Esso sponsorship, while the Ecurie Monaco had a team of three cars, a Group 1 Opel Commodore for Michel Robini/Michelle Mouton, a Group 1 BMW 2002 Tii for Christian Dorche/Pierre Gertiosio, and a Group 1 Opel Ascona for "Tchine"/Pierre Gandolfo. Polski Fiat with the help of Castrol and other friends were running four 125 P Polski Fiats which look like large 124s but have 1600 cc push-rod, three-bearing engines giving 160 bhp in Group 2. Veterans Joachim Springer/Christoph Mehmel had a Group 1 Opel Commodore from the factory, while in the same category, Guy Frequelin/Christian Delferrier led a bunch of Group 1 Alfa Romeo GTV 2000s mildly supported by Alfa France and serviced from Autodelta in Italy. Ali and Sevim Sipahi had come from Turkey with their Murat Fiat 124 which has a 1300 cc engine and was running against a horde of Renault 5 LSs in its class, including one from Alain Follin who entered his road car practically at the last moment when his Alpine that he had intended to use for the rally was shunted. From Finland, a single private entry for Datsun importer Fred Geitel and Ensio Mikander of *Vauhdin Maailma* (*Motor World*, as we call it) in a 160 Coupe, and even a works Subaru from Japan driven by two Japanese. Britain produced only two starters, both in Ford Escorts. Doug Harris and Mike Butler chose a Group 1 RS2000 while Tony Maslen had a similar new RS2000 with John Jensen reading the maps. Gone are the days when the British entries totalled over 50 and Monte Carlo echoed to the sounds of "Jolly bad luck, old boy."

THE CONCENTRATION

With rather few entries despite the theory that a large concentration run would attract the private owner, there were merely five starting places: Athens, Agadir, Monte Carlo, Stockholm and Warsaw. The one from Aberdeen which would have taken cars to Stranraer, Carmarthenshire and Land's End was thankfully scrapped, and the two British entries started instead from Monte Carlo. That itinerary was shortened as it had been meant to go into Yugoslavia from Italy, but as the average speed in Italy had to be lowered, that part of the route was cut out. At its lowest point it descended almost to Naples, while its northernmost point was Cortina d'Ampezzo in the Dolomites. The main feature of the Italian part was the incredibly bad organisation of the controls. The one at Vallelunga outside Rome was difficult to find, and though there was a two-hour rest, the only dilapidated hotel had been 100 per cent booked by Fiat. Most of the others were situated in the shopping centre of towns at rush hour, with one or perhaps two policemen to control crowds of thousands. In Trieste, it was outside the University and the students thought it was a riot and treated it as such. In

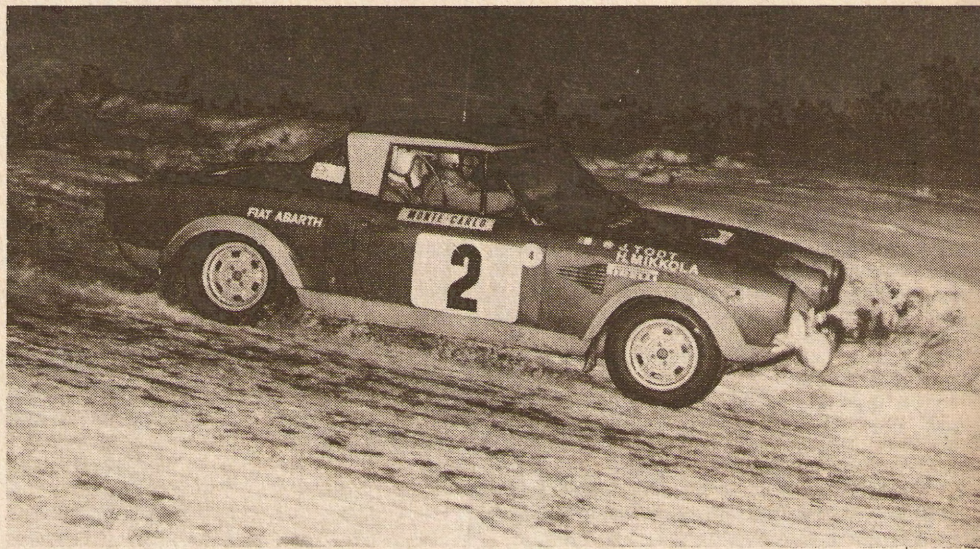
Brescia, there was some organisation with barriers, there was some organisation with couple of keep left signs to reach the control on time. The only place that was properly organised was Pinerolo, where Luciano Trombotto was on hand to explain how it should be done. Over the rest a discreet veil should be drawn and a vow taken never to repeat it.

Lancia lost their Beta Coupé right at the start when the engine gave trouble as it came to the line. Ballestrieri drove to Cuneo and there had the mechanics change the bearings but it blew up just down the road and he was out. Jacques Henry had problems with his Alpine dangling the inlet manifold at Rome and mending the sump in Brescia, but basically this was a boring, tiring trek around Italy in quite reasonable weather. The two works Alpine 310s even went so far as to use racing tyres almost the whole way.

From Agadir, the competitors first of all had a duststorm before Marrakesh, which with its following wind saw water temperatures rocket well above 100°C. Then for the rest of the time, the rain just came down in buckets. Nicolas nearly retired his Alpine when it developed a short circuit in the wiring loom, but he got that sorted out after Lisbon; while in the same town the rally cars were held up for a while with a funeral. Stockholm starters had to run the gauntlet of the alert Swedish police, before embarking for the mainland, and joining with the Warsaw starters to go to Cortina and run from there with the Monte Carlo and Athens crews. The Swedish police were not the only ones to be alert, and the French police caught several people including Andruet who was stopped going into Gap at the end of the concentration and penalised 50 s.

been in the parc fermé. As it was, both had to stutter their way over the test as best they could and Warmbold, in his debut with the car, was passed by Kullang on the test. It was certainly not a happy stage for the blue of France, for Nicolas on 440 studs, went off the road and had to be pushed back on, while Ragnotti on 600 studs spun and also lost time though he was still the fastest Alpine driver. Munari showed everyone the way on his fully studded Pirellis, and behind him was a gaggle of Fiats and Opels. Andruet was fourth fastest with the other Stratos but almost three-quarters of a minute behind his colleague.

Mikkola had been the first car on the test and had to part the fresh snow for the others, but on the next test there was no snow and just a couple of patches of ice, so he proved that his tenth fastest time on the first test was not normal by taking fastest time on the second one. Munari was only 9 s behind him, but the test cost Lancia dear as they lost both Andruet and Pinto who crashed into the same corner. Nearly all the cars were on racing tyres as the ice note crews had correctly reported that the test was wet but not icy. However, in the delay between the last ice note crew being allowed to go over, and the first rally car arriving, the temperature had dropped sufficiently to cause one or two patches to ice over. It was one of these that the two Stratos hit. Andruet was the first and got round the corner before his front suspension collapsed with a balljoint wrenched out by the impact. He did have a radio and claimed to have tried to warn the others but no one heard him. Munari hit the same place but not so hard and continued, while Pinto went in like a scum half to the tackle and that was where he stayed—"in touch." On the same test, the Japanese Subaru



Hannu Mikkola couldn't catch Munari but he made sure he was quicker than all the others. He passed Markku Alen on the last night to finish 41 s ahead.

PARCOURS SELECTION

The tired and bored crews arrived in Gap on Saturday morning and for most of the works cars, routine service was backed up by a change of co-drivers' seats, a change of axle ratios, and a change of tyres ready for the first test which would start immediately out of Gap that evening. Throughout the day it rained, and this meant that there was a good chance of snow in the hills. So while some drivers slept, others drove out to see, and when they came back to sleep, the others went out. A steady stream of cars passed over the test; at 6 pm it was just wet, at 7 pm there was a little slush, by 8 pm the snow was staying, and by the last race at 9 pm it was more than 70 per cent snow. Thus, coming out of the parc fermé at 11.30 pm, nearly all the cars stopped and changed tyres to something pretty heavily studded. The two 310 Alpines were both on three cylinders, but nothing could be done in the time and the fault was later found to have been water in the first sparkplug hole which had run in under the engine covers while the cars had

lost it and flattened itself against a wall, but most of the other crews had no problems as they were using some type of studded tyre, one of the benefits of not having much of a choice.

To this point, the rally had taken a rather unusual turn, and it was going to stay that way. Of course everyone had reckoned Munari and the Stratos to be the favourite, but it was thought that there would be some challengers; for example, the Renault Alpines, not to mention the other two Stratos drivers. Now there remained just the one Stratos and behind it were four Fiats and Rohrl's Opel Ascona. To be sure there were still four Alpines, but they seemed like fish out of water and could not get into contention at all on their wide Michelin racing tyres. The last two tests of the Parcours Selection were to see this even more clearly for they were on pure tarmac in the San Remo region of Italy. Here, Munari was just untouchable, and extended his lead over Alen's Fiat to almost two minutes, which is an awful lot for four tests. Alen might have stayed a bit closer but on the third test he not only had



Thousands of spectators appeared as always, and as always chose some alarming vantage points.

a rear wheel puncture on some fallen rock washed out by the recent rain, but his pace notes had a page missing which must have caused Kivimaki to become prematurely aged. Bachelli was second fastest on both the Italian tests and this brought him up to an excellent third place ahead of Mikkola and Rohrl. The Alpines were understeering like mad on the wet tarmac, and Warmbold brought his run to an end just before the finish of the fourth test when he clipped a rock with a front wheel, broke the steering rack mounting and smashed the 310 into a rock wall. Just a bit further back, Robini totalled his Commodore as did Michel Bour, whose Alpine now has a world record descent of the Pigna rockface.

Thus the situation after the first four tests was that Munari led easily by almost

2 m from Alen with Bachelli, Mikkola Rohrl and Darniche under a sixpence just 40 s behind. The top 10 was completed by four Alpines, Ragnotti, Nicolas and Therier plus Jacques Henry. Frequelin already led Group 1 by a considerable margin despite having the wrong tyre pressures for the tests in Italy, and was indeed ahead of the Group 3 leader, Rouget in his Porsche Carrera. Piot lay third in the Group 2 category as Carlsson had been off the road in the third test for some 9 m or so and had to have the car bodily lifted back on again.

PARCOURS COMMUN

The cars and crews arrived in Monaco at the end of the Parcours Selection on Sunday at about lunchtime. The re-start was Monday

evening at 10.00 which gave everyone a good chance to sleep off the rigours of the past five days. For Lancia team manager Cesare Fiorio, there was consternation instead of sleep; Munari was classified eighth behind the Fiats, Opels and Alpines. What had happened was that someone had calculated his time on the third test and not subtracted the 2 m neutralisation from the next road section. However, it was then announced that the third test would be scrubbed and this was the one where Munari had been almost a minute faster than the next car, so into action again went Lancia. The stage was being scrubbed because the last car had been held up due to a sudden fall of rock, but finally it transpired that he was already out of time so the test was reinstated without causing anyone any harm. And so, thanks to excellent backroom work Munari was once again leader, and by 2 m but without someone taking care of those things he would probably have been penalised all the same.

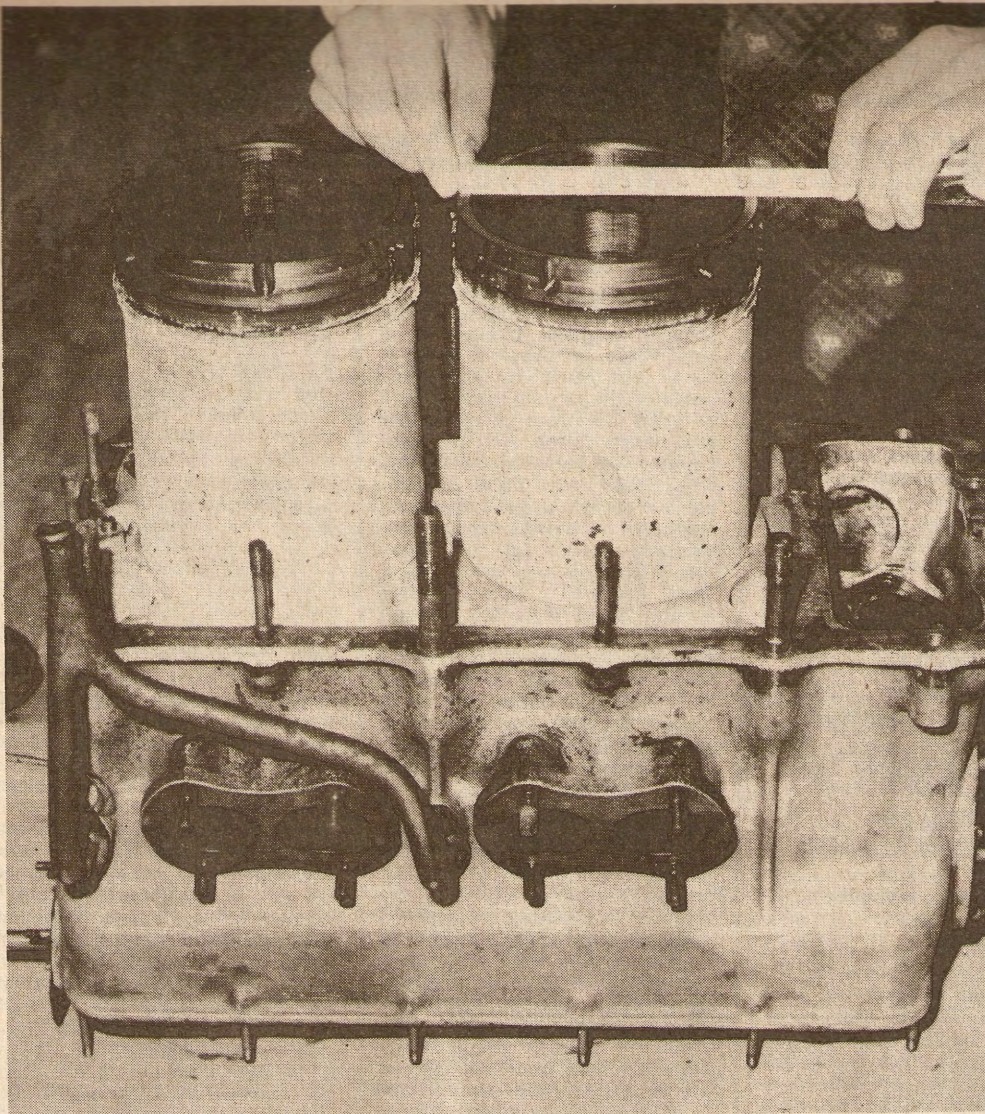
Starting in order of classification, the cars pulled out of Monte Carlo on the Monday night and went straight to a short test from Piera Cava to the top of the Col du Turini. This had been merely wet during the day, but the coldness of the night plus the large number of spectators who had been instrumental in putting most of the snow from the banks onto the road, had resulted in it being very slippery indeed, and tyre choices were often wrong. Alpine chose racers and poor Ragnotti shot off, never to get back, while Nicolas lost over a minute to Munari in this short test and was almost overhauled by Frequelin. Therier chose very lightly studded tyres for his 310 Alpine but left the road all the same, probably as he was going that bit faster with good grip. He went off in the same place as Ragnotti and the cars were almost on top of one another. Therier tried to go on but Ragnotti tapped on the window and told him that the front wheel was missing so he did not bother any more. Jacques Henry, soldiering on with his almost full studs, was second fastest here behind Munari, with Kullang on full studs third fastest. The Fiats chose to run on unstudded winter tyres and could not get anywhere near the times of the cars with studded tyres.

The rest of the night was taken up with two tight road sections near Entrevaux where all the non-works cars lost some time, and then a long six hour haul over to the Massif Central, where the cars were to attempt a modified Burzet test before getting six hours rest in Vals-les-Bains. The only problem was that the good citizens of the Ardeche had other ideas; last time it was snow drifts that blocked Burzet, this time it was the abandoned cars of the police and other persons who suddenly discovered that they had multiple punctures. The locals who had taken umbrage against the affluent few roaring through their villages, had sprinkled the snowy test quite liberally with nails, which had had the desired result. The rally cars snarled up once again in the narrow streets of the village and Munari, due to open the proceedings, said that he was none too keen on getting a puncture and thought the test should be scrubbed. Others agreed, but the police were stubborn, and after two hours announced that the test was de-nailed and "de-carred," so the rally was on again. Fortunately there were no incidents but the delay left the crews short of rest in Vals.

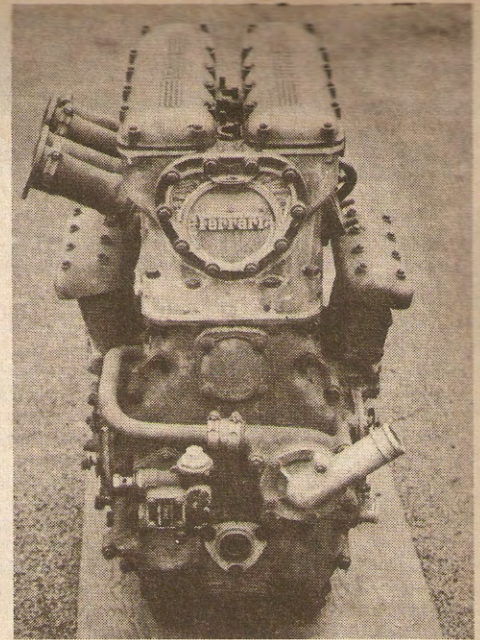
Rohrl had changed his cylinder head just before Burzet as the cam was showing signs of serious wear. The new head complete with a camshaft had been brought down from Germany by Irrmscher, and the job was completed just in time for Rohrl to check in at the Burzet control. He did fifth fastest time on the test, but after the re-start in the evening, the car expired with the bearings shot. A possible explanation is that the new head was just interfering with the pistons and putting a greater load on the bearings. Nicolas did fastest time on the test and pulled himself up to third place behind Alen, but he only beat Munari by 12 s and the Italian pair kept their lead secure. Darniche had

Jacques Henry drove spiritedly to 6th place, seen here rounding a precipitous drop sans helmet.





Measuring the bores on Ferrari's inline twin—an incredible five inches.



The subject of all the interest.

The continuing story of the engine that never was

Eoin Young's article on the 2½-litre, 2-cylinder Ferrari engine was of absorbing interest. Nevertheless, a great many questions remain unanswered and I feel that, in all fairness, Aurelio Lampredi should be given the opportunity of explaining why he did it that way. He has written technical articles for *AUTOSPORT* in the past and might be prevailed upon to oblige. I had a most hilarious discussion with him recently—it was after a very good dinner—when he insisted that I made a chassis drawing of "Bloody Mary" on the back of a menu. If he was horrified, he was too much of a gentleman to show it!

However, to return to more technical matters, there would really have been no difficulty in overcoming the vibration problem. The in-line twin-cylinder is obviously absurd and though it could be rendered relatively harmless by a Lanchester harmonic balancer, the extra weight and the friction of the driving gears would cancel some of the advantages possessed by such an engine. Peugeot, who raced a long-stroke twin-cylinder of comparable capacity with enormous success many years ago, cast the cylinders in a very narrow Vee and ran the connecting rods on one crank-pin. A phenomenally light and strong engine resulted, but that is still not the best solution.

The only possible arrangement would be to build the engine in the form of a flat-twin. With two horizontally-opposed cylinders, the balance would be far superior to that of

a 4-cylinder unit and indeed the engine would run almost as smoothly as a six. A large-bore flat-twin can be in better balance than one with small pistons, because the slight rocking couple, caused by the cylinders not being exactly opposite to each other, is of less magnitude for obvious reasons. I am assuming the use of a simple two-bearing crank, which could be kept very short with modern narrow bearings. With a more complicated crankshaft and multiple connecting rods, it would be possible to have the bores on the same centre-line to equal six-cylinder balance. However, the simpler arrangement would result in an engine comparable with current V8 power units.

Such an engine, with two camshafts on each head, would be extremely wide and would present installation problems. It could scarcely have been dropped into an orthodox racing chassis of the period, because it would have stuck out each side and prevented the front wheels from being steered, unless it were mounted extremely far back. The best arrangement would be to place the engine with cylinders fore and aft in the frame. This would call for bevel gears between the crankshaft and the propeller shaft, but they could be used instead of the step-down gears which allowed the shaft to run behind the driver's seat. The shaft would run alongside the seat, there being no problem in redesigning the transmission to suit.

As to the likely power output of a twin-

cylinder engine for the 2½-litre formula, we can gain some idea by considering the 4½-litre Meyer-Drake engine, which performed so magnificently at Indianapolis for very many years. The cylinders of the twin are not much larger than those of the big four and its balance would be far better. It's hard to believe some of the claimed figures for the Meyer-Drake, which were presumably realised with nitro-methane "qualifying" fuel. Nevertheless, we can be sure that the twin-cylinder would develop 100 bhp per litre, especially as the cylinder head design seems curiously similar to that of the Meyer-Drake, judging from the photograph.

