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GRAHAM HILL'S RETIREMENT - PORTUGUESE RALLY

AUTOSPORT

Full report of dramatic British Grand Prix



July 24, Vol 60 No 4

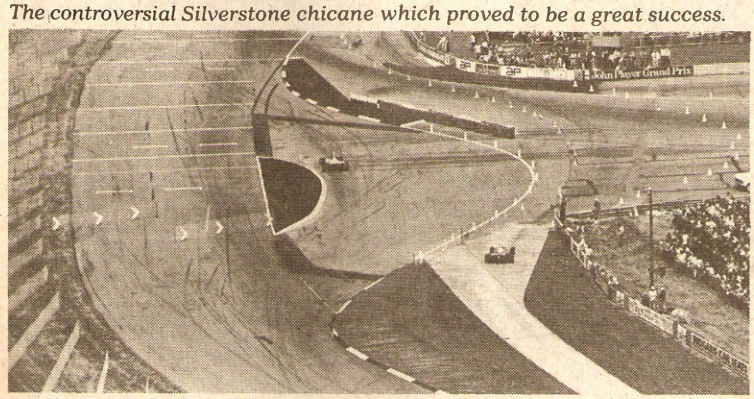
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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The controversial Silverstone chicane which proved to be a great success.



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EDITORIAL

Right decisions

Once again the John Player British Grand Prix has ended in controversy. Although provisional results were announced on Saturday evening it was not until Monday afternoon that the RAC were in a position to confirm them. But whatever the cause of the problems at previous GPs in this country nobody can point the blame at the RAC on this occasion. Their decision to stop the race when they did was taken very quickly and was totally justified. With more than half the cars badly crashed around the circuit with drivers superficially hurt and a marshall injured, there was no choice. To have let the few remaining cars continue would have been asking for more trouble.

The problem over the results arose because the FIA have failed to recognise the fact in any International set of regulations that a race might be stopped and results would have to be determined. Fortunately the RAC have their own ruling for national events in this country and the F1 Constructors were happy to accept this, although officially it did not apply.

The accidents themselves were, of course, unfortunate but until such time that slick racing tyres are banned, and quite honestly we cannot see this happening even though it might be the answer to several problems, then such an occurrence must always be a possibility because there is no way of controlling rain. The various accidents that did occur showed both the limitations and the advantages of catch fencing. For the first car to arrive they certainly help but, of course, for any others coming off at the same spot it's useless. However, the facilities at the circuit, the new pits, the revised Woodcote corner and the catch fencing all proved themselves to be wise and worthwhile innovations and between them they helped to avoid what could have been a far more serious situation. When one considers that a piece of catch fencing actually went into the crowd following a crash coming out of the new chicane, just think what would have happened if the car had been coming round the old corner some 40 or 50 mph faster.

There will be complaints about the meeting naturally. It did take a great deal of time for people to get into the circuit, but with 77,000 people paying on the day and a good few thousand more coming in with free passes, any organisation would be stretched to the limit. It was only because Silverstone were able to hastily arrange some extra car parks on Saturday morning that the gates were not closed by mid-day anyway. With this amount of people at any public attraction the same thing would happen.

The only complaint we feel is justified should not be directed at the organisers or the circuit but the F1 Teams. Yet again the greater percentage of them failed to give the paying public in the paddock a chance to look at their cars. Silverstone provided all the facilities for the cars to be worked on in a position where the public could see them without interfering, but once more only very limited co-operation was forthcoming. This attitude is totally uncalled for and we hope it does not occur again.

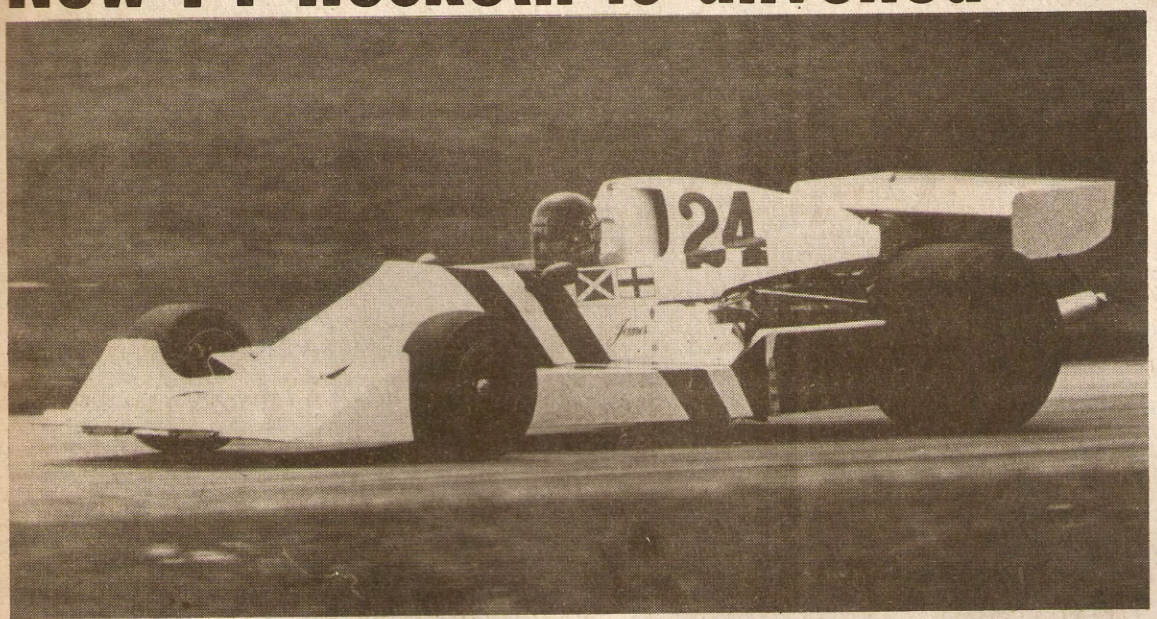
Congratulations

So Graham Hill has retired. After 18 years the most popular driver the sport has ever known has decided to hang up his helmet. His achievements both on and off the circuit in the cause of motor sport are without parallel. Everyone is delighted that he has retired from driving and decided to continue in the sport as an entrant and constructor. Congratulations Graham on a wonderful career and from all enthusiasts all over the world, thank you for the entertainment you have given us.

our cover picture

Among the seven different leaders of last Saturday's John Player GP were Carlos Pace, Tom Pryce and Clay Regazzoni. Pete Lyon's report of the dramatic race begins on page 30. *Photo: David Winter*

New F1 Hesketh is unveiled

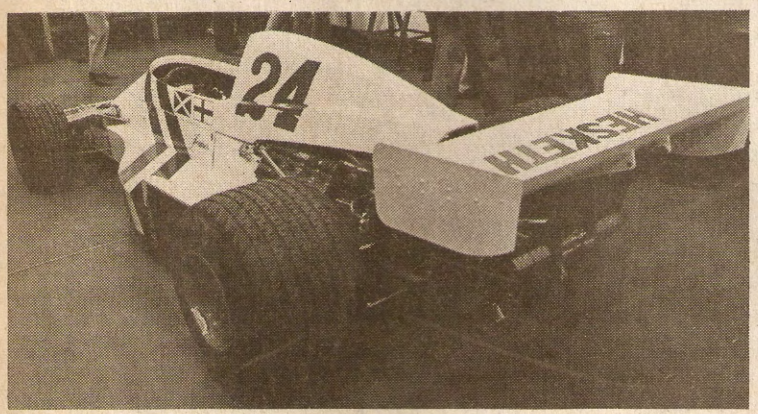


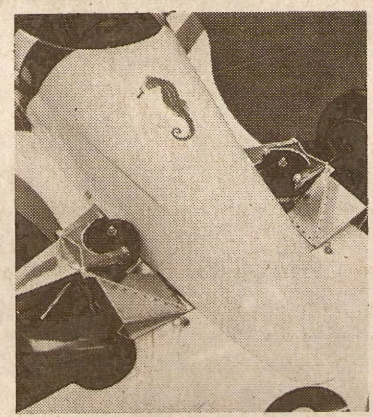
James Hunt (above) gives the new 308C its first run at Goodwood last Monday.