Such an engine could be extremely light and frictional losses would have been phenomenally low. Against the opposition of the period, it would certainly have been a winner, so Enzo Ferrari was right to commission such a power unit. One asks oneself what went wrong?

Did the Commendatore, for some odd reason of his own, insist on a vertical twin? He has certainly made his share of horizontally-opposed engines since, so he has no irrational prejudice against this configuration. Alternatively, was the vertical engine Lampredi's idea, and why? It would be fascinating to know the truth.

Purely as a guess, I would suggest that the existing engine was never intended to be raced. I think that it was a quick flash-up, simply for bench tests to see whether the supposed advantages in high torque of a twin-cylinder engine would be realised or not. Evidently, the results were more than satisfactory, and anyone would expect such an engine to vibrate. It would have been logical, at that stage, to get down to a proper racing design, perhaps on the lines that I have indicated.

Still guessing, it seems likely that, in spite of the promising figures obtained, it was decided not to continue with the project. Perhaps the engine was needed for almost immediate use and it became obvious that a relatively long development programme would be involved. Such things often happen in the racing game, where a new idea is only of value if it can be exploited at once. At the time when the engine was on test, I asked Mike Hawthorn about it but he only said, "oh, Christ!"

While I am name-dropping, I would comment on Eoin's final paragraph about the Commendatore's views on historic cars. I had a discussion with him and formed the opinion that his favourite days were those of the Monoposto Alfa Romeos of the Scuderia Ferrari. Perhaps he was recalling the time when he was younger with nostalgia, but talk about supercharged straight-eights really seemed to turn him on.

JOHN BOLSTER

Gaelic Oil sponsorship for the Scottish championship

The 1975 Scottish Rally Championship will as predicted be sponsored jointly by *The Scotsman*, who have been involved since 1972, and The Gaelic Oil Company Ltd, formed last November as the managing company of the Gulf Oil Company's interests in Scotland. The *Scotsman*-Gaelic Oil Scottish Rally Championship will consist of nine main events starting with the Snowman Rally on February 1, and including Scotland's biggest motor sport event, the International Scottish Rally. It will have a prize fund worth some £4,000, the top award in the drivers' category being £500. The *Scotsman*-Gaelic Oil Quaiach, three sets of Dunlop tyres and a free entry to the 1976 International Scottish Rally.

The £5 million Gaelic Oil Company, with headquarters in Aberdeen, has a predominantly Scottish board and was established to manage Gulf's marketing operation north of the Border. During the course of the year, the new Gaelic Oil symbol will replace the existing Gulf signs at their outlets in Scotland. It will also be carried on all cars competing in the Championship. Commenting on his company's decision to co-sponsor the series, Mr Mike Jones, managing director of Gaelic Oil, said: "As a new Scottish company, Gaelic Oil is very pleased to support such an important championship which is celebrating its 21st anniversary. This series of rallies has a reputation second to none. We look forward to helping to make it a superb all-Scottish event in 1975." Welcoming the Gaelic Oil Company's decision, Mr David Snedden, managing director of *The Scotsman* Publication Ltd, said: "Knowing the current political climate in Scotland, it can do nothing but good for a new company, involved in the Scottish oil market, to be seen to be supporting Scottish motor sport. We in *The Scotsman* are happy to have Gaelic Oil as our co-sponsors."

The *Scotsman*-Gaelic Oil Scottish Rally Championship will be administered by a committee drawn from the East of Scotland and West of Scotland Associations of Car Clubs, with Ross Finlay as Co-ordinator.

Considerable support for the Championship has been received from Dunlop Ltd who are supplying tyres to the first three Dunlop-shod drivers in both the Drivers' and Challengers' category. Welcome support has also been received from the manufacturers who are providing vouchers for British Leyland ST parts, Ford Rallye Sport parts, Dealer Opel Team parts and Dealer Team Vauxhall parts.

While the 1974 series was open

to all who wanted to register, this year's Championship will be open only to competitors born in Scotland and/or normally resident in Scotland. There will be championship awards for drivers, challengers and co-drivers; a challenger under the altered rules being defined as a driver who has not finished in the first 20 in a national British or international rally, or in the first



RALLY CHAMPIONSHIP

Logo needs no explanation.

10 in a drivers' round of a previous Scottish Championship.

The drivers' category will have nine events and the challengers' seven. The Hackle, Granite City, Burmah and Jim Clark rallies will be in the drivers' list but not in the challengers', because these are rallies in which it is traditionally difficult for many challengers to secure a drive. Challengers will not be banned from these events, but those successful in finding a place on the starters' list will not score championship points. After the Highland Car Club's Snowman Rally, which starts from Fort William at 7 am on Saturday, and finishes at Inverness at around 5 pm on the same day, championship events include the Valentine Rally (March 1), the Hackle Rally (March 22), the Granite City Rally (April 12), the International Scottish Rally (May 31-June 5), the Jim Clark Memorial Rally (July 5/6), the Burmah Rally (August 23), the Saltire Rally (September 20), and the Border Rally (October 25). Events purely for challengers are the Border Counties Rally (July 20), and the Autumn Stages Rally (September 28). Registration forms for drivers, challengers and co-drivers are obtainable from Ross Finlay, 28 West Clyde Street, Helensburgh G84 8AW.

Toyota hit snags

Toyota's rally plans for this season have met with a few organisational snags and the plans that the company has, have not as yet been completely settled. Ove Andersson is at present in Japan helping to finalise details of finance and administration and the complete year's programme should be known in about a week's time.

Top "home" entry for Arctic

The 10th Marlboro Arctic Rally starts today from Rovaniemi. The route has changed somewhat from last year as it now returns twice during the event to Rovaniemi instead of going into the north of Lapland. At the present time there is about a foot of snow (not much by the standards of the latitude at this time of year) but there is reportedly much more on the way. The temperature is a balmy minus 20 degrees. The entry from Scandinavia is superb as usual, but from the rest of Europe, things are rather disappointing. Just three cars from this area are entered. They are Claus Russling from Austria in a Porsche Carrera, Andrezej Jaroszewicz in a Polski Fiat and, of course, Tony Pond/Mike Broad in an Opel Ascona from DOT. The latter crew have already been on location for five days both for acclimatisation purposes, and to set the car up properly. Pond says that he will be happy to finish the event and gain some experience of ice driving. George Fischer from Austria has had to withdraw at the last minute as he has broken his shoulder in a ski-ing accident.

Heading the entry list is Simo Lampinen in a Son Auto Saab. He leads a very strong Saab challenge which includes last year's winner, Taipio Rainio and Jari Vilkas in Finnish Saabs, while Stig Blomqvist and Per Eklund are in the Swedish cars. Eklund is a last minute entry due to the cancellation of the Varmland



Simo Lampinen leads entry.

Rund in Sweden. Ford have entered two cars for Timo Makinen and Eeva Heinonen but most interest centres around the Fiat Abarth 124s of Hannu Mikkola and Markku Alen who, after their good showing on the Monte, should go very well. Two singleton entries that are also expected to put in an appearance are a Toyota Levin for Leo Kinnunen, and a G1 DTV Vauxhall Magnum for Pentti Airikkala. The Toyota is the same car that Waldegaard drove so quickly on the RAC last year. Skoda are represented by Markku Saaristo and John Haughland, and there are a multitude of privately-entered Volvos for the likes of Ulf Gronholm, Ari Pitkanen, and Timo Salonen.

Leyland ST and Castrol on the road

In conjunction with Castrol and Unipart, Leyland's ST combine have organised a number of "open" evenings at principal Leyland distributors. Essentially this road show will remain within the same format throughout its series of nine venues. Thus for your pleasure the evening's entertainments start at 8 pm with an introduction which is followed by a screening of that well-known spectacular—"the Culcheth Job" . . . (the one you saw at the Racing Car Show). At 8.35 Brian himself will be taking the floor to chat and answer questions, and at 8.55 you will be invited to partake of refreshments. The experts from ST form the basis of the next act and they will be joined by members of Unipart and Castrol. At 9.50 a hilarious quizz session will provide half an hour of humiliation and jubilation; then at 10.20 there will be a chance to see Brian in action again (on the screen of course), most likely this time locked in a tense duel with Stig Blomqvist

No deserts for the 1975 Safari

It looks as if all the daring bits have been dropped from the Safari route for this Easter. There will be no desert sections up in the northern frontier region to sort the men from the boys, and the rally will rely heavily on familiar rally routes in Kenya. It starts by going down to Mombasa and then back to Nairobi for a substantial halt. It then goes towards the Ugandan border before circumnavigating Mount Kenya and back to Nairobi for the finish. Already the pundits are predicting a European win.

on the Cyprus Rally . . . don't miss it. Dates of these road shows and their venues are as follows: February 5, Birmingham (Patrick Motors Ltd); February 6, Hull (Cornelius Parish Ltd); February 13, Glasgow (Appleyards of Glasgow); February 18, Southend (Southend Motor and Aero Co Ltd); February 27, Exeter (Wadham Stringer (Exeter) Ltd); March 4, Cambridge (Marshall's (Cambridge) Ltd); March 6, Plymouth (Evans and Cutler Ltd); March 12, Cardiff (Howell's Garages (Cardiff) Ltd); March 18, Birmingham (R. H. Collier & Co Ltd).

Dales promise

All looks set for a spectacular battle of Champions on the forthcoming Mintex Dales Rally with the gargantuan entry applications seeded-out to what must be one of the highest quality entries possible for a day-national. Included are: Billy Coleman, the RAC Champion; Pentti Airikkala, Finnish Group One Champion; Paul Martin, Ulster Rally Champion; John Taylor, European Rallycross Champion; Peter Kitching, Ford Mexico Champion; John Evenden, North Eastern Counties Champion; and Roger Clark—ex-RAC Champion and winner of the Mintex Dales three times in succession. DTV will have cars for Will Sparrow and Paul Faulkner. Opel will be strongly represented with Tony Fall and Tony Pond. Last, but by no means least, Leyland ST will have Brian Culcheth out with the much-repaired Unipart Dolomite Sprint (fingers tightly crossed no doubt that the Dales will see their luck change) and Pat Ryan with a Marina 1.3.

With 200 miles of special stages, the 24-hour duration Mintex Dales should provide a dramatic starting counter for both the RAC Championship and AUTOSPORT's Special Stage series in association with Castrol. Over half of the special stages will take place over Forestry Commission land, but other interesting stages are scheduled for Harewood, Esholt, Bramham Park and Oliver's Mount. Total number of stages is an impressive 41, including an as yet undisclosed hillclimb (well-known and close to the M62).

The rally starts at 18.00 hours on Friday, February 21, from your favourite Motel—the Selby Fork Hotel, scene of the famous hole-in-the-wall scandal. Let us all hope that the Kitchen wall has been patched since last year. Entrants not lucky enough to be included in the 120 starters will be placed on a reserve list of the "Mini-Mintex Trophy"—with the opportunity of competing over the final 90 stage miles after the breakfast halt. AUTOSPORT will, of course, print full details of all top entries and all spectator vantage points in our issue of February 20.

Ballestrieri for Costa Brava Rally

After his terrible disappointment on the Monte Carlo Rally, Amilcare Ballestrieri will be doing his next few rallies with Alfa Romeo. First assignment will be the Costa Brava Rally in Spain, with a 16-valve Alfetta. The coupe version of this should soon be homologated and should be as competitive as an Escort or Ascona. He has not totally severed his links with Lancia, and hopes to do some more events with the Stratos.

Renault plan 16-valve debut for Neige et Glace R17 TS

Renault have completed development of their 16-valve 1800 cc engine, and it will shortly be making its debut on the Rallye Neige et Glace at Grenoble. For this rally, it will be fitted in a R17 TS and driven by Gerard Larrousse who is contracted to Renault Alpine for sports cars. Jean-Luc Therier and Jean-Pierre Nicolas are also doing this event in Alpines and they too are now pushing to have versions of this engine in their A110s and A310s.

Immediately after this rally (February 22/23), they will leave to go to East Africa to start

practising for the Safari. Over there Renault have plans to enter two A310 and two R17 TS; and if all goes well on the Neige et Glace, they hope to use the 16-valve engine for that event as well. They would have used it on the Monte Carlo Rally, but they have not had sufficient experience of whether the transmission can stand the additional power and torque. In any case, they were hoping for more snow on the Monte Carlo where they could have achieved a better result with the power of the old eight-valve engine.

Bill Taylor keeps up the interest

The Royal Bank of Scotland have recently announced that they are to continue their sponsorship of the successful Fife rally team of Billy Taylor and Ian MacIver during 1975. This season Bill and Ian are concentrating their efforts on the Scottish Rally Championship—a Championship that has narrowly eluded them in recent seasons. Their Escort RS now has a 1977 cc BDA alloy engine producing 230 bhp at 8,000 rpm. Transmission is by triple plate clutch, and five speed ZF gearbox driving to a specially strengthened 5.1 ZF rear axle, and the car is fitted with the latest four link rear suspension. The car's only outing to date was a rather brief run in the 1974 RAC Rally; but this was sufficient for Bill to be impressed with the car's capabilities and both Bill and Ian have been anxiously awaiting the Snowman Rally to put the car through its paces.

● Continuing to run under the Willin Draughting and Writing Services banner for 1975 will be Ricky Wall and Andy Barnard in their 1825 cc Escort Twin-Cam. Following a very hectic last few months which featured second on Banbury Stages, third on the South West Stages, and 14th on the Tour of Dean the car is now having a thorough going-over and rebuild and should next be seen out on the '75 South West Stages which is the first of the teams planned events for 1975. Any serious engine work will still be carried out by Forways Engineering of Borough Green, Kent with the rest of the preparation taken care of by Paul Randall and Dave Ayres.

● Lloyd's of Stafford have scheduled a rally forum "Rally Sport" evening at their Stone Road, Stafford, premises for Friday, February 7, at 7.30 pm. Inducements to enter their showrooms include a film of the '74 Avon/Motor Tour of Britain and a man from Wynns to answer sticky questions and show a drag film. The drink will be non-alcoholic, so arrival and departure by car would be thoroughly above board.

Daylight "Snowman" opens the Scottish championship

The first counter of the Scottish Rally championship gets under way this weekend. The Snowman starts from the West End car park, Fort William, and the first car leaves here at 07.01 on the Saturday morning. The earliest arrival time for the first car at the "lunch halt" in Inverness (the Bught Park caravan site) is 10.39; and the first competitor should be away from here by 11.45. First car is not due at the finish before 15.29 at the very earliest. There are 19 stages scheduled, and the morning session (nine stages) takes in the northern route up to Inverness; while the afternoon session consists of an easterly loop away from the town. Prize giving and subsequent merrymaking will take place at the Drumossie Hotel, Inverness. Total stage

mileage is in the region of 75, and stage information is as follows: (times quoted are earliest possible arrival times) . . . SS1, Leanachan 35/14757725, 07.06; SS2, Clunes 36/201887, 07.31; SS3, Mandally 36/302989, 07.45; SS4, Invergarry 1 36/28450050, 07.50; SS5, Invergarry 2, 07.54; SS6, Inchnacardoch 1 36/367092, 08.13; SS7, Inchnacardoch 2 36/34500725, 08.19; SS8, Craig-nan-Eun 36/442137, 08.59; SS9, Glen Quaharch 27/451298, 08.59; SS10, Lossiemouth 29/255670, 12.53; SS11, Whiteash 30/37905555, 13.13; SS12, Ordiequish 30/37455435, 13.21; SS13, Tiendland 29/274518, 13.42; SS14, Monaghty 1 29/159585, 14.08; SS15, Monaghty 2 29/103567, 14.14; SS 16, Newtyle 29/05305525, 14.35; SS17, Assich 28/824465, 15.13; SS18, Culloden 28/757457, 15.24; SS19,

No practising

A directive recently issued by the Royal Irish Automobile Club states that in future it will be forbidden to allow practising on any rally held in Ireland. This is obviously a reference to the Circuit of Donegal since this is the only rally in Ireland officially affected by this statement.

It is an accepted fact that some Irish competitors know their "local" stages better than others; if practising (and hence pace notes) is not allowed, it must inevitably render Donegal less acceptable to serious competitors who do not happen to live on the doorstep of the rally route. The Circuit of Donegal has had a practising dispensation for the last two years now and obtained special permission to have it in the first place.

● The IRDC have negotiated several free entries for the forthcoming Boucles de Spa. Contact: Martin Whale, 9 Common Close, Shrivenham, Swindon, Wilts. Telephone Shrivenham 782935. An additional attraction is that accommodation is also free, from the night of February 5 until the night of the 9th.

Behind the scenes

Yesterday morning, behind closed doors in London's fashionable Cadogan Place, January's Ford Rally Man of the Month was decided. The panel, consisting of motoring journalists from differing circles, deliberated over lunch at the Carlton Tower, and the lucky winner will receive a cheque for £50 and a Colibri lighter trophy. As previously reported the winner of the Rally Man of the Year will fly to Finland at the close of 1975 for tuition under the watchful eye of Timo Makinen in snow and ice techniques; don't miss next week's instalment to find out who won in January. . . .

Smithton 28/39463, 15.27.

The entry list includes most of the familiar Scottish regulars, although one unusual entry is that of Andrew Dawson/David Richards in their Kleber Datsun Violet (see elsewhere in these columns for more details). Top 10 entries are as follows: 1, Andrew Cowan/Hugh McNeill, Vauxhall Magnum; 2, Andrew Dawson/David Richards, Datsun Violet; 3, Arthur Jasper/Bill Crabbe, Escort RS; 4, Donald Heggie/Guenda Eadie, Escort RS; 5, Alistair Findlay/David McHarg, Escort RS; 6, Bill Taylor/Ian MacIver, Escort RS; 7, Alistair Kesson/Kenneth Christie, Escort RS; 8, Brian Benson/Neil Turner, Escort RS; 9, Alan Arneil/John McNicoll, Escort RS; 10, David Stewart/James Leighton, Escort RS.

Scottish Rally format

Despite the recent economic bothers and the increasing cost of fuel, plans for the 1975 International Scottish Rally, a counter in the European Rally Championship are going ahead, but a 12% cut in the length of the event has been made in the interest of general fuel economy and expense. The organisers, The Royal Scottish Automobile Club, also points out that the Scottish Rally may be radically altered in format for 1976 to make it more competitively intense but at a great reduction in overall mileage. Commenting on these moves Major Bob Tennant-Reid, Director and Secretary of the RSAC said in Glasgow recently: "There is no doubt in my mind that motor sport has been affected by recent economic events and that many of the Clubs in Europe organising rallies in the Championship are aware of the strain this will place on competitors. On the "Scottish," we have always had the tremendous support of private entrants and those are the ones who will be severely curtailed. By cutting out the Wednesday route on this year's event and rethinking the whole format of the Rally for 1976, I feel we are moving in the right direction by anticipating the kind of demands which will be made of organisers in the future. We also want competitors to know what is in our minds so that they too can plan ahead."

Last year, the Scottish was cancelled as a result of the petrol delivery drivers' strike and, at that time, many of the 200 entrants opted to leave their entry fees with the Club as a "guarantee" of an entry in the 1975 event. The RSAC has now announced that every competitor who entered last year and who left his entry money as a deposit on a 1975 entry will not only be assured of an entry in this year's event but they will pay no more for their entries. New competitors to this year's event will face an increase in entry money from £60 (in 1974) to £70 with a late entry fee of £75 for every entry received after Saturday, April

12, 1975. Commenting on this Major Reid said: "I think it says a lot for the enthusiasm of the modern rally driver that so many entrants, last year, chose to leave their entry fees with us and it is our pleasure to offer them entries this year at last year's rates. We were pleasantly surprised at the number of drivers who invested with us for the 1975 event."

Another interesting innovation for the 1975 rally, is a rally within a rally. Many competitors retire in the opening sections of the event which, traditionally, starts on a Sunday morning and goes straight through to Monday evening. This year, the organisers are offering those, who retire in this first section, the chance to start out afresh on the Tuesday, run for a separate set of awards, and so compete for their own prizes.

The format for the 1975 Scottish Rally is scrutineering and documentation Saturday, May 31. Rally starts 8.00 hours, Sunday, June 1, from Glasgow. End of the first main section of the rally 14.00 hours, Monday, June 2. Start of final sections of the rally 8.00 hours, Tuesday, June 3. Finish 16.00 hours, Tuesday, June 3.

On Wednesday morning, June 4, there will be the official prize-giving followed by an International Kart Competition at the Aviemore Raceway and another very interesting International sporting event in the evening for invited drivers. Further details of these will be forthcoming.

The route for the 1975 Rally is nearing finalisation and the Northern Headquarters will once more be the Aviemore Centre in Inverness-shire. Applications for Regulations should be addressed to "The Secretary," International Scottish Rally, The Royal Scottish Automobile Club, 11 Blythswood Square, Glasgow, G2 4AG. Regulations will be available during February, with the entry list opening on March 1, 1975.

The 'Circuit' approaches

Gordon Harvey's press releases are beginning to arrive thick and fast, so we know that it must be approaching the right time of the year to eat our Easter eggs. Bulletin Number Four informs us that Ruben Borjesson is the first Swedish driver to send in his money for a Circuit of Ireland entry. Borjesson has entered a group two Opel Ascona with Marianne Sterner as co-driver. Policeman Borjesson came first overall in the International Police Rally in '71 and '74 and fifth overall on the '70 Tulip. More readily acceptable results include 2nd on the '72 Vitava (Poland) and 21st overall on the RAC

Rally from start position 62.

Other, perhaps more familiar, names entered by last weekend included George Hill/Phil Short with the Martin Group G2 Vauxhall Magnum Coupé; Demmi Fitzgerald (G2 Escort) and Gregg O'Gorman with the ex-John Price Alpine A110. Mileage this year is reduced in the same style as the "Scottish" and the total motoring will be 1,350 miles. The route will start from Ballymena and finish in Larne, as usual, and we are assured that the 20 per cent cut in mileage will "in no way affect the quality of the rally."

From Sweden to Africa

Fiat will have three 124 Abarth Spydors on the Swedish Rally. The drivers will be Hannu Mikola, Markku Alen and Ingvar Carlsson. The two Finns have first to do the Marlboro Arctic Rally this weekend before starting practice which will put them at a disadvantage to Carlsson who, apart from a short spell in Monte Carlo, has been in Sweden all through January. They will find plenty of opposition from Stig Blomqvist and Per Eklund in Saabs, Simo Lampinen in a Lancia Beta and Bjorn Waldegaard in a Stratos.

The weather in Sweden is almost as unpredictable as our own at present, and at one time it was feared that the rally might have to be cancelled owing to lack of snow (and consequent damage to the road surface). Happily this eventuality is now out of the

question, although unless more snow falls some of the stages around Karlstad may have to be scrubbed. If this happens then some of the longer stages in the north will be run four times rather than twice in compensation. Simo Lampinen who is at present in the area reported that "one day the temperature was -10°C and one day +15°C. The next day it was raining..." Bjorn Waldegaard, who is driving a Stratos on the Swedish has allegedly been approached to drive the second Stratos on the Safari... an offer which he reportedly had to refuse owing to a prior commitment to Fiat on the event. The Fiat team for the Safari would seem to look something like this: Waldegaard, Paganelli, Vic Preston Junior, and Ulyate; making a well balanced combination of two European and two local drivers.

Idem Escort RS and Kleber Datsun tests

Last week AUTOSPORT was fortunate enough to be invited up to Southham to witness the latest developments made to the Donald Heggie IDEM Escort. A fascinating discussion revealed the dedication and keenness with which Broadspeed are attacking the project. The incident which put Donald off on the Tour of Dean, and which was originally thought to be a problem of premature locking of the front brakes was in fact traced to a faulty steering bush, and this has now been rectified along with several other items on George Dean's list. Rear suspension is perhaps the most important of these and the live rear axle (always favoured by Heggie) has been reinstated although still with Watts linkage. Different cams have been fitted to the BDA and although there was a pronounced "flat spot" at around 5000 rpm last week, increase in urge above these revs was very impressive, and the car is now something of a flyer. As Donald was unable to get down from Scotland owing to bad weather conditions at Turnhouse Aerodrome, the afternoon was spent mainly in testing the braking balance, which by the end of the afternoon was pronounced entirely satisfactory. The car's next outing is on the Snowman this Saturday.

Also testing last week were Andrew Dawson and the Kleber equipe with Dave Richards in attendance. Dawson put in several quick laps at Bagshot in his prize-drive Datsun Violet without ever being really happy with the handling of the car. He remarked that the car felt strange to him owing to the fact that it was not as "chuckable" as rally cars he had previously driven; that the Datsun had to be set up for

corners much earlier than he had anticipated, and once set, it was necessary to adhere to the line more closely than he had thought. However, the car felt particularly impressive over the heavily rutted surface of Bagshot, riding the bumps extremely easily. After experimenting with various tyre combinations, Dawson agreed that those recommended by Chris Slater were the best compromise for the car, but it was not until he tried Kleber's latest narrow section block tread snow tyres that he pronounced himself really happy. These tyres apparently transformed the handling of the car. (Whether this was due to the wet Bagshot surface is not known). Unfortunately, at this stage in the proceedings, the engine cried enough, (suspected dropped valve) and an interesting day was brought to a premature close. The engine itself is giving about 165 bhp at 7,000 rpm and there is allegedly a spare unit with the car. As it stood last week two surprising elements on the car were a roll hoop installation rather than the full cage; and the fact that the brake lines were still positioned outside the bodyshell. Both these items are expected to be dealt with before the car's first outing on the Snowman on Saturday, when it will be supported by Newton Motors, the Datsun dealers of Dingwall. They have recently opened showrooms in Inverness, and it is this branch that will be sponsoring the car. These enthusiastic dealers have also entered a brand new G1 Datsun 260Z for Ian Bremner to drive on the event. Bremner is a mechanic with Newtons. Dawson's Violet will be on display in their showrooms from tonight (Thursday).

Drag queens . . .

How pathetic can you get? Barry Foley's cartoon was great! Who does K. E. Hardie think he is? If I had to choose between drag racing and Catchpole—then give me Catchpole every time.

If the drag queens can't laugh at themselves then we should take the piss more often. I think that Barry Foley and Pete Lyons are the best thing that's ever happened to motor sport—more power to their pens.

How about letting Barry Foley drive your dragster Mr Hardie? He is fantastically quick in a racing car, perhaps Barry can blow some of Mr Hardie's cobwebs away!

LONDON, E13.

ANN MARTIN.

. . . and corners

Regarding Barry Foley's "Catchpole" on December 19, and subsequent letter from Mr Hardie who is presumably a director of Santa Pod Raceway, Mr Foley must remember that there are people who may take his strip seriously. I would have warned him had I seen him. I think Mr Foley is very lucky indeed only to have a rude letter because it cost me much more than that to find out that simple fact.

I was returning home in my old Boeing Starman from the Sywell Air Show last year when I thought that the boys at Santa Pod might be amused to see and time an aeroplane up the strip which admittedly was followed by a few low level simple aerobatics above the safety of the drag strip, a service for which I get paid £10 per minute usually. However, I am sorry to say this was not appreciated at all, which I realised when I was standing up in Crown Court in my usual old clothes with the Prosecutor asking for a six months jail sentence. I was lucky, it only cost me £760.

I might add that I enjoy going to drag racing and looking at the weird and very interesting devices created by the boys there, but I think the whole concept is described fully and very simply on one of the lavatory doors at Silverstone (if they haven't knocked them over as well). In large coarse writing is written "Drag Racing is the Greatest" and someone (not me) has written very neatly underneath in brackets "If you can't steer round corners."

BIGGLESWADE, BEDS.

JOHN JORDAN.

Continuing story

In reply to your published letter from J. Upstone of Cowbridge, regarding the Tour of Epynt, we feel the following points should be made: 166 Competitors did not complain; neither did somewhere in the region of 200 marshals complain; even though many spent up to 12 hours in foul weather stuck in one position either on the range or in the forests. The general public, the Forestry Commission and the Police also found no reason to complain. In fact, Mr Upstone apart; none of the many spectators (even those who paid 50p) complained.

Fortunately for ourselves, but unfortunately for Mr Upstone, sufficient marshals had volunteered by 7 am. We stay sufficient, because we did not feel it necessary to marshal every bend throughout the event. Perhaps the organisers of the RAC Rally, the Tour of Britain, and the Welsh Rally feel differently, but we doubt it.

To put Mr Upstone's mind at rest, at each stage start and finish, two ambulances, two doctors and the Course Car were all in radio contact, and for this reason, of the three serious accidents that occurred, no crew member was allowed to suffer. We even managed to get the ambulance to attend to the injured parties.

May I take this opportunity to thank the

many marshals (even those who paid for the privilege) for putting up with the foul conditions and sticking to their posts. Motor clubs from far and wide; and lastly the sportsmanship of all competitors who together with Port Talbot Motor Club managed to make the Castrol Tour of Epynt "The Best Organised Cock-up of '74."

DEREK TUCKER,
LYN JENKINS

(Joint Clerks of the Course).

SWANSEA, GLAM.

Spirit

Although I would have preferred to ignore Peter Richings' letter on the subject of Davrians' "spirit of the formula" in modsports racing, I have been urged by many of our competitors to reply, and I'm equally incensed that as an AUTOSPORT reporter, he has not apparently done his homework.

If he had, he would know that the racing Davrians don't need (nor use) similar goodies to those which he intends to fit to his Sprite. He's not expected to know, however, that the combined price of both competition cars, when sold, was a little over £3,000. Nor that we supply 998 cc replicas of what will be our 1975 cars for £2,300 depending on specification.

On the number of cars sold, I had to supply the names and addresses of 100 Davrian owners to the RAC in order to become eligible for Modsports racing, I can also assure Mr Richings that a good deal more Davrians go through AUTOSPORT'S For Sale columns than GT40s or Lola T70s. Equally, a quick trip around the Paddock or spectator car parks at a Modsports round will usually reveal at least three road going Davrians.

The Davrian was the first, and is now the only, Imp powered sports car and there are often secondhand versions at quite reasonable prices available—indeed, incomplete or damaged cars have changed hands for less than £200, which may be seen in competition. Taking a cheap second hand Davrian, £1,000 should be more than ample for the impecunious to be competitive, which I would say was a very fair amount.

Mr Richings ends his letter by saying that his case is not sour grapes, even though he is a competitor in our class. However, once again, with a little research, he would find that each Modsports class has its *bete noir* about which there are gripes, so I would suggest that he leaves us and the 1150 cc class alone, especially as it is one of the healthiest.

CLAPHAM, LONDON, SW4.

A. R. B. EVANS

(Managing Director,
Davrian Developments).

Correction

May I point out that the caption to the photographs on page 26 (AUTOSPORT, January 9) of Alan Jones in his Brabham is incorrect.

He does not battle with Alko team-mate, but none other than Jody Scheckter in the EMC, which indeed does look like a Brabham.

Was that really four years ago?

BEDFORD.

P. H. VEREY.

Browning's thanks

On behalf of the Roger Williamson Fund I would like to thank the 10,000 or so visitors to the Racing Car Show who contributed just over £700 to the Fund through the BRSCC Marshals' Stand. Nearly 200 drivers signed the display board which we hope will now find a permanent home at one of our circuits.

These and other contributions to the Fund have allowed us to augment the supplies of unwanted fire resistant racewear, given to us by drivers, with the purchase of quantities of old stock clothing from manufacturers. We have also been able to equip a significant number of marshals with fire helmets and we

have passed on donations to other marshalling organisations and to rescue services.

The Fund will now be able to fully sponsor marshals' fire training days for all six BRSCC Centres. Here we are indebted to Texaco, who have donated 500 gallons of fuel, Chubb Pyrene and ICI, who have helped us with the supply of extinguishers, Lola, who have built us a mock-up chassis, and MCD, who are co-operating handsomely.

In a comparatively short time the Roger Williamson Fund has made a really significant contribution to motor racing safety. But we can never have too much support, for we can never claim that the job of training and equipping our volunteer marshals is complete. However, if the life of just one driver is saved through the generosity of our sponsors then the effort will have been worthwhile.

If anyone would like to add further contributions, however small, they will be most gratefully received by the BRSCC, Empire House, Chiswick High Road, London, W4 5TW.

PETER BROWNING

(Executive Director, BRSCC)

CHISWICK, LONDON, W4.

Change applauded

As one reader—perhaps there are many more—who has long held the view that AUTOSPORT does not really cater for the clubman in its reports of non-circuit events, may I beg space to record my appreciation of the fact that there seems to have been a change of policy which I heartily applaud.

Although I shall never aspire to seeing my name mentioned in the Sports Extra columns as having done anything worth recording, I endorse any policy which allows the clubman and his club a mention when deserved.

Obviously one cannot hope for a half-page report on any club event—it would not be warranted anyway—but a few lines and results can do nothing, I am sure, but enhance the reputation of the magazine.

At long last it seems there is a weekly motoring publication which is out to improve its news coverage at the lower level and it behoves club press/publicity officers to show their merit in the forthcoming season. How on earth you will get all the reports in if everyone does their job I just don't know, but all power to your elbow!

WHITBY, YORKSHIRE.

J. RICHARDSON.

Fittipaldi's title ?

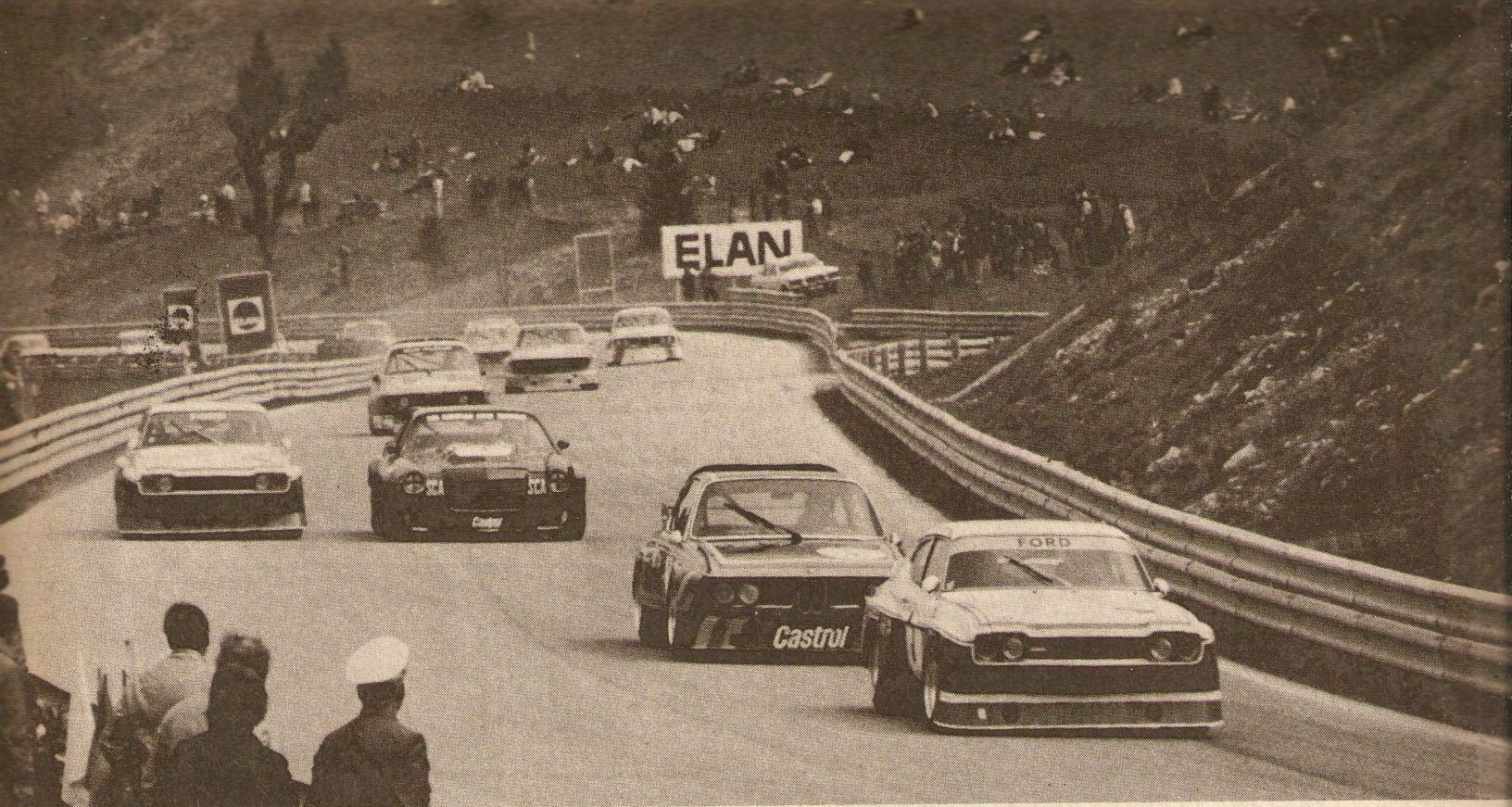
No chance

Even though Emerson Fittipaldi has won the Argentinian Grand Prix he hasn't a hope of winning the World Championship! Before you dismiss both this statement and myself as mad, consider the following facts. In 1971 Chris Amon started the season well with a win in the Argentinian curtain-raiser, but only collected a third, a fourth and two fifths for the rest of the season. "The following year the same GP was won by Stewart, but ill-health crippled his championship aspirations. Emerson Fittipaldi took the chequered flag in '73 but the Stewart-Tyrrell challenge proved too strong for the remainder of the season. Last year Denny Hulme was the one to collect first place but for the rest of the year made a habit of finishing sixth. The only conclusion one can draw from these examples is that the Argentinian GP is a mighty unlucky event to win and that if the pattern continues in 1975, Emerson's hopes of a third title are slim.

On a more serious note, let us hope that the remaining 13 rounds prove as exciting as the opening ones at Buenos Aires and Sao Paulo.

CORK, EIRE.

TOM O'CALLAGHAN.



The first confrontation between the works Cologne Capris and the works BMW CSLs came at Salzburg with the SCA Chevrolet Camaro in thundering pursuit. These cars proved so much quicker than the rest, it looked ridiculous.

G2 SEASONAL SURVEY

For whom the bell tolls

By CHRIS WITTY

If it was the fuel crisis that caused the vast cut-backs in Ford and BMWs projected racing plans last year, it served admirably to bring an even bigger crisis to the European Touring Car Championship which caters for Group 2 cars. In short, due to the spiralling costs of motor racing and the present structure of Group 2 racing and the way the rules are written, the ETCC fell flat on its face in 1974 and doesn't look likely to recover, certainly in its current format. It had become a bone of contention throughout the past few years between the German domiciled motor manufacturing giants Ford and BMW. Each company had sunk vast amounts of money into its ETC racing programme, proudly showing off their respective machines and battling tooth and nail as to who held overall supremacy. First it was Ford, then BMW and so on.

The cars began a strange transformation from what amounted to a touring car into a virtual prototype. They grew weird aerodynamic aids, various go-faster items were homologated, power figures went up, tyre sizes grew to almost F1 proportions, the speeds consequently rocketed and, even despite the influx of the Grand Prix stars to drive them at vast extra cost, they had already succeeded in inflicting a mortal wound. For Ford and BMW, despite their cries about development and progress, their falling car sales due to the economic situation had given the men with the purse strings no alternative. Budgets were slashed and their racing programmes greatly reduced. And so with BMW and Ford caged within themselves, the ETCC meant little to anyone, save for the select band of wealthy G2 stalwarts who, like similar believers in other forms of racing, are prepared to soldier on. However, with the two main protagonists having to disregard an expensive European sortie, the series became a mere six-round affair as one by one, the qualifying rounds were cancelled.

The end result was surprisingly close, very close in fact, although few people were that interested or even aware of it. The honours eventually went to Ford, not through their familiar blue and white Cologne Capris but thanks to the fleet little Zakspeed Escort RS, which is in fact more or less a works car, and the German works Ford driver Hans Heyer. He beat the Belgian Alain Peltier for the drivers title at the very last race in Spain, Peltier unbeknowningly throwing the title away when he instructed his BMW CSL to make an extra and unnecessary pit stop with less than half an hour to go and lost a valuable second place which, had he hung on to, would have given him victory over the German by a single point!

By virtue of winning its class in each of the six races with Heyer driving everytime, it meant that Ford retook the manufacturers' title off BMW from the year before.

Following a large economic cut-back, BMW GmbH in Munich resigned themselves to a very limited racing programme in 1974. Team manager Jochen Neerspach, having convincingly won the series the year before with his gorgeous CSL Coupes, found himself in a quandary. If there was not enough money to go around, what should take priority? With Ford about to unveil their new Cosworth developed V6 engine, BMW, in order to remain in the power game would have to continue work on their own 24 valve engine.

Adding valuable engine development time to the already hard pressed engine staff who were busy preparing customer engines for Formula 2, it meant that the actual CSL Coupes themselves suffered a little in terms of a thorough development programme.

It was true that the cars, as they stood, had the measure of the older 1973 vintage Cologne Capris, especially following the curious homologation of their rear aerofoils and the vital roof deflector foil. This item alone had transformed the car overnight, practice times

at the Nurburgring against the Capris proving so.

However, Ford were very much aware of the situation and were equally determined to restore the status quo. It is here that G2 racing is killing itself. Even with a budget cut-back, Competitions Manager Mike Kranefuss and his able staff in Cologne set about producing what amounted to a totally new Ford Capri. The end product was for one specific purpose—to beat the works BMWs.