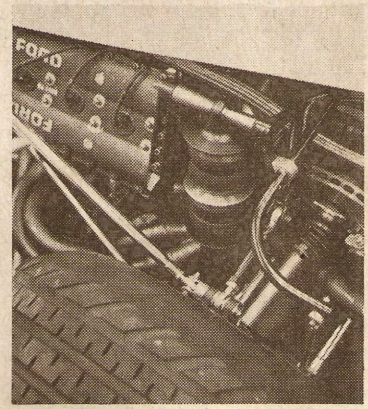
Lord Alexander Hesketh invited the motoring press to see the team's brand new Grand Prix car which was unveiled at their Towcester workshops last Thursday. Dr Harvey Postlethwaite, the designer, explained to us that the new type 308C was built for two reasons. One was they wanted to try out more ideas and two, the current car was near the end of its development programme. The new car, which ran for the first time at Goodwood with James Hunt on Monday, features three basic factors. It's lighter than the old car, has a lower centre of gravity and a lower frontal area. The general aerodynamics from the current 308 have been retained as "they had no vices." The monocoque is much lower, 8in behind the driver and gradually tapering forwards.

The suspension geometry is completely new all round, although rubber is still employed both front and rear as "it was light and reliable and we're very pleased with it." The front suspension is now inboard, however. As can be seen from the photographs, the air box is now an integral part of the engine cowling. Further tests were carried out yesterday (Wednesday).

Clean crisp lines of the 308C (below). The new car features inboard front suspension while the unique rubber system is now employed at the rear (below).







Who will drive for JPS?

Following the departure of Jacky Ickx from John Player Team Lotus last week, the team issued a further press release the day after regarding their position for the rest of the year.

The statement said: "Subsequent to the release of Jacky Ickx from his contract for the remainder of this year, John Player Team Lotus will continue to enter two team cars as contracted with the race organisers for the remaining races.

"The future driver of the second team car is not yet fixed and the opportunity will be taken of offering the ride to a selected few British drivers as a preliminary to the new three year John Player Team Lotus programme about to start in 1976."

We were unable to contact team manager Peter Warr on Tuesday morning regarding who were the "selected few British drivers". Obviously Brian Henton and Jim Crawford are at the top of the list and it wouldn't be surprising to see Henton drive the second car alongside Ronnie Peterson at the German Grand Prix next week.

With Peterson's expected departure from the team and John Player's request for Lotus to run British drivers, it remains to be seen whether Henton and Crawford, both of them relatively inexperienced,

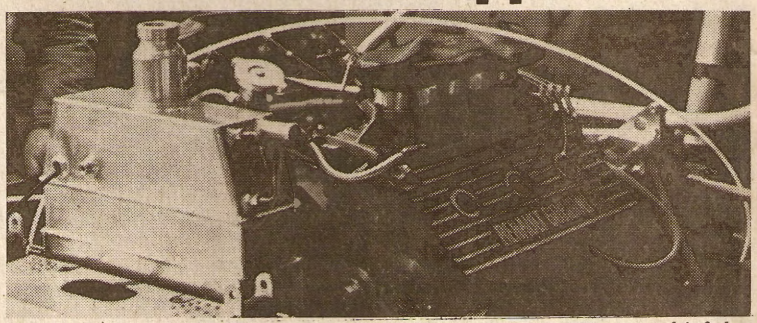


Brian Henton and Colin Chapman confer. The start of a lasting relationship?

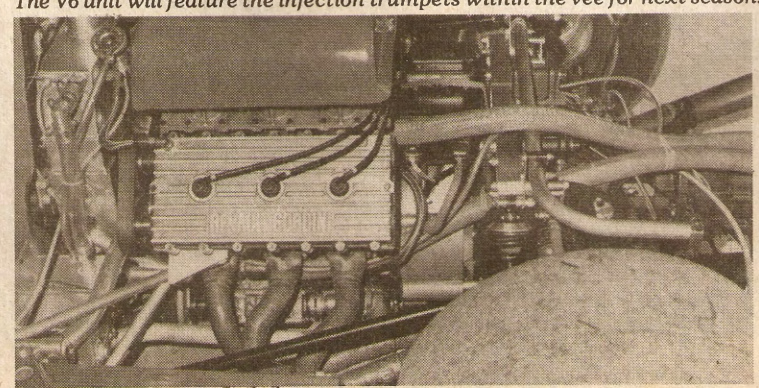
form the two car Lotus team for next year. However, the words "British drivers" does bring names like John Watson, Tony Brise and Tom Pryce to mind as possible candidates.

Following his workmanlike performance over the weekend, Henton is known to have been talking to several other teams but its obvious that he and Colin Chapman had been getting along extremely well, despite the inability of the car to produce worthwhile results.

March-Renault appears



March Engineering's Wayne Eckersley, formerly their F2 crew chief, has been responsible for the building of their new Renault V6-engined 1976 F2 car. The V6 unit will feature the injection trumpets within the vee for next season.



The JP GP results stand

Following the sudden rainstorm which fell at the Stowe and Club corners during the latter stages of last weekend's John Player Grand Prix, several teams became totally confused as to the final outcome of the race, especially as virtually the whole field had become decimated. Although the organisers eventually produced a set of provisional results later on, there was still doubt as to their validity and at one stage several people thought that Vittorio Brambilla's March, which was in the pits at the time changing over to wet tyres, had completed sufficient laps to be classified as second behind race winner Emerson Fittipaldi.

However, after much discussion over the weekend, the RAC issued a statement on Monday afternoon which cleared the whole matter up, although as one RAC official pointed out, "it's a good job it happened here as we're the only country which has its own set of properly controlled rules."

The RAC's statement said: "Possible alternative interpretation of RAC rules used to determine the results of the John Player Grand Prix at Silverstone last Saturday, after the race was stopped prematurely, have today been discussed between representatives of some of the entrants and the RAC.

"The RAC rules had to be used because the international rules are silent on this matter. Following today's decision, the RAC announced that it would be pressing the FIA, governing body of motor sport worldwide, to publish a clear regulation to cover similar situations in the future.

"Mr Max Mosley, on behalf of March Engineering, entrant of Vittorio Brambilla, said: 'Although we feel that the present rules could be interpreted to give Brambilla second place, we think it best that the sport would not be served by a long legal wrangle. Therefore we are accepting the existing result as the fairest compromise in the circumstances and welcome the RAC taking this matter up with the FIA'."

Brise's helmet came off!

The general concensus of opinion is that Tony Brise was one of the first, if not *the* first person, to crash at Club Corner during the rain shower that struck toward the end of last Saturday's British Grand Prix.

We spoke to Brise on Monday about the incident and, more important, the extent of the injuries he suffered as a result of it. Happily he told us that it was restricted to heavy bruising on the face and a cut above his left ear which required seven stitches.

Brise, who reckoned he must have left the track approaching something like 100 mph, was hit by one of the catch fencing's wooden stakes and his Griffin helmet was ripped straight off his head. "Both straps were found to be broken afterwards," Tony told us. It was the first time he was trying one of these types of helmet.

Brise was knocked unconscious for about three or four minutes before coming to "in the medical centre I think." He was then taken to a hospital in Oxford and kept in overnight for observation, before being released the next day.

Brise explained that he'd been following Emerson Fittipaldi and although the rain hadn't struck at the point, there was still enough spray 'off line' along the straight "to mist up your visor." Brise continued, "I kept over slightly to one side behind him and as we went into the corner, I, naturally, was on a tighter line. The spray from his wheels suddenly grew and I was blinded. The next thing I saw was a clear track covered in water."

Another driver to receive cuts to his face was Jean-Pierre Jarier who hit the catch fencing while exiting Woodcote and was struck by a wooden stake which flew into the crowd injuring a spectator, fortunately not too seriously. His French GPA helmet, which is 30% lighter than a Bell or Griffin, is reported to have split under impact and Jarier received nine stitches to facial cuts. He returned home to Paris the following day and, like Brise, will be fit to race at the German GP.