Shortly after BMW had homologated their rear wing on the required number of road cars in the middle of 1973, which is ironic when one considers that these devices were considered dangerous by the German road /traffic authorities and banned from the road, the FIA realised their folly within the G2 regulations and prevented any such recurrence happening again. It meant that Ford were unable to construct a single full width boot spoiler for their RS2600 Capri so as to make it available for the G2 racer. Kranefuss did explain to us in 1973 that the Capri had good aerodynamics and with the 360 bhp they were getting from their stretched 2.9-litre V6 engines, which were based on the Taunus block, the car was more or less controllable. Any increase in performance would necessitate aerodynamic aids. And so the RS3100 was born.

Basically the car was a British 3-litre Capri utilising the larger Essex-block and taken out to 3.1-litres. It was from this block that Ford's new double OHC V6 Cosworth developed engine was derived. The German RS2600 was now obsolete.

Added to this on the RS3100 was a vast boot spoiler and this meant, as it came on a new production car, Ford had neatly overcome a possible homologation hurdle.

The car was launched right in the middle of the fuel crisis which wasn't through choice, but more of necessity for the racing programme. Consequently it never took off sales-wise.

The above mentioned is a classic example of power politics in motor sport. Once that Capri was conceived alongside the BMW, both complete with 24-valve 400 bhp plus engines, no one else would get near them. In the races they contested, that was more or less the story.

The supporting cast in the ETCC were virtually all BMW customers. Naturally with

Germany being one of G2s greatest stalwarts, most of the leading engine tuners were commissioned into running cars for customers and some, the wealthier ones, even ran their own cars.

Therefore it was no surprise to see Burkard Bovenseipen's Alpina and the Schnitzer brothers tuning concerns contesting the ETCC once more. By virtue of their close affiliation with the works in Munich, both can be considered prominent and competitive teams and, save for their customers cars, both Bovenseipen and Josef Schnitzer usually put quick drivers in their cars. Whereas in past seasons, they had more or less been on par with the works teams in terms of power, the advent of the costly 24-valve works run engines would soon change matters.

Besides running their CSL Coupes, both Alpina and Schnitzer had further interest in the 2-litre class with the familiar 2002 BMW variant. Also running cars in this class were two more prominent BMW engine tuners, GS and Schrick.

Opposition came fairly and squarely from Ford in the form of the Zakspeed Escorts.

The cars themselves are virtually works blessed and although they were to run in the Castrol/Radio Luxembourg colour scheme, you wouldn't be far wrong to assume them as good old Cologne Escorts. Zakspeed prepared the 2-litre iron-block BDA engines which push out something in the region of 275 bhp. The team in fact ran three cars on some occasions, one often rented out to local drivers, while the other usually acted as a back-up to their championship chaser, in itself a very special car compared with the other two. It featured larger 15in diameter wheels while the rear axle, suspension and brakes were taken from a Cologne Capri. The engine was designated a BDG-EF and proved to be a real flyer. The more conventional sister car was entrusted to the ever-capable Dieter Glemser (another Ford works driver) for his attack on the German G2 Championship.

Although they didn't appear initially, the two cars that proved to be a thorn in Zakspeed's side were the GS Tuning Team Europa Moebel's BMW 2002 driven mainly by wealthy German Jorg Obertmoser and the Alpina car, usually pedalled by Harald Ertl and Thomas Betzler, both cars using the potent 16-valve F2-based engines. But even with a slight power advantage over the Zakspeed Escorts, the BeeEm's were considerably heavier and didn't handle so well.

The only non-German interloper in the ETCC which could have been regarded as a threat was the thunderous 7-litre SCA Freight Chevrolet Camaro which Frank Gardner had driven so well for Adrian Chambers in the British G2 series for the past couple of seasons. With Britain opting for G1, the American beast was either destined for club saloon racing or the European Championship trial. Fortunately, or unfortunately, depending on which way you look at it, Chambers elected to go into Europe, employing Brian Muir as co-driver to Gardner. You couldn't have wished for a better and more capable team of Camaro pilots. But if British enthusiasts drooled at the sight of the car



The Alain Peltier/Jean-Louis Lafosse ex-works BMW CSL so nearly brought the Belgian the ETCC drivers title.

winning a 20-lap sprint every other week, then it was to prove a totally different kettle of fish on the other side of the Channel.

As is traditional with the ETCC, the opening round was at Monza with a customary four-hour race to start the proceedings. No works Fords and no works BMWs. It looked a bit thin and despite the influx of nine ex-works BMW CSL Coupes ranged against two pre-1973 spec Capris, you would have to have a vivid imagination to get turned on by it all.

As to be expected when the works are away, it was the "works" Alpina and Schnitzer CSL Coupes, running the less powerful 12-valve 3.5-litre engines, that occupied the front row. The rapid and spectacular Austrian Ertl annexed pole, initially sharing the car (which was the same model in which he had won the classic Silverstone TT race a few months earlier) with Rikidi von Opel, the Grand Prix driver assisting on finances. Various engine mods had been carried out over the winter, the most notable being a modification to the pistons to improve the big straight six-cylinder engines thirst for oil. It improved the torque range as well.

Other Alpina-prepared Coupes to appear regularly throughout the ETCC was Brian Muir's ex-BMW Concessionaires GB car now the property of Cox Kocher/Peter Arm, not exactly a rapid pairing, although Arm did impress a little. Then there was Siegfried Mueller and Siegmund Odrodowczyk in a '73 spec car. They would have won the Nurburgring 6 Hours, by virtue of being the only big car left running, but that story had an ironic ending.

The lead Schnitzer car was that of Walter Brun and he was to share this fast, but characteristically unreliable CSL with various drivers. As in past years, the Schnitzer car ran on Firestone tyres as opposed to all the others who stayed on Dunlops. Another Schnitzer-prepared CSL was the 1973 ex-Brun car of Peter Mattli/Urs Zondler.

Wealthy Italian pharmaceutical Martino Finotto acquired the last works CSL built car and this had only raced once at Kyalami the year before, driven by Chris Amon/Hans

Stuck. The regular Amon/Stuck CSL found its way into the capable hands of Belgian Alain Peltier who, with backing from Gitanes Cigarettes, shared the driving with Frenchman Jean-Louis Lafosse and fellow countryman Hughes de Fierlandt on occasions. He was to come within an ace of winning the championship.

One final ex-works CSL that was to form the backbone of the ETCC belonged to Interserie driver Ernst Kraus and Werner Schommers.

As far as Ford were concerned, a few people had purchased their Capris but very few of them could be regarded as serious threats. However at Monza, one of the late '73 spec ex-works cars was entrusted to Dutchman Han Akersloot, who was given works assistance and paired with works Ford driver Toine Hezemans.

To be expected the lead Alpina and Schnitzer cars rushed off and led respectively until they eventually broke. The Ford tried hard to hang on, but couldn't. That, too, eventually retired and in the end, it was the Gitanes Coupe of Peltier/Lafosse that came through to head a trio of the private BeeEm's. In a superb and untroubled 5th place overall was the Hans Heyer/Hartmut Kautz class-winning Zakspeed car. A foretaste of things to come.

The fast open spaces of the Salzburgring in Austria saw the first appearance of the mighty works teams. It was the first of five confrontations throughout the season, although two of them were in qualifying rounds of the World Championship of Makes (ie, sports prototypes).

BMW GmbH sent a solitary 24-valve CSL for Stuck and Jacky Ickx, while Derek Bell also tried it briefly in practice. With power output from the straight-six now approaching 420 bhp, the cars were becoming a real handful, almost beyond proportion and difficult to regard as a touring car. So, too, were the new Capris.

Cologne sent two of their brand new creations and creation is the operative word. Looking vaguely similar to last year's cars, the new machines sported vast aerodynamic aids in the form of the tail spoiler and the frontal wrap-around air dam.

Novelties were naturally to be found, technically the most interesting being the re-positioning of the front-mounted radiator to the rear. It was initially hung beneath the boot in an effort to help distribute the car's weight more evenly. Shades of super saloons.

The new 385 lb 3412 cc 60 degree V6 double ohc belt-driven engine pushed out around 415 bhp at 8500 rpm and in terms of top speed, the Capri was on for a phenomenal 178 mph, slightly quicker than the BeeEm.

In terms of overall weight, the new Capri was still homologated lighter than the CSL at 2325 lb (1054 kgs), a difference of something like 790 lb.

Not to be outdone by driver power, the Ford team added Niki Lauda to their already impressive driver line-up. The Ferrari driver was paired with former ETC champion Jochen Mass, while Glemser joined Hezemans.

As so often happens when he's put in a

European Touring Car Championship —		Monza	Salzburg	Vallelunga	Nurburgring	Zandvoort	Jarama	Total Points
Drivers								
1.	Hans Heyer	8	10	12	20	—	20	70*
2.	Alain Peltier	20	12	20	—	6	12	68
3.	Jean-Louis Lafosse	20	—	20	—	—	12	52
4.	Manfred Mohr	—	15	15	—	—	15	45
5.	Toine Hezemans	—	—	—	15	6	20	43
6.	Klaus Ludwig	—	—	10	—	—	—	36
7.	Martino Finotto	4	15	15	—	—	—	34
8.	Albrecht Krebs	—	—	12	12	—	—	24
9.	Dieter Glemser	—	—	12	15	—	—	23
10.	Urs Zondler	10	12	—	—	—	—	22
Manufacturers								
Div 1 — up to 2000 cc								
1.	Ford	20	20	20	20	20	20	100*
2.	BMW	15	15	6	10	15	—	61
3.	Alfa-Romeo	12	—	12	—	—	12	36
Div 2 — over 2000 cc								
1.	BMW	20	20	20	—	15	15	90
2.	Ford	8	10	12	20	20	20	82*
3.	Opel	6	—	10	—	—	—	16

* Best 5 results

saloon, the young and irrepressible Stuck had to get pole. He did, but the two works Capris were very close. So, too, was the SCA Camaro which hadn't started at Monza due to countless engine maladies. This was destined to be the car's Achilles Heel all year.

The actual race proved to be one of the best of the year and not just in ETCC terms. The BMW and Capris rushed off at breakneck speed, the Camaro trying hard to stay with them as did Ertl in the Alpina car. But such was the superiority of the works cars that unless they broke, there seemed little point in the rest doing anything except to finish.

The final outcome should have gone to Ford. The Capris eventually got the better hand but both were destined to retire just before the end with engine dramas. It became evident that the new V6 engine had a weakness in the block. Until further development is carried out, it seems that this will restrict its potential power output of up to 440 bhp.

Thus BMW GmbH scored first blood, albeit rather fortunate. However, both teams had more or less proved the equal of each other. The remaining places went to a couple more private CSLs, the Camaro predictably failed to last and the Zakspeed Escort took the small class yet again, despite an initial challenge from Helmuth Koinigg in the GS 2002.

An indication of just how interested Ford and BMW were in the ETCC was shown when the next round, at Vallelunga, clashed with the Nurburgring 1000 kms sports car race. The 'Ring lures these two giants like the proverbial bull and matador. It was a firm two fingers to Vallelunga where the Peltier/Lafosse CSL was to triumph again, thus proving itself to be the best of the private cars. The Camaro led briefly before making a pit stop and then retiring. The field was rather meagre, to say the least, and at one stage, Heyer put the incredible Zakspeed car to the fore. Needless to say, he won the small class yet again.

But back at the 'Ring, it was more or less a repeat performance of the Salzburgring. Again it was one works CSL against two Cologne Capris. The driver pairings were the same and predictably Stuck set the fastest time. As so often happens when Neerpasch lets him entertain his home crowd, the works BMW wasn't to last long with Stuck at the wheel. The Mass/Lauda car also failed to finish but the sister car did. One all.

The next confrontation was again at the 'Ring, this time for the traditional Six-Hour ETC race.

This time there were two works 24-valve BMWs, Stuck sharing with Grand Prix superstar Ronnie Peterson and Ickx paired with Bel. The two works Fords were as in previous races, save for the rear-mounted radiator

The superb Zakspeed Escorts brought the championship back home to Ford. It wasn't often that the BMW 2002s got this close. Note the Escort's front right hand tyre.



being repositioned just ahead of the rear wheels in an effort to improve weight distribution even further.

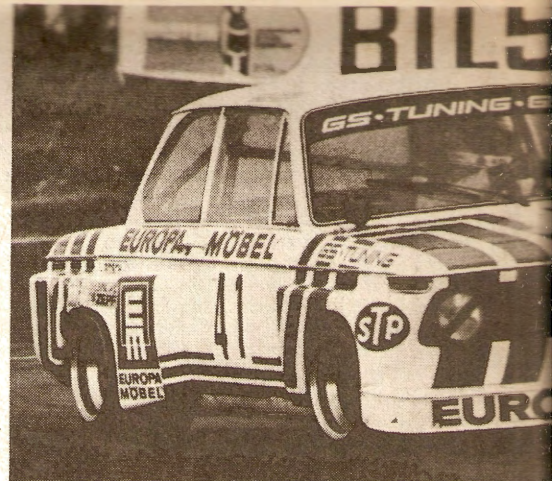
The two Capris split the BMWs but Stuck was again on an easy pole. Watching him around the 'Ring is sheer joy but you have to pity the car. They don't make tanks like they used to. The private CSLs thus lined up in formation behind, albeit at a respectable distance. In the smaller class, Heyer was predictably quickest although the GS 2002 wasn't far behind. However, the second Zakspeed car of Albrecht Krebs/Horst Appel was present to lend a hand, should it be required.

The works quartet thundered off at the start as if they were in a Grand Prix. Mass got the break into the first corner but the fuel pressure started to play up and his Capri was destined to eventually retire when, during his climb back through the field, he collided with a slower car.

Stuck shattered the G2 record on his first lap and roared away in his own crazy style. He too eventually hit a slower car and thus had to limp back home for repairs. One by one, dramas befell the favourites and they fell out. Then, even as the private CSL Coupes moved up the leader board, they too fell by the wayside. However, it was all to make way for a really thrilling finish. The sole surviving works Capri lost a lot of time having to have the cwp replaced. When it returned to the fray with Lauda at the helm, the young Austrian began to quickly pull back the lost ground. Meanwhile, the incredible Zakspeed Escort of Heyer and Klaus Ludwig had inherited the lead and looked to have the race won as the finish drew closer. However, the sole surviving BMW CSL Coupe of Mueller/Ogrodowczyk was closing fast. The sister Zakspeed car was now third and it suddenly became incredibly tense.

Mass was put into the second Escort in an effort to make up time (honestly?) and as the Zakspeed cars started their last lap (they just happened to be running together, although a lap apart, the BMW swept up behind them and took the lead. But Mass tried to outbrake the CSL out around the back and the two collided! The BMW was out, Heyer nipped through to win and Mass limped home third behind the fast rising Lauda. Was it team tactics on behalf of Ford or just bad luck? Take your pick but was sufficient to set the seal on Ford winning the ETCC. Two-one to Ford.

At Zandvoort, the works BMWs were absent but Ford sent their regular two cars once more, Rolf Stommelen standing in for Lauda who was ill. Initially the SCA Camaro, which was making a welcome reappearance, charged hard and fast with the works cars. But it was not to last. The rain then came down, the Fords went on their way and victory went



One of the strongest challengers to the Zakspeed 2002 driven here by Jorg Obermoser.

to Mass/Stommelen after Hezemans had a sure win taken from him when he was nudged by a slower car near the end. In second place was a Porsche Carrera RSR, the organisers experimenting as at Salzburg by allowing GT cars to run to make up the numbers. Naturally they weren't eligible for ETC points but it was a good idea, more of which we were to see later.

The Zakspeed car did it yet again, only this time the rain equalised things a little bit which saw the Alpina 2002 of Ertl/Betzler challenge hard and actually lead for a while.

The final ETC round came at Jarama where, with a distinct chance of being beaten for the championship by Peltier's ever consistent BMW, Ford sent a works Capri as well as the Zakspeed machines. Heyer was put into the Capri in a bid to gain maximum points, which he did sharing with Hezemans. The Zakspeed RS was second while Peltier threw away the championship with a needless pit stop during the final half hour. The Jarama race underlined the total lack of interest in the ETC with a mere 13 cars starting the race!

It was not the ETCC but the final two confrontations between Ford and BMW that were to climax the season as far as G2 was concerned. One was a special event at the Norisring in Germany where the organisers amalgamated the two works BMWs and Capris, plus several privateers, with the very best from the world of European GT racing. In short, the works G2 cars proved superior but fragile. The Capris were very fast and neither of them finished, even though Lauda

A foretaste of things to come in 1976. At Spa, the G2 but not to the engine. It's known as G1½. This is Holm's Capri at Spa last season.





in the 2-litre class was the GS Tuning Europa Mobil

looked to have the race in his pocket. Thus it was a subdued Stuck who came through to win in uncharacteristic style from behind, his BMW suffering badly from fading brakes on this demanding circuit even with their revolutionary Teldix anti-locking system. The works Capris, tried a novel trick of cooling their brakes by an ingenious water system. Two all.

The final "round" was at Kyalami in South Africa where each manufacturer sent one car apiece, a Capri for Mass/Hezemans and a BMW for the unusual pairing of Peterson and Jody Scheckter, Stuck being left behind after a disagreement with Neerpasch. Also on hand as he will drive for them in the IMSA races in the States this coming year was Sam Posey. The Capri was superior on this occasion, neither of the BMW drivers being able to get the car sufficiently well sorted to get anywhere near its rivals' times. Neerpasch explained that it was through lack of race miles and development. Peterson crashed the car during the race while the Ford finished in 5th place overall. Three-two to Ford.

This forthcoming ETC series looks distinctly worse than ever. There'll be no works BMWs as they've gone off to the States and there'll be no works Fords. They'll have an even smaller budget but wouldn't consider contesting the ETCC without opposition from BMW. Therefore, you could say they've been hoist by their own petard.

Fortunately, the new 1976 G2 regulations, based along the line of the Spa G1½ regs, may see a resurgence of European touring car enthusiasm next year. We can but hope.

regulations allow for various G2 bodywork modifications. Blackburn's British interpretation of the rulings on his



Heading the right way

By CHRIS WITTY

On reflection, Britain's first year of running G1 as the premier touring car category can be regarded as a success. Having been conceived to take over from the rapidly rising costs and apparent disinterest in British G2 racing, our own G1 has come through the first all important season particularly well. We've had continual bickering among entrants, competitors and scrutineers which must be a healthy sign. Rule bending has to be regarded as the optimum in popularity. The fact that some teams were going to great lengths to win the races must be a reflection of how important it all was to them.

We move onward into the second year, still under the current regulations, and the way now looks a little clearer. By disposing of G2, we've cleaned out the cupboard. The present G1½ format has turned from a sapling into a prospering tree. How it branches out from now on, only time will tell. If the RAC in all their wisdom agree to change to next year's new European FIA proposed G2 regulations, we could find ourselves in an interesting position. Back to square one perhaps? It's a debatable point.

The actual races in last season's Castrol-sponsored RAC British Touring Car Championship were dominated by the Chevrolet Camaros. Shades of Frank Gardner and G2 perhaps. In more ways than one that was true but the names were changed to protect the innocent.

The Camaro domination angered many. They were accused of providing boring racing. There was talk of them being banned by many of the other runners who, because their respective cars lacked those extra cubic inches, felt they hadn't a chance of overall glory. As one prominent driver put it, his own ability was totally overshadowed by the superior performance of the American cars, and not necessarily the driver's ability.

The championship itself was a very close thing in the end. Mid-season eligibility checks had threatened to turn the whole series into a farce. Fortunately, some sense of sanity prevailed and we were allowed to see the honours taken to the final race of the season.

The battle for both the drivers' and manufacturers' titles rested between two British manufacturers who had made welcome returns to active motor sport. British Leyland were one, allowing their Triumph Dolomite Sprints to be prepared by Broadspeed and consequently success was inevitable. The other were Chrysler who, although not officially represented, ran a two-car works effort from the factory of Hillman Avenger GTs under their Chrysler Dealer Team banner.

The end result saw British Leyland take the manufacturers' title while Bernard Unett won the drivers' section in his Avenger.

We've covered the British G1 scene pretty extensively within these pages during the past few months, albeit in actual race reports and several track tests of the leading cars. Therefore, we will reflect briefly upon the individual fortunes of the regular G1 circus.

By far the most successful car in terms of outright victories was Stuart Graham's pristine Chevrolet Camaro Z28. This was the former 125 cc World Motor Cycle Champion's first serious foray into motor racing, although he had had a few outings at his local circuit (Oulton Park) in production touring car races:

He and his small team based at the family garage in Nan'wich, Cheshire, produced a very competitive Z28 from the word go. His brother Chris prepared the 5.7-litre engine and right away the combination proved highly successful. The car was developed meticulously and it became increasingly obvious that Graham's two-wheeled experi-

ence was about to pay dividends on the four-wheel track.

Initially he was pressed by Richard Lloyd's similar car but an unfortunate early season accident severely hampered Lloyd's year. It left him with a much older car to race.

Graham's professionalism impressed none other than Adrian Chambers of G2 SCA Camaro fame and the road haulage contractor offered valuable encouragement to the Graham crew. There was only the odd occasion that Graham was beaten (once on a technicality) and all in all, he was the pacesetter. His familiar black and green Z28 became commonplace at the head of the field. During the latter half of the season, he acquired sponsorship from the prestigious Fabergé cosmetics concern aptly promoting Brut 33 after-shave. It's a partnership that should continue and Graham crowned an excellent season by dominating the Access-backed Silverstone

Wendy Markey's Penthouse Mazda RX3 leads the eventual British G1 champion Bernard Unett, her husband John in the Toyota Celica, Ivan Dutton's Capri and Roger Bell's Avenger at an Oulton round.



Tourist Trophy assisted on this occasion by the SCA Camaro mechanics.

For Richard Lloyd, the season initially looked bright. He had a new Camaro Z28 built up at the American Car Centre in Kingston, sponsorship from Simoniz and, after the withdrawal of his original backer Alan Rivers, Lloyd was indeed fortunate in finding the likes of someone like Rob Potter, managing director of Mocal oil coolers and an avid American car enthusiast. Lloyd looked to have the opening race at Brands neatly taped until he collided with an errant backmarker which wrote off the car. He then had to revert to his older Z28 which James Hunt had taken to victory on the Tour of Britain the year before. It wasn't to prove such a good car and although he stayed close to Graham in the early season races, and won one in fact, the superior power of Graham's car (he used a different and more torquey cam) usually told. Even when Lloyd's newer car was rebuilt, he found it difficult to stay on terms for Graham's car handled a little better.

The only other Camaro Z28 to feature regularly up front was Vince Woodman's immaculate model. This was an ex-Tour de France car that Vince had acquired and the former G2 Escort driver lovingly spent a lot of time looking after it. However, it was never developed to quite the same state as Graham's, usually lacking the horses. When it rained, Woodman's greatest asset was a set of demon Firestone wet weather tyres. But it usually rained in practice! He won at the Silverstone Martini meeting and finished second to Graham in the Tourist Trophy.

Completing the quintet of regular Camaro drivers was former G2 Anglia driver Les Nash and Jon Fletcher. Nash started the season by badly damaging the car at the opening race at Brands. When it was eventually rebuilt, he constantly had problems with it but did, on one or two occasions, show the car's obvious potential.

Of the other Camaros, they were usually used in both the club production saloon races and the national series. One of the most notable to leave his mark was dear old Malcolm Kay (well known proprietor of W. A. N. Kay Racing). Also driving well on occasions, considering his limited budget, was Bob Ridgard. There were a couple of others as well, but none did sufficient rounds to be regarded as

serious RAC contenders.

The only non-Camaro interloper in the big class was a disastrously unreliable Plymouth Hemicuda of Gordon Spice.

Ford's Tom Walkinshaw was given the works 3-litre Capri prepared up at Boreham. It was a quietish beginning but the Scot drove with his usual customary verve. However, it was evident that the Capri still had to find some extra horsepower. When various items were homologated by mid-season, the transformation was electrifying and we were able to bear witness to some tremendous scraps in that particular class between the Capri, Peter Hanson's Opel Commodore GS/E and Tony Lanfranchi's BMW CSI. The Ford won its class enough times to take the class in the championship but that should really have gone Hanson's way. The Opel was prepared by the newly formed Dealer Opel Team syndicate run by rally ace Tony Fall up in Yorkshire.

Abroad, or rather in Belgium and Holland, the GS/Es are extremely rapid and benefit greatly from a vast selection of homologated "go-faster" extras. Hanson began the year in encouraging fashion and disputed the series lead with Andy Rouse and Bernard Unett

until mid-season. Then as soon as Walkinshaw's Capri harnessed its horses, life became less clear cut.

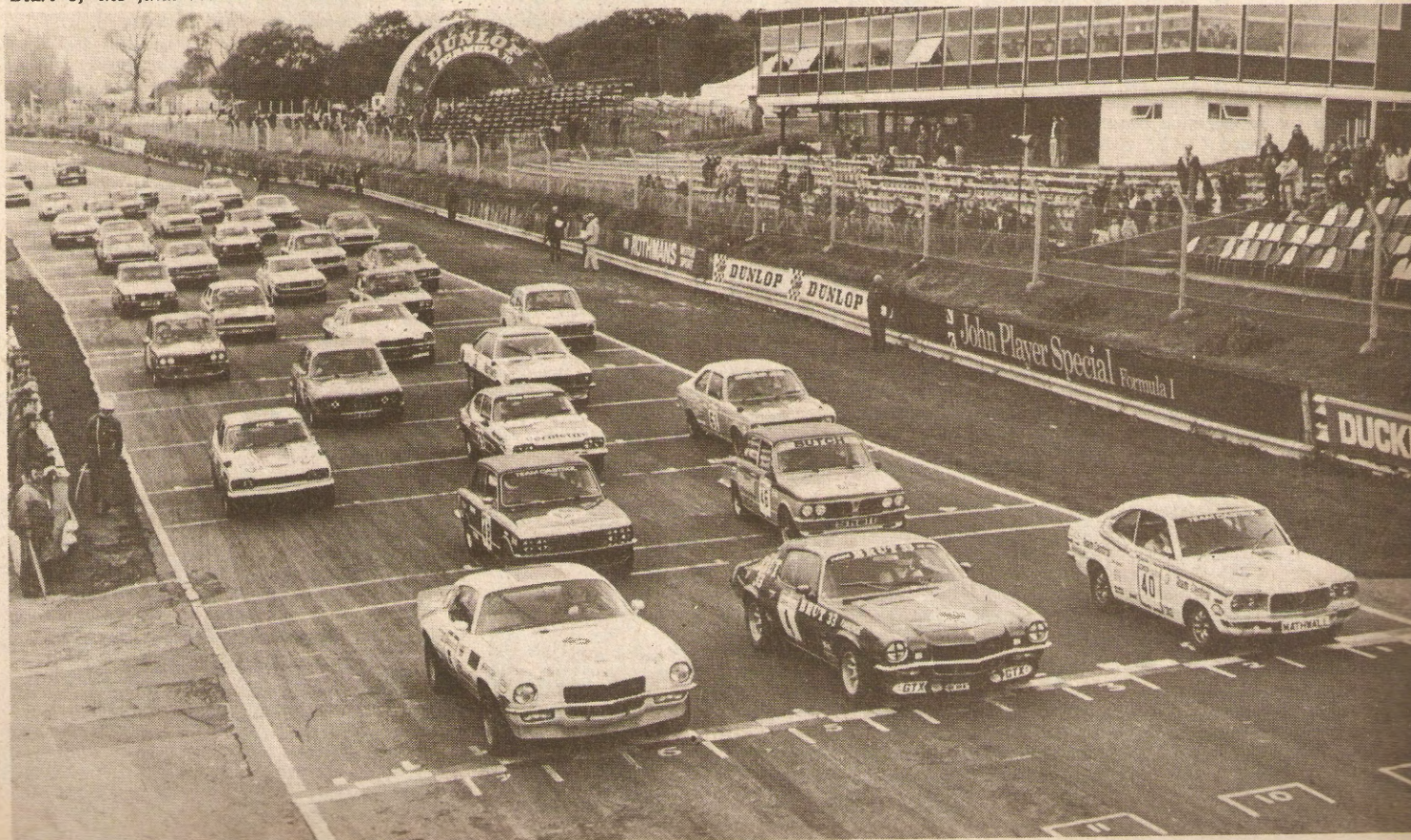
On reflection, there are some who feel the Commodore suffered from lack of development. Possibly the accompanying DOT rally programme had something to do with it. Rather than improve, Hanson and the GS/E remained more or less on an even par. The Commodore was extremely quick down the straights, enough to outstretch the Ford and BMW, but this advantage was lost when it got to the corners. To say that the Commodore could win outright is not overestimating its capabilities.

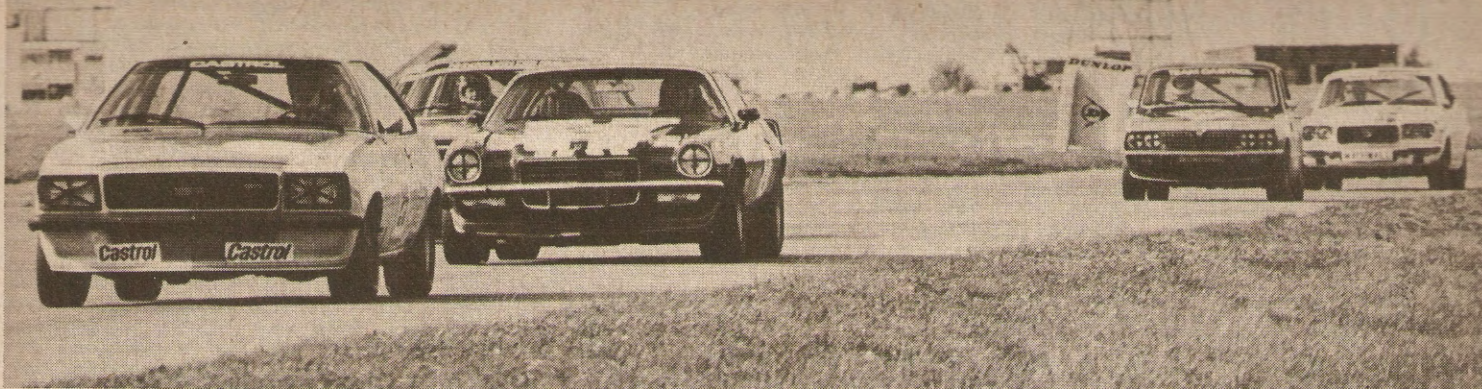
The BMW effort was totally the opposite of what was happening in Europe. The redoubtable Tony Lanfranchi managed to organise a deal with BMW dealer Nicholas van der Steen to run a CSI Coupe. Unfortunately the lack of interest in G1 in Munich meant that Lanfranchi had to make do with what could be termed as more or less a standard car. It was particularly heavy but the big straight six pushed it along in a straight line. Lanfranchi persevered all year and, after a disastrous relationship with an engine tuner in the early season, fortunes changed when the prepara-



Camaros are boring? Messrs Lloyd and Graham battle it out at Brands.

Start of the final round at Brands with Woodman on pole.





Peter Hanson's DOT Commodore heads Jon Fletcher's Camaro, Tony Lanfranchi's BMW CSi and the 2½-litre arch rivals Andy Rouse (Broadspeed Sprint) and Whizzo Williams (Mathwall RX3) at Silverstone.

tion was taken over by Autoextra and Monorep.

Others to feature in that class were a bevy of Capris, the most prominent being that of the bespectacled Holman Blackburn in his Hermetite example. Holman gradually improved throughout the year, as did his car, and it was good to see him within sight of Walkinshaw's works car by the season's end. As for the others, poor Ivan Dutton never got it altogether for various reasons while the Adlards car of Martin Birrane, despite all the latest works mods, never showed any potential, although there was a glimmer when Chris Craft drove it on an occasion.

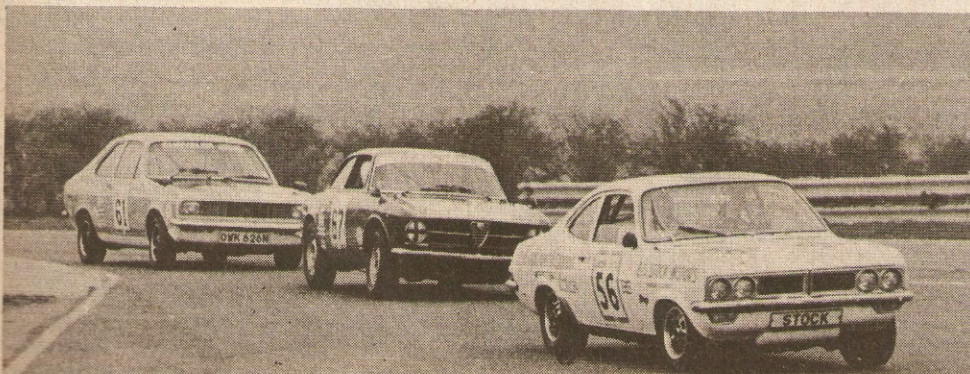
One of the hardest fought classes featured the titanic struggle between the 16-valve Triumph Dolomite Sprints and the Mazda RX3 Coupe.

When Ralph Broad got hold of British Leyland's Dolomite Sprint saloon, things were bound to happen one way or another. In fact, BL's re-entry into motor sport was indeed a serious one for besides allocating two Sprints to Broadspeed to spearhead the works team, they also gave cars to Bill Shaw Racing for John Hine and to former ETC champion John Handley who promptly handed the whole deal to the ambitious and enterprising Aldon Engineering.

Each set about interpreting the rules and regulations in their individual ways. Suffice it is to say that by having his cars early, Broad was able to carry out a very extensive testing and development programme. The results were quite interesting but what do you expect with someone who has the reputation of Ralph Broad. The moment this experienced engine and car preparation expert entered the G1 sphere, the word "G1½" took on a different meaning.

Andy Rouse, Broad's saloon protégé, was given the lead car while motoring journalist Tony Dron was to handle the other. Rouse was always the swifter of the two, although Dron did a remarkably good job so far as number twos are supposed to. BL's policy to replace him in the team this year with Motor editor Roger Bell, who has since left the Chrysler team, is surprising considering that Dron's journalistic prose in his monthly rag is far more akin to the Sprint buying public than at the more upmarket Motor. Nothing like a bit of scandal now and again.

Tim Stock's Magnum fends off the Alfa GT Junior of Stan Clark and Bernard Unett's Avenger GT at Thruxton.



Rouse was usually the quickest Dolomite, although both John Hine and John Handley had their days of glory and were never far behind. It would be of little point reflecting upon the continual development of these cars, but let's say that certain modifications which are hoped to be homologated in time should see a claimed 20 bhp increase in power by March this year. More and more we get away from the original concept.

The rotary-engined Mazda RX3 was fast. With the exuberant Barrie Williams at the helm, entertainment seemed his goal rather than serious racing. After initial technical problems were ironed out by Mathwall Engineering, the RX3 simply flew and although it won its class a few times, its unreliability was still evident enough to maintain Rouse's interest in the championship. Potentially the car still has a lot to offer, possibly more so in the handling department rather than the engine.

A couple of other Dolomites were run by Gerry Edmonds and Equipe Arden for a variety of drivers and although such names as John Fitzpatrick and Chris Craft tried them, neither car was sufficiently well developed to assist their drivers.

This class also featured a couple of Vauxhall Magnums (née Firenzas), one of which was run by Gerry Marshall and the other by Tim Stock. Although the car should have the potential to fare much better, some said it was because insufficient parts weren't homologated for the car to make it perform better.

Roger Clark Cars ran a solitary Alfa Romeo 2000 GTV initially for John Lyon. The car was rather heavy and really needed a comprehensive development programme to turn it into a Dolomite/Mazda beater. However, when it rained, it excelled on its high-profile Michelin tyres.

Ford's involvement in this class was albeit rather small. By mid-season when their Escort RS2000 was officially recognised with its ohc Pinto engine, North London garage proprietor Alan Foster undertook to use one. It is only when Tom Walkinshaw raced the car up at Ingliston in his native Scotland that its potential was revealed. Now that Ford no longer have an interest in G1, one wonders whether the RS2000 will be allowed to blossom a little further this coming season.

The smallest class was basically an all-

Chrysler affair. The only interloper to start with was Stan Clark's 1.6-litre Alfa Romeo GT Junior. There were some terrific duels between Roger's younger brother and Bernard Unett, the eventual champion and on occasions Roger Bell in the second Chrysler Dealer Team Avenger. Jenny Birrell showed her Scottish fervour several times in her Halesfield car.

A misunderstanding by an engine specialist early in the season, when they mistook the 2-litre and 1.6-litre engine tolerances, caused Clark to have his car stripped and deemed illegal. He, out of quite a few competitors, was the only person to actually lose championship points.

If the Alfa was a good foil for the Avenger, then the Toyota Celica GT was an even better one. It came on the scene soon after the start of the season. Initially development was slow but once a few problems were ironed out, John Markey made the little Japanese car fly. In fact, it got to a stage where Markey could effectively present British Leyland with the championship on a plate by beating Unett at the final round. In turn, Williams in the Mazda could do the same for Chrysler by beating Rouse.

Well, prior to these final rounds, Chrysler eased their horsepower worries and homologated a demon camshaft and Unett promptly went 2 s a lap quicker. The end result was that Markey did win the class (by default) after Unett crashed by Rouse also fell off but the final result remained unchanged.

In closing, we're sure that Des O'Dell of Chrysler and Bernard Unett would like to thank Melvyn Adams who turned up at every race in his uncompetitive Volkswagen Passat but always made up the required number of starters to ensure that Unett achieved maximum points. Adams was always at the back, although he always seemed to be trying hard. Little did he know (or did he?) that he was helping Unett win the championship.

As for this coming year, expect the competition to be even fiercer and the rule bending even more ingenious!

Oh dear not again!





The Avenger GT combines the responsive handling of a competition car with the sober virtues of a family saloon.

Avenger GT: Chrysler's lifeboat in the storm

The Hillman Avenger started life as a four-door car with a 1500 cc engine. Now, the engine size has gone up to 1600 cc and a two-door version of the existing bodyshell has both saved a little weight and conferred extra rigidity. In the case of the 1600 GT, as tested, the engine has two Stromberg carburettors as fitted to the luxurious GLS model.

The construction is completely conventional, with a steel bodyshell, MacPherson front suspension geometry, and a live rear axle on four links, of which the upper ones are angled to give lateral location. The steering is by rack and pinion while the brakes have discs in front and drums behind, servo-assisted. The shape, though resembling that of other makes, has a certain individuality about it which is quite pleasing.

Although the body has two doors, the seating arrangements are similar to those of the four-door model and the car gives ample space for four, with just enough legroom for the rear passengers when the front seats are pushed right back. There is an impression of interior spaciousness with plenty of shoulder room. The driving position is excellent, as is the all-round view; though the angle of the seat back is not adjustable, it could easily be altered for an owner with particular requirements. The seat is comfortable for long spells at the wheel.

I remember that the first Avengers were rather dull cars but this one feels lively and responsive, with plenty of torque where it's wanted and an easy way of swinging up hills in top gear. The acceleration figures are useful, and better than claimed, though I must admit that I went fractionally into the red on the rev-counter dial for the 0-30 and 0-50 mph times, to avoid extra gearchanges.

On the other hand, the suggested "up to 100 mph" maximum speed was not forth-

coming, the car reaching 96 mph easily but then being disinclined to go much faster, even under favourable conditions. I calculate that peak revs are reached at 93 mph, so presumably the motor is just running out of puff. From every other point of view, the choice of axle ratio is ideal, and there is never that feeling of "nothing under one's foot" that the over-g geared car may give.

The handling is most enjoyable, the car being particularly easy to drive right up to its limit, while it happily forgives indiscretions. That sort of handling is difficult to put into words but it results in a relaxed driving style, plenty of confidence, and immediate response in an emergency. There is a small degree of understeer under most conditions but the tail may come out on wet roads or on a bumpy corner. The transition

is never sudden and the steering gives ample feel on the road.

The ride is comfortable on the better roads, especially when there is some weight aboard. On bad surfaces it becomes fairly choppy and there are some parts of France and Spain where a long, fast drive would be a fatiguing experience. In fact, the suspension is well up to the best live-axle standards, though without the capacity to absorb large bumps that seems a front-drive monopoly.

The stability is normally very satisfactory but the car does tend to swerve in gusts of wind. Again, this is of no great moment in most of England but could be tiring on France's more exposed autoroutes. Wind noise also becomes noticeable as the speed rises, but road noise is well subdued. The body is generously supplied with sound-deadening

The black stripes and GT badges are discreet and the wider wheels are scarcely noticeable.



Road test

materials and the top of the bonnet is heavily blanketed for this purpose. Though the engine is not exceptionally silent, it never becomes objectionably noisy, even when pressed, though it sounds reasonably busy towards maximum revs.

It is a pleasure to handle the gearlever, which works as well during normal driving as when fast changes are being snatched. Both the gearbox and the back axle are virtually inaudible and the brakes are entirely satisfactory. I did not punish them on a racing circuit but they are well up to fast driving on the road in hilly terrain. The handbrake grips well and is safe for parking on steep gradients.

I always like the drum-type switches under the steering wheel on these cars, plus an orthodox stalk for indicators, flasher and horn. The interior treatment is attractive but the instrument dials do not, perhaps, have the extreme legibility of those clear faces on the old Rootes cars. The heater is effective and quite controllable, while the inlets for cool breathing air are on the centre panel and may be directed as desired.

The Hillman Avenger is of the right size and orthodox design that sells well on the British market. Fleet owners, with rapid and cheap servicing in mind, have a leaning towards cars with live back axles. Certainly, the machine combines the responsive handling of a competition car with the sober virtues of a family saloon, to an exceptional degree. Anyone who was familiar with the earlier Avengers should certainly try the 1600, for the extra torque of the bigger unit makes all the difference to the pleasure of handling the car. The black stripes and GT badges are discreet and the wider wheels are scarcely noticeable, so the 1600 GT is not likely to attract the wrong sort of attention.