Foyt is USAC champion

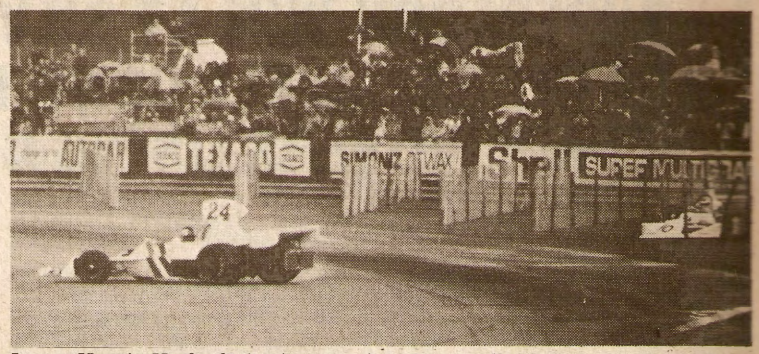
Congratulations to A. J. Foyt who clinched his fifth USAC title last Sunday by winning the Michigan 200 in his familiar Gilmore Coyote. Foyt did it in style too, qualifying on the pole and lapping this steeply banked two-mile oval at 193.809 mph, just 0.167 mph slower than his pole time at Indy this year. It was Foyt's sixth USAC win this season and his third on the trot.

Foyt averaged 158.907 mph for the race, the highest speed attained in a USAC qualifier this year and won by half a lap, despite running in company with Tom Sneva's Penske-prepared Norton McLaren M16C and Gordon Johncock's rapid Sinmast Wildcat just 10 laps from the end. As soon as a yellow caution period was over, the Coyote cut loose and rocketed home leaving Johncock on the sidelines with a blown engine and Sneva the only other runner on the same lap.

Third and fourth, one and two laps down respectively, were the Cobre Tire Eagle-Offys of Billy Vukovich and Duane Carter. Also on the same lap as Carter was Bobby Unser's Jorgensen Eagle, a lap clear of Johnny Rutherford's Gatorade McLaren M16E.

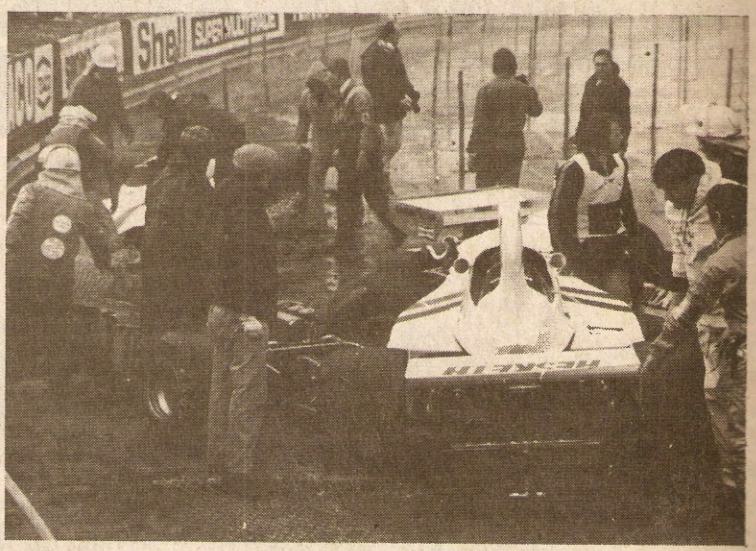
● We hear rumours that regulations issued for next year's Le Mans 24 Hour race have waived the .fuel economy measures and that the event will be open for G5 and silhouette sports cars.

Slippin' and slidin' . . .

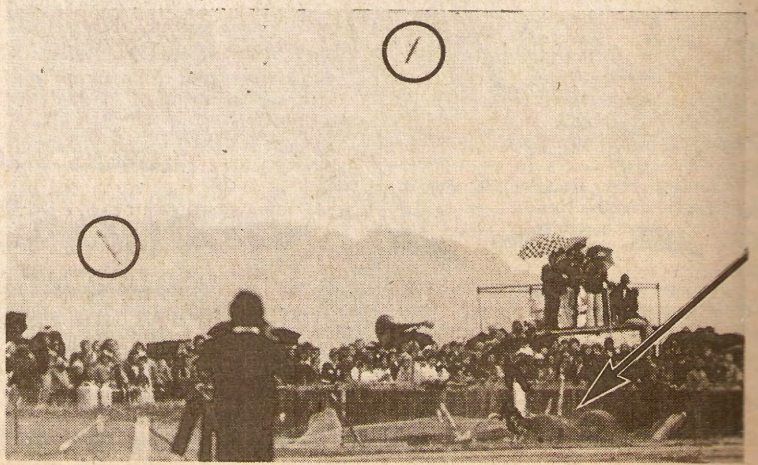


James Hunt's Hesketh (top) starts its uncontrollable journey toward the catch fencing at Club as the rain hits. Jochen Mass extracts himself (below) from his exit at Stowe while the carnage at Club several yards further on (bottom) is surveyed.





As Tom Price's Shadow (below) smashes into the catch fencing at Beckett's, we feel this picture illustrates the dangers of flying debris, especially from the wooden catch fence stakes which act like missiles.



Holbert beats Gregg

Maintaining the form he's shown over the last couple of months, it was Al Holbert who dominated last weekend's IMSA Camel GT round which was held at the Mid-America race circuit just outside St Louis, Missouri.

The event was run in two heats with both parts counting for half points. Although Peter Gregg qualified his Brumos Porsche Carrera on the pole, the reigning IMSA champion had to give second best to Holbert's similar car which disappeared to win the first leg by 44s. Third was another Carrera driven by Hurley Haywood with more German cars taking the next three places in George Dyer, John O'Steen and Bob Hagerstaad.

With no entries received from the works BMWs, the quicker Carreras had no problem and Holbert ran away with the second part. Once again Gregg was second although O'Steen improved to third ahead of John McCleland's Carrera. Only Carl Schafer broke the Porsche domination with his Chevrolet Camaro finishing sixth in front of Hagerstaad.

Alfa-Romeo win Targa

Nino Vaccarella came out of retirement at 42 years of age last weekend to partner Arturo Merzario in a works Alfa Romeo 33 TT 12K at the Targa Florio. It was indeed a happy return for the Sicilian as both he and Merzario easily won this once world renowned event by over 18m from a 2-litre Chevron B26 driven by "Amphicar"/Giuseppe Floridin. Third was the Porsche Carrera RSR of "Apache"/Luigi Restivo.

The "race" was held over 8 laps of the long twisty Sicilian road course and Alfa sent two cars, the second driven by Mario Casoni/Spartaco Dini. That was to retire on the first lap when a drive shaft broke with Casoni at the wheel.

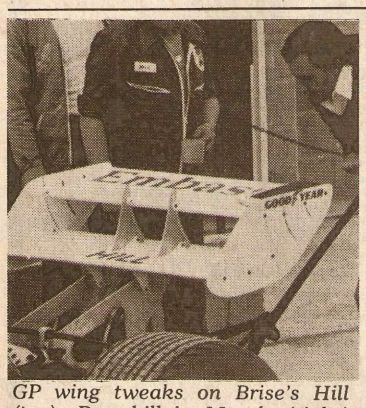
Vaccarella's victory was his third Targa success and only Umberto Magioli and Oliver Gendenbien have won more. The winning Alfa covered the 576 kms in 4hr 59m 18.7s with Vaccarella getting the fastest lap at 35m 49.0s.

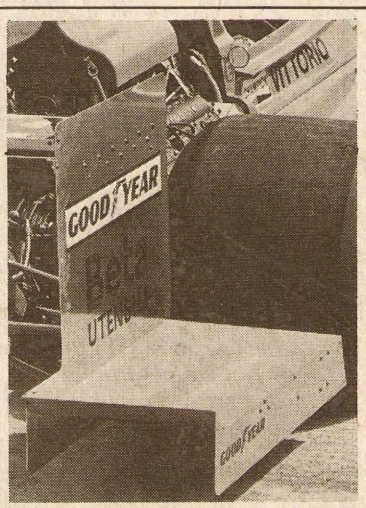
Cale scores

Although he looks likely to win yet another NASCAR title this year, Richard Petty did not add to his tremendous string of race victories last weekend for that honour fell to Cale Yarborough in Junior Johnson's Valvoline-sponsored Chevrolet Chevelle.

Yarborough, who hasn't won a Grand National NASCAR round since March, took the lead off local hero Darrell Waltrip on lap 19 of the Nashville 420 and was never headed again around the ⅝ths mile oval. Yarborough completed the 420 laps at an average speed of 89.792 mph, finishing a lap clear of Richard Petty's STP Dodge. A further lap down was Dave Marcis (Chevelle).

Fastest qualifier was Benny Parsons (Chevelle) at 103.247 mph and he eventually finished fourth (412 laps) while Cecil Gordon and Richard Childriff filled the next two places (407 laps apiece) and in their respective Chevelles. Crowd favourite Waltrip retired early on with a blown transmission.







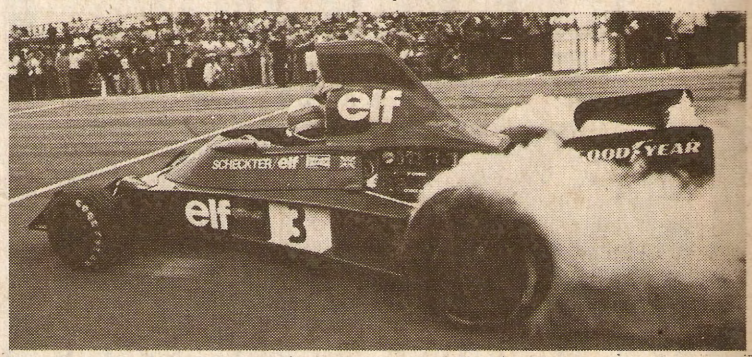
GP wing tweaks on Brise's Hill (top), Brambilla's March (right) and on the works McLarens (bottom right).

● Howard Tilden, the BMRMC marshal who was injured during the Grand Prix pile up, has left hospital. Tilden, who comes from Hornchurch in Essex, wasn't as badly injured as first thought. Struck by another car while attending to Tony Brise, Tilden suffered a dislocated shoulder and a cracked right tibia, a legacy of an earlier injury. Tilden, on release from hospital the day after, returned to Silverstone to collect his caravan. May we wish him a speedy recovery and thank him, along with all the other marshalls, who do this dangerous job as volunteers.

Tyrrell versus McLaren



The pit-stop challenge match between Tyrrel and McLaren which took place on the grid at Silverstone last Friday resulted in a win for Ken's team. It netted him a cool £600 put up by Elf! The actual time taken into consideration involved rolling to a stop from the third row and leaving the first (the action took place on row 2). Tyrrell's boys did the actual four wheel change in 12.8s, "although we've done it in 8.8s back at the workshops," he told us.



Tyrrell receives the cheque from McLaren's Teddy Mayer. Ken has chief mechanic Roger Hill to thank plus Roy Topp, Charlie Roberts, Robin Coleman, Harry Mendel and Bob Skene.



Ickx fined

In the latest edition of the FIA bulletin, it states that Jacky Ickx who, until recently raced for John Player Team Lotus, was fined £120 approximately "for overtaking under the yellow flag." It didn't state where but we can only assume the FIA meant the Spanish Grand Prix earlier this year.

● Jean-Pierre Jarier is expected to handle the second F5000 Shadow at the Long Beach and Laguna Seca races.

● The Formula 2 circus moves to the sun baked Lake Pergusa this weekend for the Enna European F2 qualifier. All the regular runners will be going including Laffite, Jabouille, Tambay, Leclere, Brambilla, Serblin, Ertl and Mugello sensation Flammini to name but a few. Brian Henton will not be going.

Forbes-Robinson again

"It was a bit like your Grand Prix last weekend," wisecracked our Canadian reporter earlier this week when describing last Sunday's Canadian Player's Formula Atlantic round which took place at Mosport.

The race started in dry conditions before the low fog which often surrounds this circuit gave way to rain. However, by the time the race drew to a close, the track was rapidly drying out.

Out of it all came Elliott Forbes-Robinson who took his *Penthouse* Lola T360 to its second consecutive Atlantic win. It was a good victory, achieved by taking the gamble of staying on slick tyres throughout and despite two spins, EFR managed to maintain enough daylight between him and Bill Brack who'd stopped and changed to wet tyres and was pulling back the lost ground *a la* Jody Scheckter.

Qualifying for this, the penultimate round of the Player's series, had seen current series leader Bertil Roos grab pole in the works Ecurie Canada March 75B at 1m 21.09s. Behind him and all within 0.8s were Brack's STP Chevron B29, Forbes-Robinson, Peter Ferguson (Chevron B29), Bruce Jensen (March 75B), Vern Schuppan (March 722), Gilles Villeneuve (March 75B) and Damien Magge in the sole Tui, John Nicholson having returned to Britain for the Grand Prix.

Well down on the grid, mainly because it rained for the second session, were Hector Rebaque's Chevron and the Lola T360s of Tom Klausler, Bobby Rahal and Robert Joubert. The latter's team-mate Dave Walker failed to qualify as his car arrived too late for the dry session. He took part in a separate qualifying race but retired with a puncture.

Roos led away with Brack in pursuit but the reigning champion soon blistered a front tyre and started to drop back allowing Forbes-Robinson through to successfully challenge Roos.

The *Penthouse* Lola went ahead just before the rain began to fall but he, Roos, and several others, including the eventual fourth place man, a certain Tom Pumpelly in a March 75B, slide on without stopping but Brack pitted, obviously glad to rid himself of his inferior tyre. He lost a lap but soon began to pull it back. By lap 36 of the 41 lap race, he was back to second but the leading Lola held on.

Bobby Dennett (Chevron B29) and Rebaque filled the top half dozen but poor Magee, having run as high as fourth during the early stages (he actually lay third when Brack pitted) eventually stopped to change tyres but the stop took too long and he finally finished 13th.



Damien Magee – up to third.

Also in trouble with pit stops were Villeneuve and Klausler, both of whom were penalised an extra lap for having too many mechanics working on the car. Villeneuve then lost a further lap by having his car push started. Schuppan's fortunes also took a dive when his Rapid Movements March broke its throttle cable on lap three.

Roos still leads the series from Brack and although Forbes-Robinson, Klausler and Villeneuve can still win, it seems likely that the outcome rests between these two.

Tobacco row brewing

An article appeared in *Campaign*, the advertising journal, last week regarding a row that was brewing over the announcement that John Player and Sons would continue their association with Team Lotus in Grand Prix racing over the next three years.

The article said: "Imperial Tobacco (who are Player's parent company) recently gave an undertaking to Lords anti-smoking campaigner and a Council member of Action on Smoking and Health (ASH), Baroness White that it was prepared to remove its names and insignia from all racing cars under the sponsorship of all its companies operating in Britain.

"Despite this, five cars sponsored by Imperial companies (ie JPS and the Embassy Hills)" raced at last weekend's British Grand Prix and they were 'displaying the usual brand names and insignia.'

"John Player explained: 'The question of removing them is one of a number of proposals which the industry is still discussing with the Minister.' The company pointed out that its undertaking to Baroness White only stated that it 'was prepared to' remove its names and insignia from the cars."

The article, written by Torin Douglas, went on to say: "Imperial's undertaking on motor racing sponsorship was revealed by Baroness White two months ago in a debate on cigarette sales promotion in the House of Lords. 'Mr Garrett (Chairman of Imperial) told me, and he has told the Minister (Dr David Owen),' Baroness White said, 'that, irrespective of action by other sections of the tobacco industry, his firm is prepared to remove their names and insignia from all racing cars under the sponsorship of its companies operating in the United Kingdom.

"The executive director of ASH, Mike Daube, immediately wrote to Garratt asking him to clarify the company's position. 'If Imperial's cars display the usual names and insignia on Saturday (which they did), said Daube, 'they are guilty of verbal trickery of which most street-vendors would be ashamed.' "

Rosberg is just beaten

Supporting the Diepholz touring and GT car races last Sunday was another round of the Castrol GTX FSV series. Victory went to Mikko Kozarowitzky's ATS Lola who beat Keijo Rosberg's Kern Kaimann by 0.3s. A distant third was Kennerth Persson's Bosch Kaimann ahead of Helmut Bross (ATS Lola), Dieter Engel (Lola) and Peter Scharmann (ToJ).