The motor industry is going through a tough period and Chryslers not the least of the sufferers. In the Avenger 1600 GT they have a good product which should help them to weather the storm.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Hillman Avenger 1600 GT two-door saloon, price £1,620.44 including car tax and VAT.

Engine: Four-cylinders 87.3 x 66.7 mm (1600 cc). Compression ratio 8.6 to 1. 81 bhp at 5500 rpm. Pushrod-operated overhead valves. Twin Stromberg carburettors.

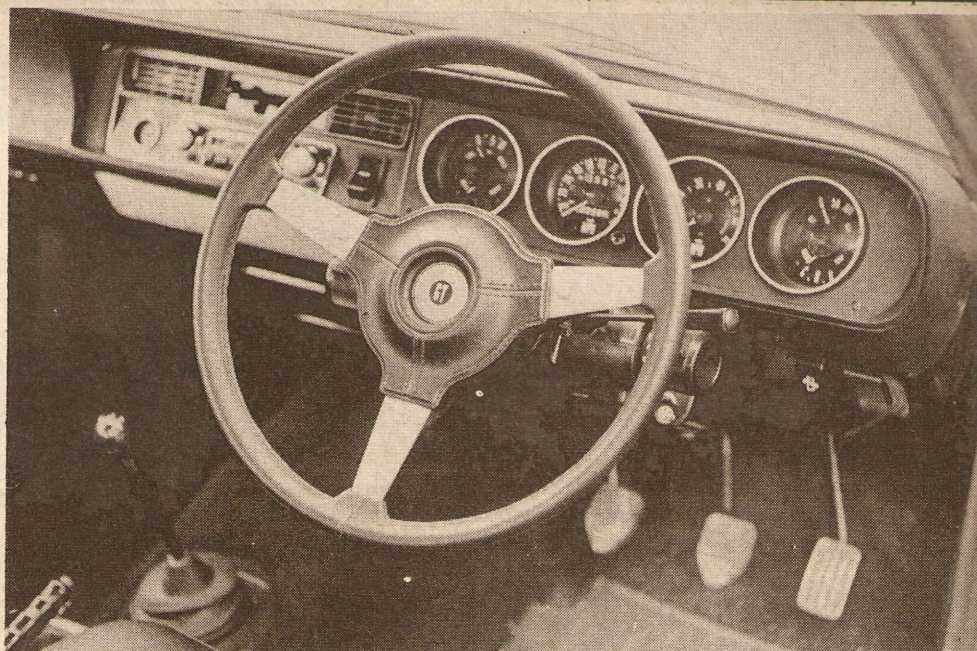
Transmission: Single dry plate clutch. Four-speed synchromesh gearbox with central change, ratios 1.0, 1.387, 2.165 and 3.538 to 1. Hypoid rear axle, ratio 3.89 to 1.

Chassis: Combined steel body and chassis. MacPherson front suspension with anti-roll bar. Rack and pinion steering. Live rear axle on trailing and semi-trailing links, coil springs and telescopic dampers. Servo-assisted disc/drum brakes. Bolt-on Rostyle wheels, fitted 155-13 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Voltmeter. Oil pressure, water temperature and fuel gauges. Heating, demisting and ventilation system, with heated rear window. Two-speed windscreen wipers and washers. Flashing direction indicators. Reversing lights.

Dimensions: Wheelbase 8 ft 2 in; Track (front) 4 ft 3 in (rear) 4 ft 3.5 in; Overall length 13 ft 5 in; width 5 ft 2.5 in; weight 17 cwt.

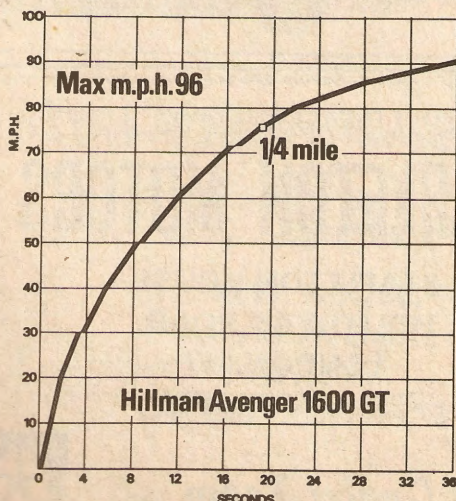
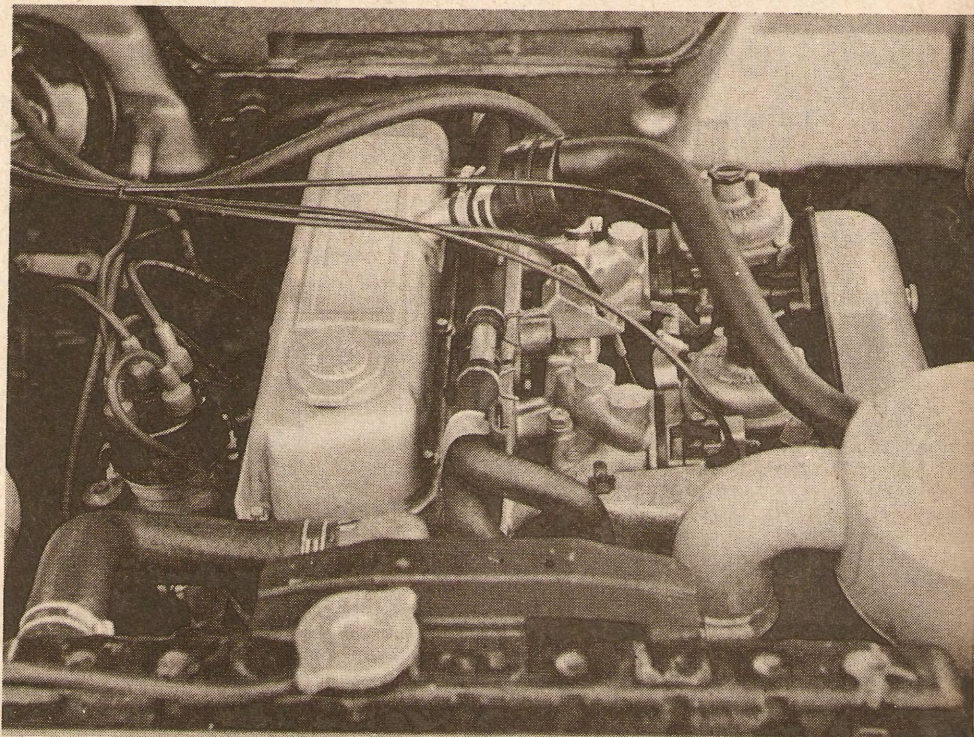
Performance: Maximum speed 96 mph. Speeds in gears: Third 72 mph, second 50 mph, first 30 mph. Standing quarter-mile 19.0 s. Acceleration: 0-30 mph 3.6 s, 0-50 mph 8.2 s, 0-60 mph 11.4 s, 0-80 mph 21.6 s. Fuel consumption: 24 to 27 mpg.



The interior treatment is attractive but the instrument dials do not have the extreme legibility of the old Rootes dials. Below, the construction is completely conventional, with a steel body shell.



The engine has two Stromberg carburettors as fitted to the luxurious GLS model.



You're probably one of the very few Irish drivers who have considerable experience of forest events as well as the traditional Irish tarmac type. Do you find your own technique differs greatly between forests and tarmac?

I can't give you a straightforward answer, as the Imp goes sideways whether you are on tar or the loose, and consequently the technique is very similar. With the Avenger the technique is quite clearly different, and you drive the car much, much straighter, particularly on pace notes where you drive it as near straight as possible.

Since starting with the Avenger, you have become one of the staunchest supporters of Group One rallying. Do you feel this is the direction in which rallying should progress?

I not only think it should, I think it certainly will. The cost problems associated with rallying are very, very serious in that, although it has much greater natural support from the enthusiast than racing, there is no "end product" for the spectators, and it is impossible to police and therefore get the spectators to pay. There is, therefore, no realistic prize money with the result that the return on investment is, virtually speaking, nil, almost regardless of how successful you are.

You can end up in the first ten on a British Rally Championship event and come away with the princely sum of £10. Obviously Group One reduces the capital and maintenance costs, although the direct expenses are not significantly reduced, and, of course, they couldn't be.

Is there not a chance that Group One rallying could become a class for amateur lawyers rather than competitors as we know them?

There are obviously problems in Group One. These fall into two categories. First of all, the Group one car of today is really the outright rally winner of four to five years ago in terms of power, road holding and so forth. I suppose it is inevitable that, as Group One becomes more popular and there is more development, the cars will become every bit as quick and, though hopefully not, every bit as expensive as the Group Two cars of today.

Secondly, the main bone of contention in Group One is how do you police the specifications? There are a couple of modifications I would make if I were the CSI. I would make all strengthening by welding or by the addition of metal quite free, because it's an impossible operation to police. For example, if you shunt a Group One car and repair it, and the repair is stronger than the original car—is the way we're going to have to prepare Group One cars to take them out and wrap them round trees? It's a job for which I would offer my services.

Also, some manufacturers are paying little or no heed to homologation rules with the connivance of their national automobile clubs. I wonder if this could be tackled in a different way, so that a car was centrally homologated, and was policed by each manufacturer being allowed to query the homologation specification of any competitor.

At present, one can imagine the RAC of Transylvania homologating an H16 BRM engine in a Goggomobil. They could call it a Grope 1 Dracula—a car with teeth to make suckers of us all!

A lot has been said recently about the problems of spectators on rallies. Have you any thoughts on the subject?

Sooner or later somebody is going to collect a whole clatter of them, and I hope it isn't me as I prefer trees. It's a very serious problem, but I don't know what we can do about it because we don't want them to stay away.

How do you feel about road rallying in this day and age?

I think that road rallying is on the way out, and I'm afraid to say that I think this is probably a necessary and inevitable occurrence. I can say this without losing too much sleep as I never liked road rallying, although I never did any of the really splendid events which took place, for example, on the *Motoring News* Championships of 1973 and before.

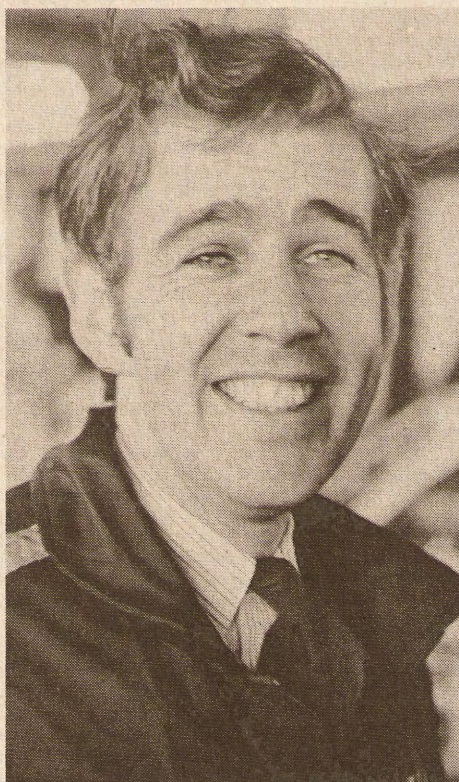
I would hope that the RAC could do a

deal with the Government to allow as quid pro quo, road closing orders in the UK, and an additional allocation of forestry. I think it is absolutely proven that there is a natural and enormous demand for rallying and, as such, it is any Government's duty to provide for its citizens and make facilities available, whether they be for athletics or football or whatever. The requirements of a very large number of people for rallying should be properly noted by the authorities, and the necessary facilities made available.

I was absolutely staggered by the number of people who were watching the RAC in conditions which no spectator of any other sport would tolerate. We can't really imagine watching the Cup Final on top of a mountain in Wales in freezing fog. But on the RAC, there they were in their thousands.

You've been involved in motor sport for some years. How did you actually get started?

I decided at a venerable age that I would take up rallying, and I did it all wrong. I went out and bought a brand new motor car, and I entered my first event as an expert. I refused to enter the Novice or even the Semi-expert class. I said: "This is rubbish. I want to beat Adrian Boyd," and inevitably my first event, and indeed the next 12, were of extremely short duration!



"I understand my obituary is in readiness for immediate use. I am dying to read it."

It seems the "in" thing for rally men to take on the racing aces from time to time. Has this possibility ever crossed your mind?

I did two saloon car races, both largely by mistake. My father had entered a Hunter in two events, and he wasn't very well, so he told me, rather than waste the entry fee, that I was driving the motor car. The first event, by some freak of handicapping, I won; the second event I finished second. I decided then that the trend was altogether wrong, and by the end of the season I would be last so henceforth foreswore it.

You obviously had lots of ambition when you started in the sport. Have you still got lots, or do you regard rallying as purely a sport?

Well, I think I was too old when I started, but I always went, and still go rallying for fun. I don't think this necessarily stops you from wanting to be highly competitive. I have two ambitions left in rallying. One is to be given a full 100 per cent works drive because the boost to my ego at being paid for doing something for which I have been paying through the nose for years would be enormous. My other ambition would be to win the RAC Group One National Rally Champion-

ship, and if this is going to happen at all it must be this year, because by next year all the superstars will be in this category.

Everybody knows about Chrysler Dealer Team, but what, exactly is Chrysler Dealer Team (Ulster). Is it a full works effort?

Chrysler Dealer Team (Ulster) is financed by A. S. Baird Ltd, my bank manager, and my father. The first on a voluntary basis, and the second on an involuntary one, the main aim of the third being to protect his good name from the opprobrium of a debtors' prison. This is not, of course, the whole answer, because the name was created and the programmes dovetail with those of Chrysler UK's direct competition involvement. In this regard, while Chrysler's support has stopped short of direct financial involvement in our operations, they have helped substantially in innumerable ways without which the programme would have been impossible.

Have you comments to make on co-drivers?

Marvellous people. No imagination, of course, but marvellous people. Neil Wilson, my present sidekick is extremely good, and can establish a relaxed atmosphere of competence which is a great support.

I'm absolutely sure the outstanding feature all first class co-drivers have in common is that they have had experience of road rallying, and therefore have a clear idea of distance in relation to time, which is very important.

How do you rate the Avenger's future as a competitive rally car. It's come a long way in the last couple of years. How much farther has it to go?

If it is going to be an outright winner, it is going to need something like another 100 bhp over the existing output from the BRM-engined car, although Colin Mallin must be worth about 50 of these brake horses. I'm not aware of any immediate capability in this direction. The chassis is first class and has been thoroughly well developed. Certainly my car may not be the fastest in Group One, but I have little doubt that it is the best, in that the parts are available at a reasonable price and what development work has been necessary within the framework of the Group One Regulations has been thoroughly and successfully done.

This achievement by the small Chrysler Competitions Department is a credit to the company as a whole, and in particular to Des O'Dell and his boys.

While at work on a special stage do you talk, or is there a "deathly hush"?

I am told that more serious minded competitors almost invariably believe in absolute silence in the car during special stages, and indeed I have tried this, although it is usually upset by disasters which seem to occur with monotonous regularity as we proceed through the forests. In this regard I must tell you about my only "first" in rallying. I was the first person to introduce the financial pace note. As you proceed down a special stage, you cost the damage that you are inflicting on your car, so a special stage goes something like this, and I'm referring to some years ago: "4/2d . . . 3/11 $\frac{1}{2}$. . . 35/- . . . 62/6d . . . 250 quid!!" At that point we usually finished up in the trees!

These days the service crew is almost as important as the crew of the rally car itself. . . .

Yes, you're absolutely right. They really are the unsung heroes without whom we can no longer operate competitively. The lynchpin of my rallying is Ricky Williamson, a taciturn mechanical genius who works all hours of the day and night for nothing more than dog's abuse, can change an Imp doughnut in five minutes, and who, above all, when faced with one of my innumerable catastrophes, comments only: "Not too bad."

You are obviously into rallying very seriously these days. Do you think, if you had taken the sport more seriously earlier in your career, you would have started finishing in the top 10 rather sooner?

My problem has never been in finishing well up. The problem has been in finishing at all. I understand that my obituary is regularly polished in readiness for immediate use. I am dying to read it.

Formula Ford's wily champ

SYD FOX talks to BOB CONSTANDUROS

They say that life begins at forty, and for many people, this would be something that they would prefer to forget. However, in his fortieth year, Syd Fox, who has been racing for nearly 15 seasons, claimed the most hard-fought championship in this country, despite considerable ill-luck, although with the help of two disqualifications. Syd has been a professional racing driver for around ten years, and it was his desire to work as a racing driver that led him into Formula Ford. Ever since, he's been trying to get out when sponsors have offered their resources, but each time, the effort has been plagued with ill-luck, and Syd's found himself back in a Formula that is renowned for its youthful happenings and frenetic racing. Surely then, when a man of not inconsiderable experience in racing (but then that could well be said of his rivals too), beats the youth in his class of racing, it suggests that you don't have to be young to win? In his career, Syd reckons to have driven something around 80 different competition cars, from Formula One to Formula Junior and less competitive cars. For 1975, he has a works FF2000 drive with Hawke, and hopes to do some Group One. It looks like being a good year to break away from Formula Ford for Syd.

Syd's first motor racing experiences came through a shooting friend of his. "I used to do a lot of shooting, at which I was reasonably good, up to Bisley standard. I went three seasons without dropping a point, and then I was in the Surrey team for two or three years. The secretary of the rifle club was a bloke named Peter Postlethwaite and he had a fabulous Healey Silverstone. I went with Peter pairs shooting and we got quite friendly and I went and watched him race at Silverstone. I remember I stood on the bridge. I was a bit of a nut then, and I saw these Austin Healeys and things, and they were going at a bit of a lick. It quite frightened me, and I think that's what made me want to try it. If something's quite that awe inspiring, then you have to go into the realms of the thing, just to try it and see.

"So we both of us decided to go along to racing school, Jim Russell, in 1959. I remember more about that first day down there I think than a lot of things since. I was going faster and faster and faster and I was braking later and later and in the end I just didn't brake at all. I just went sailing down the road at about 600 miles an hour, and came back very sheepish with about 3000 revs too many on the clock. I sold all my rifle equipment to save up for lessons and for a car to share with Peter. And I got a couple of races as well in Formula Junior, I packed up smoking, didn't go out to lunch, allowed one visit to the cinema a week, one visit to the pub, about 1½ pints, that was my lot. I saved about £250, and that went on a 1957 Elva-Climax Mk 1B. It was the most lethal thing—I had a Morris 1000 firm car and that handled better. We went to all different circuits, it is the best way to do it, even if it means that it takes you longer to learn the circuits well. It was no race winner but we won one race, through luck mainly.

"The car had an odd habit on something like a 2.8-mile circuit of breaking the split pin holding on the driveshaft, splined hub and wheel after about five or six laps. You then had five laps definite before the casting nut would undo, and if you did one lap more than ten, then you might not come round again. So we only used to do ten-lap races.

"My first race was at Brands Hatch on May 29, 1960. We made pole, got away in third place, spun it trying to overtake two people in one bend, went through the field up to third, caught up going into a bend, and it was either hit the bloke in front or brake. So I braked and hit the bank. Made fastest lap, but I was a bit of a nut, and I was always driving into the unknown without a prayer. But I didn't hit all that many things, but you know, I was an accident. Roving.

"We continued in the second year, still learning, but I didn't have any more money. But Peter said we had to have something better, so we bought a 1960 Lola Mk 1, a beautiful car. We were against the Elva rear-engined cars, Lotus 23s, but had a couple

of wins in 1962.

"In 1963, Peter decided that I should do the championship races, and he would do the non-championship races." All this time, Syd was working in the interior shop decorating and shop design business. "I won the class in the AUTOSPORT championship, although we had clutch troubles throughout the season. We had half a dozen wins, maybe a bit more.

"I managed to talk Geminis into giving me a drive in their Formula Junior. In those days there was Peter Arundell, Denny Hulme, David Hobbs and I got the works drive, despite having had to be rescued through the back doors of my road car on the way to the test after an accident. We had a big race at Brands, and in the final, I was in sixth or seventh place, and David Hobbs lost it in front of me. I got thumped up the rear which deranged the rear suspension, but I got away with it. That was my first Formula Junior race. I had one more and finished second to Brian Hart.