While the majority of the Porsche Carreras were rushing around at Hockenheim, the Erwin Kremer cars elected to go to the Diepholtz national race. Victory went to Bob Wollek quite easily in the lead Kremer Carrera from Harald Grohs' ex-works BMW CSL, Helmet Kelleners' Kremer car and Albrecht Krebs (Schnitzer BMW CSL). Wollek's only challenge looked like coming from Reinhardt Stenzel but he crashed his Carrera while in pursuit.

In the smaller 2-litre division, Hans Heyer in the Zakspeed Escort managed to defeat Jorg Obermoser's BMW 2002 while Klaus Ludwig, in the newer Zakspeed car, retired while dicing for the lead with the other two.

Perkins' European Cup

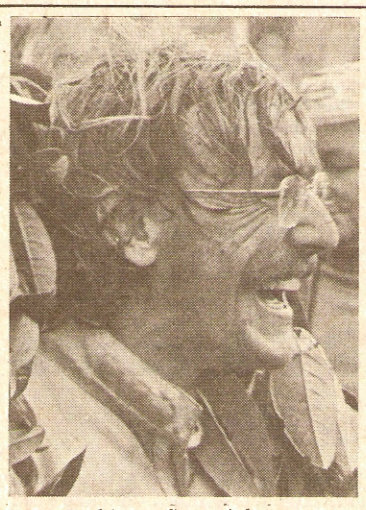
The day after the British Grand Prix, just 14 of the 36 cars which started the F3 race at Silverstone bothered to make the effort to catch the overnight cross Channel ferry to participate at the Croix-en-Ternois circuit near Arras, venue of the revived European Cup.

However, of those 14, a good quality grid did assemble for the 30 lap race around the tight and twisty artificial track. Victory went to Larry Perkins in the Ralt RT1, the Australian leading from flag to flag despite starting from the second row. A distant second, also on his own, was Italian Gaudenzio Mantova in his March-Toyota 753.

There were two practice sessions held on Sunday morning, the first of which was on a damp track while the other was completely dry. Pole went to Patrick Neve's Safir at 55.1s with Mantova and Aleesandro Pesenti-Rossi (March-Toyota 743) next on 55.3s. Larry Perkins was just 0.1s slower. Then came Stephen South's Ray (55.6s), Terry Perkins' Ralt (55.8s), Fernando Spreafico's GRD (56.2s), Piercarlo Ghinzani's CRS (56.4s) and Luciano Pavesi's March (56.5s). The remainder of the grid was made up of Marches driven by Ken Silverstone, a troubled Gianfranco Brancatelli, Rupert Keegan and Dyfed Roberts while Roger Hurst's GRD was tailend Charlie.

Larry made a demon start to burst between the two front row men and that more or less was it as far as he was concerned. Mantova soon settled into the next spot but Neve fell back into the clutches of a dice which featured Rossi, Terry P., South (who knocked his ignition switch off at the start!) and Spreafico.

On lap 3, the race lost Terry Perkins when Spreafico outbraked him into one of the many low gear corners and spun. The Ralt braked hard but was hit up the back "I think by Dyfed Roberts." Anyway Terry was an instant retirement although Spreafico carried on.



Larry Perkins – financial success

Because of the tight nature of the French track, very little overtaking took place and despite Neve setting up a new lap record and equalling his practice time, he failed to dislodge Pesenti-Rossi.

European Cup
Croix-en-Ternois, France
30 laps

1, Larry Perkins (Ralt-Novamotor Ford t/c RT1), 28m 17.8s, 120.862 kph; 2, Gaudenzio Mantova (March-Novamotor Toyota 753), 28m 27.6s; 3, Alessandro Pesenti-Rossi (March-Novamotor Toyota 743), 28m 30.2s; 4, Patrick Neve (Safir-Holbay Ford t/c RJO3), 28m 30.5s; 5, Stephen South (Ray-Novamotor Toyota BR3), 28m 30.8s; 6, Gianfranco Brancatelli (March-Novamotor Toyota 753), 28m 31.3s. **Fastest lap:** Neve, 55.1s, 124.137 kph **(record).**

Elf drivers in reshuffle?

Judging by the way he drove in the British Grand Prix last weekend, it would seem irrational to think of Jody Scheckter leaving the Elf Team Tyrrell set-up at the end of the year. And yet that's what may well be happening if the internal motor racing grapevine is delivering the right sources of information.

We've heard separate reports from two respected informants during the past two weeks that all is not rosy between Ken Tyrrell and Scheckter. Suggestion from the States last week implied that it would be Patrick Depailler who would be leaving and making way for Jean-Pierre Jarier. However, it would seem likely that Jarier, who could be on the move from Shadow, would go to the all-French Ligier-Matra team.

Elf's racing director Francois Guiter told us last week that they have already chosen their drivers and teams for next year but wouldn't say exactly who they were.

Mass wins . . .

Straight after the British Grand Prix last Saturday, Jochen Mass was flying back to Germany so that he could compete in the Interserie race at Hockenheim driving one of Willi Kauhsen's works Alfa Romeo 33 TT12s. It was very much a worthwhile trip for Mass was naturally in a class of his own.

A special practice was laid on for race morning to allow both Mass and Henri Pescarolo (not Derek Bell) to qualify their Alfas which had arrived late from Italy. The track, unlike the first session, was damp and so both Alfas were down the grid.

Pole was taken by Ernst Kraus in his non-turbo Porsche 917-10 ahead of Reinhold Joest's turbo 908/3, Pesearolo and Loris Kessel in Chuck Graemiger's 2-litre Cheetah.

Kraus led the first lap of the 15 lap event before Mass powered through on the still damp track and was never headed again. Kraus spun on lap 4 and eventually recovered to finish 4th behind Joest who, surprisingly held off Pescarolo.

A stern battle was taking place for 5th spot involving Harald Ertl in the 2-litre Rex Special, the elderly Egon Evertz (Porsche 908/3 turbo) and Martin Raymond's 2-litre Chevron B31. That's the order they finished in after Rayomond had lost ground to Ertl during the latter stage, while in a challenging position.

. . . at Hockenheim

The Gelo Racing Team were greeted by cat calls and whistles at the end of last Sunday's European GT qualifier at Hockenheim. Although they didn't win a rain affected race, the crowd became a little upset when Tim Schenken, who was lying second, was told to stop before the finish line to allow Toine Hezemans to catch up and pass him in order to gain more points. However, the race really belonged to Switzerland's Claude Haldi who, although unable to stay on terms with the Gelo and Tebernum Porsche Carreras in the opening laps, really began to excel as the track dried out and his Toblerone Carrera pulled through to an easy win.

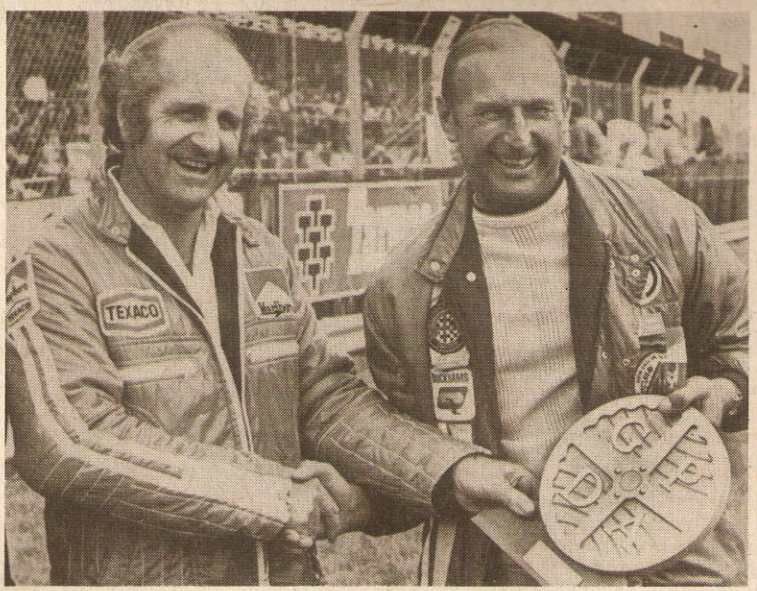
Practice had seen Schenken take the pole just ahead of Hartwig Bertrams' Tebernum model. Then came John Fitzpatrick and Hezeman in the other Gelo cars ahead of Clemens Schickentanz (Tebernum) and Haldi.