"In 1964, the chap who was running the Gemini team George Henrotte, went broke, typical of my entrants, and I was without a drive." Syd did one F2 race, but with a 1000 cc engine with the Gemini at Crystal Palace, but it was somewhat abortive. Wooden blocks were sellotaped to the pedals for him to be able to reach the pedals, but after 1½ laps of practice, these slipped round, and despite the £50 start money, Syd insisted on withdrawing. However, he won the sports car race in Neil Davies' Lotus 23 against such drivers as Peter Gethin, John Hine, etc. "I like the Palace, I think we've won more than we've lost there. I love it. Walls and trees everywhere so you don't make a mistake. The braver blokes start hauling you in because they're not sure of their ability. Then the 23 was sold, one of those things. Then David Prophet let me go over to Vallelunga in his Brabham. We were lying fourth at the time when the throttle stuck open. All this time, I was still working, but some friends said that it would be better to bum around, maybe wash cars, which would make me hungry enough to go out and get the drives. I wasn't convinced that that was the way to do it, so I decided to build my own car with Howden Ganley. The idea was good, but I ran out of money. It was going to be a new F3, the narrowest, slimmest thing around, 21½in across the bodywork. But I had a bit of a break, and I managed to get down to MRS and do a bit of instructing at the end of 1964. I was able to keep in touch with the racing world, and earn a bit of money.

"In about June, 1965, I packed up work. At the same time, *Auto News* started up. I was doing little bits and pieces, mostly drives that nobody else wanted to touch so they said 'let's get Syd Fox, because he'll drive anything,' but it kept me driving. Then I managed to get work with *Auto News* which was testing and writing up a report, which I thoroughly enjoyed. Both road and competition cars. Very often, I managed to beat the



owners of the competition cars too. John Ewer was one of the people and he got keen on me driving, bits and pieces, a Lola T70, an Elva, a Ford Falcon. I was the only guy to spin in the new Russell at Snetterton and get away unscathed in a big saloon, and come out still driving. Just ran out of brakes.

"Round about '66/'67, I drove the Elva-BMW for Radio London, had a couple of thirds in libre races. John Ewer had the first mallite McLaren single seater with a 289 engine. That was some car, narrowish tyres, no wing and about 360 bhp. Down the straight, that was some car, but round the corners it was quite an effort. In the wet, you could get wheelspin in top if you flattened the accelerator. If you came out of Bottom Bend in the wet, you could be on opposite lock all the way along Bottom Straight. I once checked for oil surge in the bend and we did six spins, all the way along the straight.

"Then John got the Mustang in the beginning of '68, I had various other drives in various other cars. The Mustang was the third car with the Lola and the Elva-BMW, which I considered to be very, very competitive. A car in which you could take on anybody. Then John wanted to race himself so I didn't get any more drives. About this time, Formula Ford was coming out and I was doing some testing of cars, and I was offered a car to drive, but I didn't want it. I thought it was below me. However, I was offered a very good deal, which made me think again although by then it was fairly late in the season, although I did have a couple of races in a car that I tested, a Merlyn Mk 10, against Tim Schenken, Tony Trimmer, etc.

"Well, Ford seemed quite a good idea for '69, because I got quite a good deal from a new company called Mistrale. I got so much a lap for every one I did either in testing or racing plus all the prize money and expenses and bonuses for good results. Also, although Formula Ford was envisaged as being a beginners formula, it was so popular that you had engine tuners, and more chassis manufacturers than ever before. In '69, we had Titan, Mistrale, Hawke, Merlyn, Crossle, Lotus, Alexis, and driving you had Dave Walker, Ian Ashley, Mo Harness, Tony Roberts, Dave Morgan, James Hunt, Tony Trimmer, Gerry Birrell, Brian Nelson, Ray Allen, Emerson Fittipaldi. The manufacturers were pulling in certain drivers to prove the cars in order to sell them.

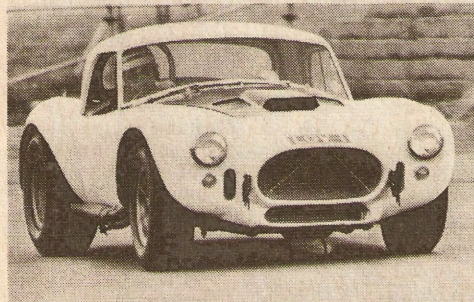
"We started with a Chris Steele engine, but then the Mistrale works were offered a deal with BRM. It was a very tragic engine. But when the engine was stripped down, we found that on the brake, it was producing

Cockpit Cameo

less bhp than standard. So what started out as a reasonably quick car didn't go all that quick on the tracks, although we did manage fifth in the European championship. They sold around 17 in that year. Hawkes' car just didn't seem to be going at all, so they asked me to test it and we played around with it, and it started to be quite quick. As the Mistrale wasn't going so well, I spoke to them and they were willing to let me go, and I drove for Hawkes, and got a couple of seconds in the main championship.

"Hawke decided that they couldn't pay me over the winter, and decided to disband that contract. At the same time, Mistrale still wanted me and I went back to them again, this time with a Piper engine right at the end of the year. We did a race, came right through from the back of the field and broke the lap record and did a 54.6s. Then we went over to Brazil with the car. From our point of view, the whole thing was an absolute mess-up. The mechanic had never been out of England before, and when he got off the plane he nigh on fainted, nearly died on me before we even started. On top of that, we had carburettor trouble, the tanks weren't big enough to last a race, although while the car was going, we managed to climb up to about fourth place behind Wilson Fittipaldi, Emerson Fittipaldi, etc. Even if we'd managed to climb up to the front, we'd never have finished a race, so they sent us home, quite rightly.

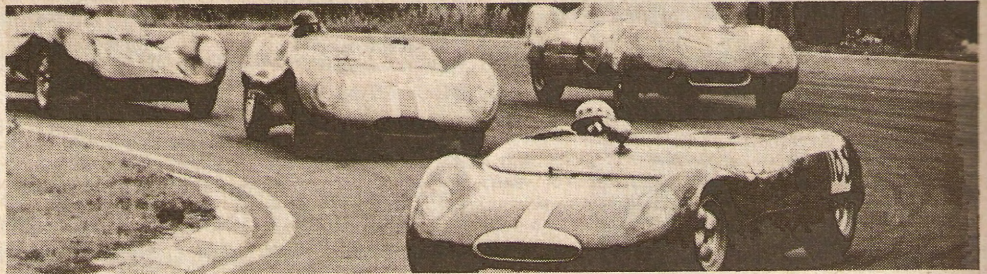
"In 1970, I drove up until June for Macon. We had five wins, but often, we'd be lying fairly well up and something would happen, split oil tanks, things like this. The car was one of the best Formula Fords ever made, a bit of a copy of a Brabham BT21. Vern Schuppan had a race in the car and crashed it at Snetterton, I had an argument about everything, and we parted company fairly amiably. In that year, Trimmer had been



Syd tests the Chequered Flag Cobra for Auto News.

driving the Lola with some encouraging results, although things hadn't been going as well as they'd hoped. Chris Steele asked me to do some testing and I accepted, as I'd always looked forward to working with Lolas. The car was a little bit on the square side, but we altered the springs and it turned out pretty quick. We went to the Palace, and I led every lap in front of Vandervell and on the last corner, he did an impossible braking action, slapped me right in the side, pushed me clean into a wall, and he managed to limp over the line and win.

"At the final round of the European championship at Brands, he had Vandervell, Claude Bourgoignie, Schuppan, Harness, Bob Evans, etc. An accident happened at Druids on the second lap, and after it, I could see Bob Evans' oil tank hanging off a bit, but I didn't lift, and as we went into Stirlings, he went through and dropped the lot in the road. I hit the oil, went right across the road, up the bank, did a triple somersault, and landed upside down. That was the end of the Lola drive, it was the last race of the year anyway, but I would have loved to do some more Lola drives. But two races and



Mike Beckwith's Lotus 23 leads Syd's Mk 1 Lola round Druids at Brands Hatch.

two accidents, not very lucky.

"I'd known that there was going to be a new company starting up, Huron, and they'd approached me to do the testing of their 2 litre sports cars, Formula Atlantic, Formula 2, Formula 3; they were coming in in a big way. We did a couple of tests and I was entered for the Brands 1000 kms, Spa, Monza, Nurburgring 1000 kms. Well, as history shows, I wasn't in any of them. The second car wasn't available. We got to Spa with the two cars, but too late for practice, so that was pretty dead. But it all fell through, they went broke and that was it. So again I was without anything.

"Bob King of Royale rang me and asked me if I wanted a couple of rides in the SuperVee. The power to roadholding was just about perfect. We used our own engines, but in Europe, the Scandinavians had really come on with their engines. We had five races and five major rebuilds on the engine, it just wasn't good enough. The Royale was, I think, the best SuperVee by far. Then someone else took over the design of the Huron and they built up some Formula Fords. I did a couple of races, a couple of seconds, and that was the end of the season.

"At this stage, I want to do F5000, Atlantic, big sports cars, saloons, anything with a bit more power. I didn't want to do Ford any more. I nearly got some Atlantic, possibly F3, and then it all really got too much, the deals weren't quite right, and I decided to go on holiday. When I got back there was a phone call from a chap called McKinstry. He wanted to know if I'd like to drive the Hawke DL9 in which I'd done some of the testing. I said no I wouldn't, I didn't want to do any more Ford. What I would do was drive his car in a few races, until something more came along. We didn't start until April, after the BOC had started, and concentrated on the Sunbeam Electric championship. It really went according to plan and we won the championship by 36 clear points. We ended up that season with 18 wins, 17 seconds and nine thirds.

"Mac asked me what I was going to do in the next year, and we seemed to have a very good partnership, and I said I wanted to go Atlantic. We got a chassis from Huron which had started again. In testing, it was pretty quick, but by the beginning of the season we were still getting the car sorted. We had an accident at the first corner at Mallory, but the engine, a Rowland, was tired, and finally blew. We had our Smith rebuilt and that blew a fortnight later. Mac could see the problems looming and suggested we pull out, which we did. Later I tested the car with a Nicholson engine and we got to within 0.5s of the lap record. At the beginning of 1973, I also agreed to drive the Mk 10 Hawke, which turned out to be the worst Hawke that we'd ever built. The '73 production DL10 was very hard drive. We worked at it until August, when it finally started to come right and we had one BOC win until I took over the DL11. At the end of last year, I ended up with nine wins and we finished second in the Formula Ford festival.

"Mac said that for 1974, he just about had enough to run Fords again, but no more, and

asked me if I'd like to drive for him again. I said no I wouldn't, but okayed it in the end. This time we went for the BOC championship. It seemed to be a bit of a Jonah to us, we had the oil pump fail twice, we had a lump of rubber shoved down the carburettor, we had a radius arm pull out, we had two engine blow ups, we had a lot of trouble. Although the car was getting tired, we started to get better later in the series. Then the Formula had trouble with the engines again. The driver should make sure that the engine is within limits. You can pay an RAC steward to come along and make sure that your engine is legal. It doesn't cost all that much money, and it surely must be worth it.

"By September, I'd practically given up winning the championship, but with Morgan and Vermilio in trouble, I took a quick look at the points and saw that I was still in there with a chance. I just had to beat Stephen South by about four places, which with Vermilio, Morgan and Hopper all going off, and me catching the leaders, meant that I won the race. The fastest lap of the race was 52.8s at Brands, and we did three laps at 53s dead, so I don't think that anybody can say that we weren't trying. It was a very quick race, in fairly slippery conditions.

"Some people say I'm a bit mad doing Formula Ford. Let's face it, I am a target. If they beat me, they're a fantastic driver, and if they don't beat me, what's this guy with all his experience doing in this formula. I can assure you that the top guys are blokes with two years' experience of the formula with a go-karting background, or three or four of Formula Ford, and the reason that they don't go on to other things is that they don't have the sponsor, or they haven't got the money, and they're stuck. Maybe there's something wrong with racing.

"Drivers are conducting their cars hard and fast. I think they're driving faster than what was originally meant. It was meant to be for newcomers, but you get people driving harder and faster because they're hungry. They're difficult cars to drive that fast. You get drivers from other formulae driving them and they just can't drive them at all. Maybe some of these other formula just aren't worth doing at all. I think personally that many of these formulae are over tired, and winged down too much. We would do better to bring it back to the point where a driver has to have the right amount of throttle and opposite lock to get it round the corner. This would bring the cost down too, and you'd get the good blokes from Formula Ford able to afford the top formula instead of just the blokes with loud mouths and pots of money who drive like idiots.

"What's all this about having to be 18 or 20 in order to be good? I think we ought to make more play about whether a person can drive or not. As for when you pack up, you do so either when you stop enjoying it, or when you start to go slower and being beaten by the people who you ought to beat. I don't feel old, I don't think I drive old either. If I had my way, I'd drive on every circuit, in every race, in every formula on the same weekend."

Pearce helped by pills

Although he woke up with a temperature of 102 degrees, Midlander Jack Pearce dosed himself with pills, drove to near Glossop last Sunday and promptly thrashed the leading sporting trials drivers in this year's RAC Championship to collect his second win in three rounds this year.

On a thoroughly well organised event run by the North Midlands MC, Pearce revelled in the conditions which demanded accurate throttle control and ran through the 36 sections with the loss of only 28 marks.

This was some 17 less than John Fack who brought Impunity home in runner-up spot and the ever faithful BMC Special expert Lol Hurt was third but a long way back on a 71 mark total.

On two rounds of 12 sections

before lunch Pearce dropped 25 marks to lead Fack by 12 marks with the rest of the field of 26 miles behind. In the post-lunch round, Pearce dropped only three marks with the Kincraft and nobody could approach him.

The Allen brothers Reg and Dennis had mixed fortunes. Reg broke first gear on his Kincraft in the first round while Dennis finally took fourth. Another first half casualty was Charles Pollard who had the transistorised ignition fail on his Aberties.

This was Pearce's third win on the event and he now has a nine point lead in the championship over Hurt with John Fack third.

1, J. Pearce (Kincraft), 28 marks; 2, J. Fack (Impunity), 45 marks; 3, L. Hurt (BMC Special), 71 marks; 4, D. Allen (Kincraft), 85 marks; 5, K. Butterfield (Cannon), 93 marks; 6, R. Needham (Cannon), 97 marks.
RAC Championship: 1, Pearce, 43 pts; 2, Hurt 34 pts; 3, Fack, 27 pts.

Sir Nick goes too

Sadly, the hillclimb desertion continues, with the retirement of Sir Nick Williamson. Since 1968, the baronet of the hills has never been out of the top three in the RAC Hillclimb Championship, and won the championship in 1970 and 1972, in McLaren M10A, and F2 March respectively.

Sir Nick's reasons for pulling out are that while he's had a very good run for his money, "it's now terribly professional. I didn't enjoy this year as much as before. The stresses and strains were possibly the reason for not doing so well, it all seemed to become very hard work which is not what it should be."

Sir Nick Williamson started hillclimbing in 1964, entered the championship as a contender in 1967, and drove the Marlyn (March converted by Lyncar) with DFV power over the last two years. For the future, he's a director of Wiscombe like David



Sir Nick Williamson — retired.

Good, and might give a D Type Jaguar he has tucked away in the garage an airing on a couple of occasions.

No GP for JCB series

Speed Merchants will be joining the JCB Excavators company in presenting a six round historic car championship this year. The tie-up, for previously the championship was JCB's on their own, comes about due to the economic climate. The big meeting missing is the British GP at Silverstone, partially because Silverstone seems to have had enough of Historics temporarily, and the GP meeting is fairly full anyway.

Rules and regulation forms will be circulated to invited competitors, and the rules are more or less the same as last year, al-

though it hasn't been decided how the three classes will be divided. It is hoped to allow in the rear-engined single seaters which appeared from time to time to run again this year, although they won't be running for championship points. If the response is encouraging, a separate class may be made for them next year, but for the present they will be restricted to a maximum of 1500 cc.

Championship dates are: April 27, Oulton Park; May 11, Thruxton; August 17, Thruxton; September 7, Oulton Park; September 28, Silverstone; October 19, Brands Hatch.



FF driver Jim Walsh receives a friendly tap from Henry Cooper on the occasion of being elected Sport Personality of Northamptonshire by the Rubicon Sporting Club. Walsh will again be in FF this year in a Hawke, as yet unsparked.

Castrol's support

The many fingered hand of Castrol's Roger Willis extends into many fields of motor sport, and despite Burmah's uncertain future, Castrol will be supporting many different cars in different realms of the sport. On the club production saloon car side, Jennifer Birrell's SMT Vauxhall Magnum will receive support for Ingliston events, as will Noel Edmunds' already announced Ford Capri II, and a pair of Mazda RX3s for Wendy Markey and Cozy Powell.

The off-track scene sees the Merridale brothers, Tony and Bob, in Castrol colours on the autocross scene, and drag racers Clive Skilton, Denis Priddle and Roz Prior.

FJ returns

The Monoposto club are going ahead with a five round series of races for Formula Junior cars, in 1975. The calendar is yet to be published, but the regs should soon be available for these cars made between 1958 and 1963, from the club's competition secretary.

Basic requirements are that there should be a minimum wheelbase of 200 cm, minimum track of 110 cm, maximum engine capacity of 1100 cc and must be of a type used in a car classed by the FIA in the touring category between 1958 and 1963. The gearbox too must be FIA, recognised. Mods on the Hewland Mk 6 will be recognised however. The days of the Cooper-BMC, Lotus 27, Stallengiumi, U2 etc, are back with us again.

Classic saloons happen

Classic saloon car racing for the 1975 season is now a reality. On March 22, at the Jaguar Driver's Club meeting at Silverstone, it is expected that a grid of Daimler Conquests, MG Magnettes, Morris Minors, Austin Westminster and A30s among others will take to the tracks in the first round of six in a championship organised by a committee formed of one-make car club representatives.

The series will be for vehicles built up to (and beyond in special cases) March, 1957. Engines, transmissions and brakes may be modified, within certain limitations.

A competitor's register has been opened, with an enrolment fee of £2, while full regulations and further details concerning the championship may be obtained in writing to the secretary, Peter Deffee, at 122 Eastcote Road, Pinner, Middlesex (tel: 01-866 3278).

Autocavan's rallycross device

Mr Autocavan himself, Geoff Thomas tried out his latest light-weight VW at Snetterton with its 2070 cc engine. His latest tweak was to run the car without a fan which he reckoned gained about 8 bhp but also saved a lot of weight. To cope with the cooling, huge ducts were sported on each side of the car which Thomas estimated took in about 20 cubic feet of air per second at 30 mph. The car never overheated but a smokey first run culminated in a dropped valve on the way back to the paddock. Also in the Autocavan team contesting both rallycross and autocross in 1975 will be Peter Harold and John Button with 2250 cc cars. Harold stripped a gear on his only run of the afternoon and felt this to be the car's achilles heel as the 'box does not seem able to cope with the present power output from the VW's engine.

FF2000 — no changes

Peter Browning of the BRSCC and Nick Brittan recently took a phone-in referendum on the proposed possible amendments to FF2000 engines, concerning freedom of compression ratio, and of carburettor choke size and allowing the flywheel and clutch assembly to be lightened to 22 lb. Although most of the constructors were not averse to changing the regs to allow these mods which would probably give a further 12 bhp, the tuners were almost unanimously against.

Their reasons were that they have already built and delivered around 35 engines and it would be a very expensive and undesir-

able situation to have to recall these units for further development and modification. They felt that as it was still early days for the formula in terms of development and testing, there was plenty of time to come up to the ideal performance for the Formula.

The Browning/Brittan phone-in revealed that there were some two dozen cars already around, and their ultimate conclusion was to leave things as they are for the moment, for the important thing is to have the cars there on the first day's racing and that close racing should result.

No Atlantic for Hopper

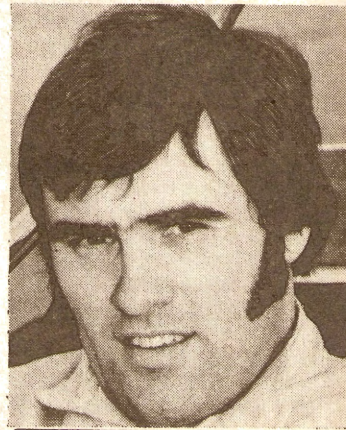
After efforts to get into Formula Atlantic with the support of an ignition company, Frank Hopper will probably be seen in FF2000, either in a Crossle or Starfire.

The Sligo born shop designer, now resident in London, who was such an excellent back up man in Formula Ford to Richard Morgan last year, also in a Crossle, lost his sponsors to two major manufacturers in G1, and so finds himself back in slightly more club formulae.

Team Camborough



Creighton Brown (above), will be joined by Nick Adams (below) in the Team Camborough Clubmans team this season. Brown moves into the A class with a new Mallock U2 Mk 17 with Tim Close power, while the successful newcomer, Adams, will have a U2 Mk 14. Brown won the Shellsport and Tricentrol championships last year, and will contest the MCD, Tricentrol and BARC Supersports championships.



Poynter loses to Macdonald

Although Jon Poynter was without doubt star of the Falcon MC Autotest Championship-scoring BTD at all six qualifying rounds with his Mini 1275 GT—he lost the championship for lack of opposition at two rounds. After a neck-and-neck struggle decided only on the last event, the Allison Trophy went to Murray Macdonald in his VW with 67 pts beating Roger Collins (Avenger), by two pts. The Captain's Cup for best newcomer went to Martin Sheppard in his Anglia who was fifth overall on 39 pts.