The 25-lap race started in pouring rain and the Gelo cars, running on some soft F2 mix wet weather Goodyear tyres, romped away. However after 5 laps it stopped raining and the track began to dry out. Now Haldi on Firestones came into his own with what turned out to be far superior rubber. He picked off Hezemans and then Schenken, Fitz



Tim Schenken – third place and pole.

having pitted at this stage with a broken rear rim following an off course excursion, and the Swiss entered car won, thereby moving into the lead of the GT series. Another to be going well before he retired with a puncture was Frenchman Claude Ballot-Lena who, at one stage, lay fourth. Schenken forfeited 2nd place to Hezemans due to team orders while Bertrams and Schickentanz were next up.



Denny Hulme, president of the Grand Prix Drivers Association, presented Britain's chief marshal Monty Terrell (right) with the GPDA award for the third successive year just before the Grand Prix. The award is for the best marshaling at a GP during the season.

F5000 drive for Elliott

Hailed by many fellow Americans as *the* complete racing driver, Elliott Forbes-Robinson, the current US FSV champion and the man who has won the last two Canadian Formula Atlantic races and who could well steal the title at the final race, leaps up into the big league at Elkhart Lake this coming weekend.

Forbes-Robinson gets the chance of driving Francisco Mir's F5000 Lola T332 now that Vern Schuppan has switched over to the All American Racers team. This will be Elliott's first taste of F5000 since he drove the second works Eagle in several races earlier last year. At this stage, plans are undecided as to whether Forbes-Robinson will continue to drive the car for the remainder of the year.

Knockhill F3 race for TV

The BP Super Visco F3 Championship qualifier which is due to be held at the new Scottish Knickhill circuit on August 2 is to be televised. The race will be featured on BBC Grandstand. All racing and practice will be held on the Saturday only.

In order to remember the legendary Jim Clark, permission has been granted to name one of the circuit's corners after the former Scottish World Champion. The main race on August 2/3 will therefore become the Jim Clark Formula 3 race with a prize fund of £1,150, £250 going to the winner.

Knockhill is situated just north of Dunfermline on the A823. Entries must be phoned to Barry Bland on 01-930 9546.

MacLeod's F3

Don MacLeod, former Formula Ford BOC champion, appeared at Silverstone for the F3 round with the GRD 375 driven earlier in the year by Ian Taylor. After a stagnant season last year, MacLeod kicked off this season in the Van Diemen FF2000, but left the team mid-season. Now he has bought the GRD which will be run by Pete Denty and be available for hire.

Although MacLeod intends to contest the forthcoming BP rounds, he will miss this weekend's Oulton round while a competitive motor is sought. At Silverstone he was using a Vegantune rebuilt by Scholar who used to build his Formula Ford engines, but although he was within the fastest 18 in his session, he missed qualifying for the final issued grid as the engine was well down on power. MacLeod doesn't intend to campaign the car without being competitive, and now seeks another engine before the Knockhill BP round.

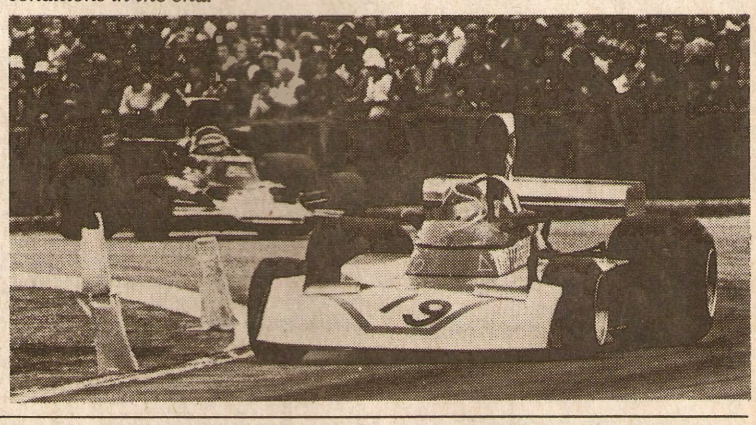
M-C Beaumont in Atlantic

Partnering Jean-Pierres Jarier and Jaussaud in the Gitanes-backed Fred Opert Chevron B29s at the Trois Riveires Formula Atlantic race on August 31 is none other than Marie-Claude Beaumont.

This will be the French girl's first competitive single seater drive although she has had plenty of experience driving big Chevrolet Corvettes and the like while this year she, and Lella Lombardi, have campaigned a two-litre Alpine-Renault in most of the World sportscar races.

● Ian Bracey, one of Lloyds underwriters, told us on Monday that he had 10 cars insured out of the 15 chassis' shunted in the British Grand Prix. During the entire weekend, Lloyds had insured something like 70 competing cars.

Grand Prix debutants Dave Morgan (Surtees) and Jim Crawford (JPS) both gave a good account of themselves at Silverstone although succumbed to the conditions in the end.



● Following the success of their recent Formula Atlantic race at St Jovite, the Canadian organisers are hoping to organise a non-championship race at the same venue on September 28 carrying another $20,000 prize fund.

● As part of Esso Petroleum's continuing campaign in support of its Uniflo motor oil, arrangements have now been concluded for Graham Hill's Embassy Racing team to use Uniflo for the remainder of the 1975 Grand Prix season.

Spa saloon classic — F3 at Oulton — F5000 returns at Snetterton

SPA

The classic 24 hours of Spa takes place this weekend for touring cars complying to Coupe de l'Avenir regulations. Normally, this is a special for British competitors, an event where they can get lots of racing against foreign competitors, but after competing in this event for some years, it is Holman Blackburn and his Hermetite Capris which attract the most interest from British enthusiasts this year.

This year, the Hermetite team have been campaigning their ex-works Capri IIs in all the rounds of the championship, and after three rounds of the championship, the team are lying equal second following two wins. The Hermetite Capri team will consist of Tom Walkinshaw and John Fitzpatrick, in one car, and Blackburn and Mike Crabtree in the second. Walkinshaw and Fitzpatrick, it will be remembered, drove this same Capri last year to good effect, and Blackburn and Crabtree led for a while last year too. Their main opposition will be from works supported Opel Commodores and BMWs from Belgian, Dutch and German teams. However, there are always a number of big engined cars such as Hemicudas etc, which make the early running but usually drop out.

Other British participants are the Triumph Dolomite Sprints mentioned in last week's *Pit and Paddock*. British drivers in the four cars which will be run by Bill Shaw include Jennifer Birrell, Brian Muir and John Hine. Another driver will be Mazda man David Palmer who will be sharing a car with a Dutchman. The gruelling event starts at 3 pm on Saturday.

OULTON PARK

A bit of Grand Prix meeting flavour hangs over to this weekend's more mundane programme of Club events, when the BP Super Visco F3 championship contenders move to Oulton Park on Saturday. Can the works Marches dominate again? Unlikely on this circuit which, for some unaccountable reason, the CSI have deemed too short for International F3 racing. Anyway Gunnar Nilsson and Alex Ribeiro will definitely be there to continue their fascinating battle while Patrick Neve will be looking for a way to close the points gap to Nilsson. Danny Sullivan and Eddie Cheever will head the Modus challenge, while private March owner Richard Hawkins is also due for a high placing following some very encouraging recent showings, as is Stephen South in the one-off Ray. Other leading runners entered are Chris Barnett, Herve Regout, Pierre Dieudonne, Ingo Hoffman, Rupert Keegan, Bob Arnott, Tony Rouff and Ian Taylor.

The supporting British Air Ferries FF championship round has attracted the traditional enormous entry. There will be qualifying in practice for the two heats and then a final. Stuart Baird, Geoff Lees, Chris Skellern, Tiff Needell, Richard Eyre, Rick Morris, Rod Bremner, Jim Walsh and Mike Wallaker are just some of the names entered.

Other races on the BARC organised programme include rounds of the F1300, Britax Production Saloon and Forward Trust Special Saloon Championships.

Racing starts at 2 pm.

SNETTERTON

After a long break the Shellsport F5000 Championship circus gathers itself together again at Snetterton on Sunday. Following the Spring Bank Holiday Thruxton meeting Ian Ashley took the lead of the championship again and following his recent F1 signing will be anxious to prove himself as well as get back into racing trim again. He has crashed his Richard Oaten Lola T400 in testing and it wouldn't be a surprise to see this reappear with a touch of T332 about it. Richard Scott's Durex T400 has been shunted too, while Peter Gethin and Teddy Pilette have been working hard at getting their models modified and working more satisfactorily in a more conventional manner. Their main challenge will come from David Purley's V6 powered Chevron which has been very quick in recent testing and David told us last week that he was really hungry to get racing again. Dutchman Boy Hayje will be out again in Toine Hezemans' V6 March while RAM are expected to bring along their new F1 chassied March V6 for Alan Jones or Derek Bell. Other leading runners entered are Guy Edwards, Brian McGuire and Chris Amon.

The biggest entry for the BRSCC run meeting is in the Radio One Saloon Car Championship round where over 50 cars are expected to do battle in the two heats. All the usual Camaro, Capri, Mazda, Vauxhall, Moskvich, Lada, Simca, Imp and Mini runners are entered including Noel Edmonds and Cozy Powell while helping Norman Greenway out with the commentary will be Beeb DJ David Hamilton.

Completing the programme are rounds of the Allied Polymer FF2000 championships and a Speed Merchants/Classic Car race.

Racing starts at 2 pm.

MALLORY PARK

Providing there is not too much carnage at Oulton Park nearly 70 FF cars will be making the quick trip down to Mallory Park on Sunday for another British Air Ferries qualifying round. Qualifying again will take place during practice and the BARC are running just one points scoring thrash with two consolation events following. The ultimate result must lay between Geoff Lees, the current series leader, and Jim Walsh who lost his grip on the title at the last round.

Also on the nine race programme are rounds of the National Organs Clubmen's Supersports car championship (split into two races), a round of the Esso Uniflo Special Saloon Car championsip (also split into two) and rounds of the SuperVee Silver Cup and National Formula Four Championships.

Racing starts at 2 pm.

BRANDS HATCH

It's Gandy Brakes (they are one of the oldest manufacturers of replacement brake and clutch parts in the country) day again at Brands Hatch this Sunday, the company repeating their successful day held last year.

The Rochester MC are in charge for the eight-race meeting, which includes a couple of kart events as well (let's hope there are less incidents than last time in this area).

Three races, two FF and one Modsports, will be for Gandy Trophies and all have capacity entries while also strongly supported are rounds of the Townsend Thoresen FF and *Kent Messenger* 1000 cc Saloon championships.

Both these series are very close with Rob Wicken leading the FF title by just four points from David Kemp while John Homewood, who has won the *Kent Messenger* title every year since 1971, is going the right way about doing it again, although stiff opposition comes from Ray Calcutt, Richard Oliver and Mike Chapple.

Racing starts at 2.30 pm.

CADWELL PARK

The BRSCC (N) are hosts at Cadwell Park on Sunday for a varied seven race programme which features all the usual Northern Championships plus a round of the *Penthouse* Escort Sport Challenge. All the usual star names are entered including Steve Thompson, Graham Hollis, Tony Dron (star name?), Gordon Bruce, our very own Chris Witty in the Adlards car, and Neil McGrath returning to this class in Crystal Rallye Sport Hull car.

Another famous journalist at this meeting is Triple C's Terence Grimwood in the works Leyland Cars' MG Midget in the DC Cook Production Sports race. Other races cater for FFs, Special Saloons, *Libre* cars, Miglia Minis, Renault 5s and Clubmen's Supersports.

Racing starts at 2 pm.

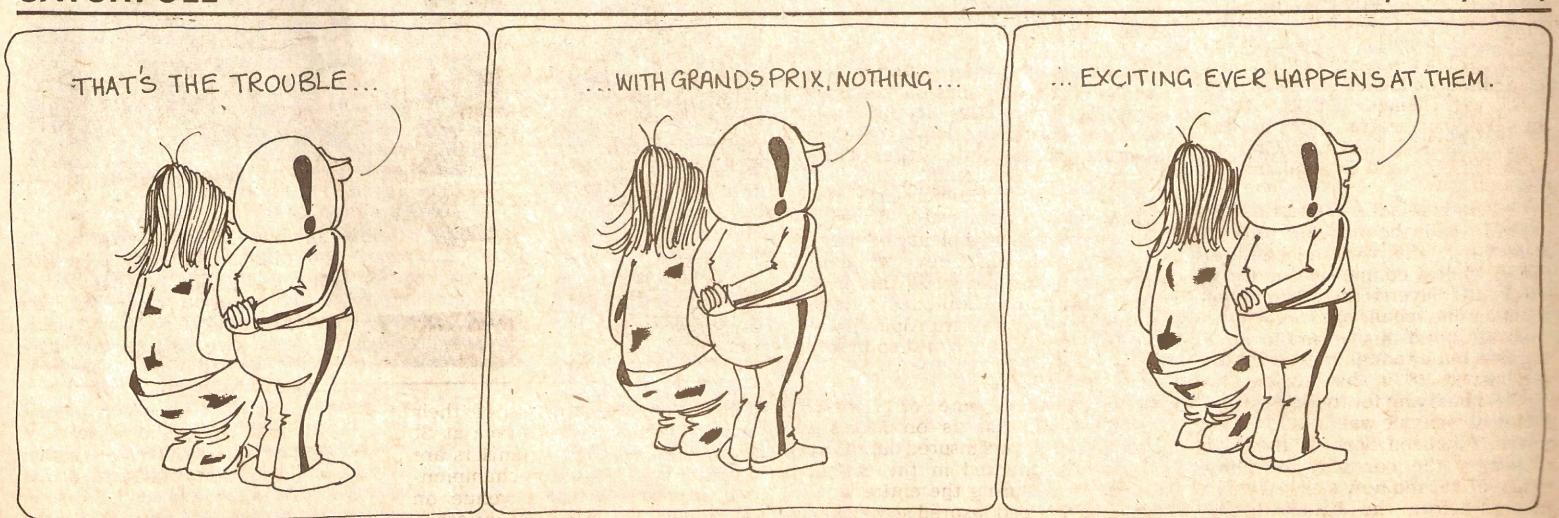
● After the hulabaloo of the Grand Prix it's back to sanity at Silverstone on Saturday for a VSCC meeting. Let's hope the weather doesn't destroy this excellent day out or cause any multiple shunts for all the priceless cars that will be in attendance.

Over 170 entries have been received and the racing begins at 1.15 pm.

● The BARC meeting at Llandow scheduled for Sunday has been cancelled due to a desperate lack of entries.

CATCHPOLE

By Barry Foley



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"Flying Finns" Alen and Mikkola provided a one-two win for Fiat. Alen, pictured here, ran first car through for much of the rally.

PORTUGUESE RALLY

In the court of the Crimson King

By JOHN DAVENPORT **Photos by HUGH BISHOP**

A good run in the early stages meant that Markku Alen and Ilkka Kivimaki started out as first car on the tough dirt stages which made up the bulk of the Portuguese Rally. All the other cars thus had to struggle along in the dust so that Alen was given the opportunity to use his speed to pull out into a clear lead over his team mates, Hannu Mikkola and Jean Todt, who hung on to second place to make it a one-two victory for the Fiat team and their 124 Abarth Spyders. This was Alen's first win in a World Championship Rally and must amply compensate him for the disappointment of getting protested out of his win in the Press on Regardless Rally last year. Both Fiats ran virtually without trouble throughout this very rough and tough event which in its turn must compensate them for their bad luck in Morocco.