Macdonald also took the navigator's award—the Ninety Left Trophy—in the rally championship and his driver Keith Bushby collected the Ninety Right Trophy with his Kingston Double Glazing Mexico on 27 pts, three fewer than Macdonald.

Downes' Mini vanquished

Ray Thompson of the 111 MC took the January Autotest Trophy when he set BTD at the Matlock & District MC autotest on the County Offices car park at Matlock last Sunday.

Initially challenged by Ray Downes in a Mini—until Downes collected 20 additional seconds on one test—Thompson took his Cooper S to a comfortable win in 348.8 s.

Best of the four class battles was that between Ian Gabbitas (Midget), who beat Tony Bowsher (Mexico), by 1.5 s.

BTD: R. Thompson (Cooper), 348.8 s.
Class winners: R. Smith (Mini), 361.6 s;
R. Downes (Mini), 374.9 s; I. Gabbitas (Midget), 376.2 s; B. Marriott (BMW 2002), 416.4 s.

Tricentrol's Clubman's

Tricentrol will be increasing their Silverstone based clubman's championship in 1975 from six rounds, to eight, with the extra two rounds at Snetterton TEAC meetings. Tricentrol's executive chairman, Brian Courtenay, said that when asked some four years ago by Silverstone circuits to sponsor the Clubman's series, he had certain misgivings. "How wrong I was" he says, going on to say how well supported the championship has been.

Points in this years championship will be scored on a 4-3-2-1 basis for the first four finishers in each class, except for the final, when double points will be scored. The overall winner of the championship takes home £100 and the Tricentrol trophy, with £45 going to the other class winner. Prize money of £20 and £10 is awarded to the second and third placemen in each class at the end of the season. In each of the eight rounds, prize money of £20, £14, £10 and £6 is awarded to the first four finishers in each class.

Dates are: March 16, Silverstone; April 13, Snetterton; May 26, Silverstone; June 22, Silverstone; August 3, Silverstone; August 25, Silverstone; September 14, Snetterton; October 5, Silverstone.

Beames home by 5m

Pegasus MC attracted 51 competitors for their first ever co-promoted rally over a 160-mile route in Avon, Somerset and Wiltshire last Saturday night and although they lost two crews in spectacular incidents, the event was a success with no major problems. Winners, by a margin of 5 m, were the Weston-super-Mare team of Ted Beames and Allan Edwards in their Lotus Cortina who dropped 14 m to become the first holders of the Orion Trophy.

Second, in their Cooper S were the Tavern MC crew of Mark and Paul Heal on 19 m while the outstanding performance of the night

was the third place of the top novice crew of Paul Dickinson and Derek Ezekiel in their BMW 1600 who dropped 22 m. They finished a minute ahead of John Earl and Mike Summerfield in their Avenger Tiger.

One crew wiped up 25 ft of barbed wire fencing when they mistook a bend and another abandoned their car with the bonnet under water in a dyke after they had thundered down an embankment.

1, T. Beames/A. Edwards (L/Cortina), 14 m; **2,** M. and P. Heal (Cooper S), 19 m; **3,** P. Dickinson/D. Ezekiel (BMW 1600), 22 m; **4,** J. Earl/M. Summerfield (Avenger Tiger), 23 m; **5,** C. Mockridge/J. Varley (Daf 55), 25 m; **6,** M. Fisher/T. Hucker (Escort), 27 m.

Rally emphasis for league

The league for Yorkshire based Motor Clubs, now named the ShellSport league, opens this year in March with a new emphasis on rallying and interesting future plans. Since the league started three years ago, it has been weighted in favour of the driving test specialist because organising clubs found autotests the easiest to stage.

This year's series will see two special stage rallies and one road rally, and one can expect clubs like the Yorkshire Sports Car Club and the Yorkshire Centre of the BARC to be ousted and see new clubs figuring prominently in

the league.

With Shell involved, the prize money fund has been increased to £375 this year. At every round, there will be awards of £12, £7 and £3 for the three best clubs, and £75, £50 and £25 for the championship.

It is hoped to arouse enough interest across the Pennines to instigate a War of the Roses later in the year.

The programme reads: March, autotest, BARC; March 23, special stage rally, David Brown MC; April 27, production car trial, Ilkley and District MC; June 31, road rally, Trackrod MC; July 13, special stage rally, Huddersfield MC; August 24, hillclimb, Sheffield and Highamshire MC; November 9, autotest, YSCC.

FF2000 bonus

As intimated in our FF2000 round-up and the published regulations, the McKechnie Wine Company of Newent, Glos, long time supporter of Bob Evans' racing career, is to provide an added bonus in FF2000. Each pole winner in FF2000 is to receive a mixed case of Vin Francoeur, McKechnie's French vin ordinaire.

Points will be awarded to the three fastest drivers in practice on a 10-7-4 basis, counting towards an end of season prize, yet to be finalised.

Rally series

There are, provisionally, 12 rounds in this year's Association of Northern Car Clubs Rally Championship, six on either side of the Pennines and best six results will count.

First two rounds, Rally of the Dams and last week's Riponian Rally, will be followed by: February 8/9, Demdike (Lancs AC); April 5/6, DFS Rally (organisers unstated); April 26/27, Bury 100 (Caseford MC); May 3/4, Devil's Own (Kirkby Lonsdale MC); July 26/27, Calderford Trophy (Wakefield & Dist MC); August 23/24, Breadwinner (De Lacy MC); September 6/7, R. L. Brown (F.D. MC); September 20/21, Burgess Bowl (Glossop MC); October 4/5, Illuminations (Morecambe CC); and November 29/30, Hall Trophy (Clitheroe MC).

Denton's Coomber trophy

Overall victory in last Sunday's 750 MC (Tunbridge Wells Centre) sporting trial went to Roy Denton. In his Mudsport he dropped 141 marks on the 28 sections to beat a field of 19 competitors over 28 sections at Wadhurst.

Heading a combined class of four 950s and 12 National Trials Formula cars Denton easily won the event to take the Coomber Trophy and he finished 32 marks ahead of Bill Hicks and 33 marks up on Alan Brunning,

manufacturer of the Trialmaster cars which he and Hicks were running.

Hicks, who was sixth at lunchtime, had the second best round of the afternoon, being bettered only by Cyril Gamblen in his Pilgrim, who took the 750 Class on 156 marks. Derek Clark, in his 750 Special, was second on 178 marks.

Overall: R. Denton (Mudsport), 141 marks lost.

Class winners: C. Gamblen (Pilgrim), 156 marks; W. Hicks (Trialmaster), 173 marks.

Cyril Gamblen took his 750 Pilgrim to class victory over Derek Clark.



Silverstone regulations

The regulations for eight of the BRDC's 11 meetings at Silverstone have been published as a separate book, including all their meetings except for the BRDC International Trophy, the BRDC Formula 2 European championship meeting and the Access RAC Tourist Trophy.

Competitors on the BRDC's mailing list will automatically receive the booklet, and entries for all the meetings covered by it opened on January 1, 1975. This gives competitors the opportunity to enter all the meetings they wish to contest at the same time, but entries are selected after the published closing date for each meeting. Priority then will be given to points scorers and regular entrants in the particular championships. Early entry does not necessarily guarantee acceptance.

● Philip Barak, a one time driver of Hawkes, has become the sole north of England agent for that marque. His race and rally preparation business, Tracktune, at 50 The Close, Newcastle upon Tyne will handle sales, and anyone wishing to contact him should call him at home in the evenings at 08944-27798.

Harper family awards

Three of the major awards in the Potteries and Newcastle MC annual championships have been won by Graham Harper and his wife, Jean. Graham retains the club championship for the second year, scoring 393 points and he was top club autocrosser. Jean retains the club's Leven cup with a total of 233 points, beating Muriel Banks by 15 points.

Second and third overall are Brian Garton on 374 points and Rob Gibson on 318 points. Best newcomer is Dave Griffiths, top rally driver is Brian Roe and the best performance by a driver not gaining a class win goes to Mike Downes. For the second year, Geoff Weatherall has won the best marshal award. Tony Mason will present the awards at the club's annual dinner-dance at Trentham Gardens on February 14.

● Longridge will be running 15 meetings, embracing car racing, kart racing, sprints and motor cycle racing during the coming season. A season ticket is currently available at £3.95 for these meetings, at a saving of over 50 per cent on normal cost, and children are admitted free when accompanied by a season ticket holder.

Thoroughbred sports series

Oldham and Crowther, the well known Jaguar XK restorers, are to sponsor the eight race programme of Thoroughbred Sports car races run by Forward Enterprises and supported last year by Charles Spreckley Industries.

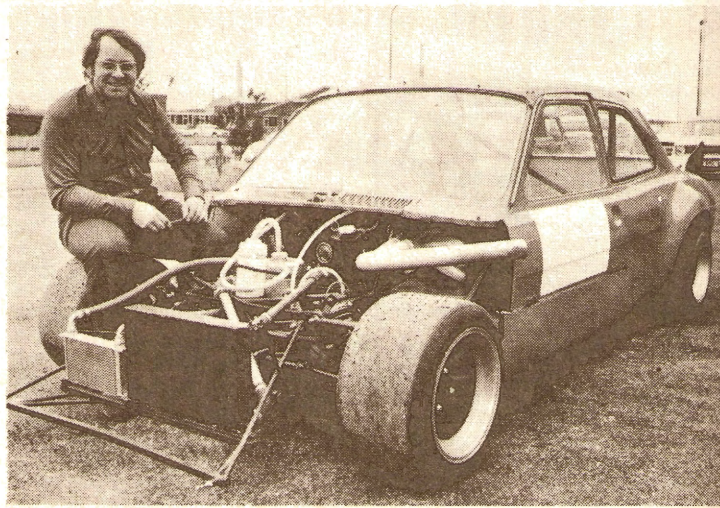
The classes will be as last year, 2701 cc and over, 1651 to 2700 cc and up to 1650 cc. Championship points will be scored at each round, with the best six results to count with 2 extra points for a class record, except at the April 20, Thruxton and June 8, Donington. Points will be accrued throughout the season, and prize money will be

paid at £145 for the overall champion, and £120 for the other two class winners. Each second in class man gets £90, third £60, fourth in class £35 and fifth in class £20.

Rounds of the championship are as follows: March 22, Silverstone; April 20, Thruxton; May 26, Silverstone; June 8, Donington; July 12, Silverstone; August 9, Oulton Park; August 25, Castle Combe; October 12, Thruxton.

To qualify for points in the championship, competitors must register with Forward Enterprises Ltd, sending a cheque made out to them for £5.40 and send it to 113 Mount Street, London W1Y 5HE.

Chasing his 100th win this season will be Geoff Wood in this 1.8 BDA-powered Escort, complete with glassfibre body produced by TBA Industrial Products. The car boasts a five-speed gearbox, 12 in tyres, and F1 suspension. Wood, of Keelby, Lincs, has already won 94 races in his career.



Longridge's championship

Cash prizes totalling £175 are being offered for the Lancashire Motor Racing Club's Longridge championship, to take place at the five motor race meetings to be run at the circuit during the coming season. The championship is based on a class/points system.

Drivers wishing to enter the championship must be members of the club, and must be registered with the championship compiler Mr Roger Abrahams, 4 Moorfield, Whalley, Lancs. Dates of the qualifying events are as follows: April 20, May 11, June 29, August 25, September 28.

Membership of the Lancashire Motor Racing Club entitles the individual to the use of the circuit for private practice, also the exclusive use of the club house and bar facilities.

● On March 9, the Longton and District MC hope to run an Autocross, providing they have a venue. It is imperative that they have a field of around eight to 10 acres, and anyone in the Preston area who might be able to help is asked to ring Geoff Sutcliffe or any of the club's committee members.

Llama for Mike Hinde

It looks as though Mike Hinde, the 1973 RAC production car champion, might well have a new mount very shortly. Although he has been using a Clan of late, he has a Siva Llama on order, and is expected to use it on this year's championship rounds.

The Siva Llama is described as a basic transport vehicle, and Siva have applied for it to be included in the 1975 championship. With rear mounted Imp engine, GRP body and metal frame, it is not unlike Hinde's Clan. Siva expect the car to be accepted for Class 5 "for cars manufactured on a limited production basis" where it will be back against the big engined Imps, Clans, Ginettas, and Dellows.

● Our contributor, Peter Richings, hopes to take to the tracks again this year with what he calls the ultimate in 1150 Midgets. It will have rose jointed suspension all round, Goodyear F2 tyres, alloy calipers on big discs at the front, an air dam etc, and the short stroke engine is being built up at the moment. He's hoping to get the car running early in the season.

BAF/BARC prizes

Competitors in the British Air Ferries Formula Ford championship run by the BARC may receive added bonuses from the sponsors, provided they are registered competitors. BAF chairman Mike Keegan has thrown in three double all inclusive Continental holidays for the first, second and third placed championship runners. The prizes now read: £200, the BAF trophy and two all-inclusive tour holidays in Switzerland for 7 days for first place; £150 and two all inclusive tour holidays in Rotterdam for four days for

second; and £100 and two all-inclusive tour holidays in Ostend for three days, and then payments down to £25 for sixth place. The prize fund for each round is from £30 first place down to £10 for fifth.

Hand-in-hand with this are the discounts to BARC members on certain air tickets from BAF for channel crossings, amounting to 10 per cent. Mike Keegan is also offering a further saving to BARC members, by offering 10 per cent off the price of a new Hawke FF car, on production of a BARC membership card.

Rallycross at Lydden

A new system of rallycross starts this weekend at Lydden when the Thames Estuary Automobile Club return 'home' to organise a meeting on Sunday. The system requires each driver to qualify with a fast time in one qualifying run and the fastest 18 will go on to contest the championship round, with 6 on the grid instead of four. Each competitor will then have three runs and the best 6 will go into a final.

Entries include John Smith and Ron Douglas in Escorts, and Tom Airey, Mick Bird and Don Gilham in Minis, plus Hugh Wheldon in a VW. Altogether, there are 60 entries, and practice begins at 12.30 with the qualifying runs at 1.30 and the championship runs an hour later.

Bevan's mills

George Bevan rang us last week to tell us that he's going back into the customer engine preparation business. Operations were in preparation to collect the necessary parts, and work would begin soon on customer engines. Bevan also said that following preliminary successful testing, a short stroke engine will shortly be fitted to the Bill McGovern special saloon Imp, ready for the beginning of the season.

Mermaid rally again

Birmingham University MC is to revive its Mermaid Rally. It's being run on March 15/16th with a start and finish at Llandrindod Wells and regulations will be available early in February from: Colin Strong, 4 Sandown Court, Abdon Avenue, Selly Oak, Birmingham 29.

Autocross championship

The Mid Cheshire Motor Racing Club will be promoting a six round autocross championship with the main prize money being £75 and trophy for first place, with £40, £20 and £15 going to the next three placemen. Intending competitors in the series are asked to notify Peter Harrop, 52, Brockfield Avenue, Poynton, Cheshire, who will then send them the ASRs and allocate them a competition number for the series. Entry fee is £3, and the dates of the events are April 20, June 1, June 22, September 1, October 12, November 9, with venues to be announced at a later date.

Show prizes

"Lanfranchi wins again" proclaims the press release from the BARC announcing the winners of their "Guess the Numbers" promotion with the London Car-Radio Centre at the Racing Car Show.

In fact, C. A. Ramocon, of London, N16, was the winner of the Musitapes 8 track stereo with a guess of 71,000 paying visitors to the show, as against the actual figure of 70,854. Lanfranchi won the BARC member's award of a Javelin pushbutton car radio with a guess of 75,000. Guesses ranged from 20,000 to 200,000.

Batchelor on Esso stages

Gordon Batchelor, who burnt out his Escort on the Tour of Dean, has found another car for this weekend's Redditch & District CC Esso Uniflo Stages Rally on Sunday. Other well-known clubmen among a full entry of 120 are Charles Eveson, David Stokes and Robert James. For a variety of reasons, the organisers will not be opening any of the stages to spectators and the only way to see anything of the event is to volunteer as a marshal.

No trouble for Wooldridge

With one crew dropping six minutes due to a puncture and another losing two minutes after drowning out in a ford, the outcome of last Saturday's Brooklyn Valvechatter Rally run by Redditch & District CC was in doubt until the end.

Eventually—and somewhat fortunately—the winners were Geoff Wooldridge and Roger Eaton who had a trouble-free night in their Escort TC and came home at the end of a 170-mile route round the Cotswolds with the loss of 13 m 47 s. John Pugh and John Williams, who drowned their Mexico, finished on 15 m 27 s and John Bygrave and David Lloyd, victims of the puncture

on their Mexico, were third on 17 m 16 s.

With some 20 cars competing in Group I form from a total of 64 entries, the event saw some spirited motoring on a route which contained a fair amount of mud. On the one selective of about 2½ miles, the Imp of Brian Jones and John Coupland was fastest by some 20 s, but they faded from overall glory later in the night when they had to cut some controls.

J. G. Wooldridge/R. Eaton (Escort TC), 13 m 47 s; 2. J. Pugh/J. Williams (Mexico), 15 m 27 s; 3. J. Bygrave/D. Lloyd (Mexico), 17 m 16 s; 4. M. Hurst/K. Stephenson (RS2000), 19 m 21 s; 5. R. Fitt/D. Boggis (Cooper), 24 m 29 s; 6. J. Ayres/S. Appleton (Cooper), 24 m 31 s.

Briefly...

• Jo Bailey, who ran a Hillman Imp with Simon Watson in National G1 events last year, will be sharing a Simca Rallye One with John Klementaski in G1 events this year. Bailey will contest the Radio 1 series and "Mr Trotsky" will do the Britax rounds.

• Welsh autocross champion for 1974, Phillip Griffiths, will be receiving his awards this Friday evening at the Penoyre Country Club, Brecon, when the Welsh Association of Motor Clubs hold their dance and presentation evening. Mike Turpin is the runner-up and guests of honour are Mr and Mrs George Warren, the British autocross champion.

• Alan Minshaw's Daf will indeed be prepared by Jeff Goodliff and Harry Ratcliffe, but their company is no longer Autovita, as we said last week, but GRV Developments, formed about 18 months ago.

• Most Autocross enthusiasts immediately associate the name Dave Fuell with very quick Minis. Dave, however, debuted the ex-Ron Douglas (yes, another of them) 2-litre Ford Escort-BDA at Snetterton 10 days ago (having sold his Mini to Les Lunn, the latter's acrobatics being detailed in the report. Fuell's first impressions of the Escort? Well, he wishes that he had started a couple of years ago with this sort of car and although the five-speed 'box takes some getting used to and the cornering characteristics different, it's early days yet.

• Dunlop, as part of their service to competitors using their tyres in the re-tyred Formula Ford and the new FF2000, will be attending early rounds of all the major UK Formula Ford and FF2000 championships with technical sales and service teams.

• The U2 rolling chassis bought by Martin White from Peter Cooke is in fact a Mk 14, not Mk 11 as previously stated. It is currently being built up for sale, but White will still run a U2, sponsored by Delta Car Sales of Windsor in as many MCD, BARC and Tricentral rounds as possible.

• "Taffy was a Welshman, Taffy was a thief" became rather real when John Howe went to recover his crashed Airfleet sponsored Escort after the Tour of Eppynt. Around £200 worth of equipment, including steering wheel, Webers, and seats had been pilfered, and Howe would like to hear from anyone who may have seen the robbers tampering with his white Escort number 70, about 80ft down a ravine off SS3. Howe may be contacted at 01-727 4473.

• Rumours circulating in the Midlands suggest that GRD hill climber Ken MacMaster may be going into the big time in terms of cars for the new season. Anything from a Formula 5000 car to an ex-works F1 car have been mentioned but Ken's keeping mum. Our considered opinion is that he will probably settle for an ultra lightweight design probably based on an F2 machine.

• Geoff Rollason, one of the stalwarts of hillclimbing in the past 10 years has decided to retire and his ex-works 1972/3 Brabham BT37 is for sale. Rollason said this week: "It is simply a question of expense. I have had to cut back at the farm and I shall not have the time."

• All those who said the rear wing support on Adrian Rossiter's FF2000 wouldn't work, take a bow. Jeremy Rossiter rang us on Monday to say that it lasted 4 laps in testing at Snetterton, and would anybody who found the wing on the A11 please return it. Development now takes place on a cast version.

• Another ex-Hot Rod man making his Rallycross debut at Snetterton was Brian Kipax in his Mini with a 1385 cc Longman engine.

• Commentator Norman Greenway, together with John Aley has designed a clipboard rainshield which should fit over most clipboards. It is made of perspex and fits over clipboards with a gap at the rear so that one may write in the rain. Of course, the rainshield, known as the Raindome, may be used by surveyors, farmers, warehouse checkers etc. Enquiries are being handled from Brookfield House, Smallwood Green, Bradfield St George, Bury St Edmunds, Suffolk IP30 0AJ.

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