The only car to press the Fiats at all in the early stages was the Opel Ascona of Walter Rohrl and Jochen Berger, but on the sixth special stage it suffered a steering failure and never got back on terms. However, the BMW 2002 of Achim Warmbold and John Davenport hung on to third place after the third Fiat of Alcide Paganelli and Nini Russo dropped out, and kept within a minute of Mikkola until retiring with transmission failure in the last part of the rally. Both the works Toyotas were close behind the leading trio but Bjorn Waldegaard and Hans Thorselius retired with gearbox failure leaving Ove Andersson and Arne Hertz to chase the Fiats to the finish and collect a very well deserved third place. The surviving Opel of Rauno Aaltonen and Claes Billstam was fourth after soldiering on with a seizing gearbox and in so doing picked up a very useful ten points for Opel who would otherwise be getting outdistanced by Fiat in the World Championship positions.

Japanese prepared but locally entered Datsuns were very successful finishing in fifth, sixth and tenth places with a selection of 240 and 260 Zs while Shekhar Mehta driving in the place of Harry Kallstrom finished a gallant seventh with a Datsun Violet which had not been entirely reliable. In ninth place was a car familiar to British rallyists, none other than MEV 36 J, the ex Billy Coleman ex-works Escort driven by the Spanish crew Fernando Lezama and Javier Arnaix which despite a fearful roll, limped home crabwise to an excellent position overall just behind the class winning Citroen GS of Francisco Romaczinho.

Despite all the fears that civil strife or political bothers would upset the Portuguese Rally, its mentor, Cesar Torres, and its sponsors, the Port Wine companies, never lost faith and they were rewarded with an excellent rally and an excellent entry. No fewer than 85 cars took the start which is good even by normal standards, and the quality was high as well with plenty of good foreign crews as well as the best of the Portuguese drivers. Perhaps the only problem — if it can be called that — was that the rally was being held in July at the driest time of the year and the dust on the dirt stages was worse than ever before. In the first part of the rally, Torres gave two minutes between each car and increased this to three for the last part, but in both cases it was not enough and the leader on the road got an immense advantage over the others who drove each stage in a fog of swirling dust that stayed right where it was in the windless conditions. To say this, is not to detract from Markku Alen's performance as he was clever enough to realise that it was very important to get the leading place and did this by setting best performance over the eight stages in the preliminary part of the rally.

ENTRY

The Lancia/Fiat Rallies committee had decided that the red cars should go to uphold the name of Agnelli in Portugal and accordingly they entered four Abarth Spyders for their principal works drivers. However, Bernard Darniche and Alain Mahe had to scratch as an X-ray of Darniche's foot after Morocco revealed that he had broken a meta-tarsal in his fall down the steps of the hotel at Zagora and an operation was necessary. This took place just three days before the rally and therefore it was not convenient for him to drive, though the operation itself was successful. This left the two Finns, Alen and Mikkola plus Alcide Paganelli who by now must have inherited the title of rallying's Chris Amon as the unluckiest driver around. He was second overall on the TAP Rally last year and evidently hoped that Portugal would favour him again for an even better result. The cars were the familiar 1858 cc 16-valve carburated sports coupes though they had no air conditioning fitted for a sprint rally like the Portuguese event. Mikkola's car was at least a year older than the other two and he was very upset with the way it leaked dust through a million cracks and holes.



Markku Alen — first World Championship win.

The Toyota team fielded their usual two Corolla Levin saloons with 16-valve 1600 cc engines. The right hand drive car this time went to Bjorn Waldegaard while the boss, Ove Andersson drove the left-hand drive car that he had used in Greece. With their propshaft problems sorted and their ability to go fast over the rough proven, the

The Ove Andersson/Arne Hertz ensemble turned in yet another totally professional performance to chase home the quicker Italian cars.

Toyotas only lack horsepower now to stay with the two litre cars and it will not be long before Andersson tries the prototype Schnitzer two litre 16-valve engine. Achim Warmbold was back in his ex-works KWS sponsored BMW 2002 in exactly the same trim in which it had won Donegal except of course for a complete overhaul at KWS. Both he and the Toyotas were relying on tyres from Pirelli (Germany) and they were disappointed to find that Opel had cornered the market in racing tyres from that source; Warmbold was making do with the worn out ones that he had last used in Donegal while the Toyota boys opted for Dunlop racers on the few tarmac stages, but there is no doubt that the Fiats and Opels had the best tyres with the new Pirelli slick for those stages.

Opel had sent two cars down for their contracted drivers, Walter Rohrl and Rauno Aaltonen, but these were Asconas with the fuel injected engine and not the new two litre Kadett, though one of these had done the recce with Rohrl and Berger. The fuel injection system used by the Opel is indirect to say the least as the jets are placed outside the plastic intake trumpets and just hang there in the airstream on rubber mounts. Aaltonen with his usual professorial air insists that this gives a better mixture and said that it works well. He did point out that the conventional sockets for the injectors are still there at the foot of the trumpets though naturally blanked off. Rohrl had some trouble with his gearbox on the way back to the hotel from scrutineering and decided to have it changed, but the only other box they had with them had a very high fifth gear which he described as the "Le Mans box" but he decided to have that rather than risk going on the rally with a faulty box and the right ratios.

Down from Spain on one of their few excursions outside their native country came two works Seats for Salvador Canelas and Ricardo Munoz. These are basically similar to the saloon Fiat 124 but have 1856 cc twin cam engines with eight valves giving about 165 bhp. Despite their similarity to the 124 Special T, they have a separate homologation and are considered a completely different car by the FIA. Canelas is one of Spain's fastest drivers and has many good performances to his credit with this car, while Munoz is Spain's best rally journalist and a good driver as well. Also from Spain was Jorge Bagration in the Escuderia Montjuich Lancia Stratos but he was not reckoning on being too competitive as he had been hoping to get suspension parts and an undershield from Lancia and had not been successful in this so that the car was very much in standard form. This may well be all right for a tarmac rally but not for a rough event like the Portuguese.

British cars and crews were pretty thin on the ground to say the least. Tony Fowkes had found his favourite foreign event was too close to important British events on its new date and had stayed at home, while Chris Sclater, in the face of a policy of "no co-operation" from Datsun GB, kept his Violet at home in the garage for lack of spare parts. Keith Billows also stayed at home, possibly in a pique because they had printed his entry in the programme as Kate Billows and Dunn Davidson and he didn't want the embarrassment of winning the Coupe des Dames. A man who did turn up was Chris Wathen who was entered by J. C. Withers in an Escort RS 1600 with Martin Holmes. The car actually was an ex-Vospers Mk 1

The familiar BMW-Warmbold-Davenport combination held third place for much of the way.





Dramatic action from the original super-quick Finn, Rauno Aaltonen. With Claes Billstam he took the Opel to fourth place.

which had been to Portugal a couple of years ago with Norman Anstiss and assaulted a tree on Boa Viagem. Wathen had bought it for the engine and gearbox (an 1852 cc unit by David Wood destined for his Mk 2 Vospers car) and then decided to do the Portuguese Rally with it after bending his Mk 2 on the Donegal Rally. With the support of Withers he was able to do this, but even before scrutineering the car was beset with misfiring and electrical problems.

Datsun were well represented with a trio of good Portuguese drivers in 240 and 260Zs headed by Pedro Cortes/Teixera Gomes and Mario Figueiredo/Carlos Barata. They were to have had Harry Kallstrom in a 16-valve Violet but there was some doubt if he could come and it wound up with the car being offered to Shekhar Mehta who had done so well in bringing its sister car to the finish in Morocco. Short of a co-driver but not short of ideas, Shekhar press-ganged his girl friend Yvonne Pratt into co-driving for him which was not such a strange task as she does most of his recceing with him and writes his pace notes. The Violet was undoubtedly a good one and the Japanese had gone to a great deal of trouble to get it much lighter than the other Violets that have come out of Japan, but the result was that the car was far noisier than previously and communication within it was often reduced to hand signals.

Claude Laurent and Jacques Marche had come to yet another World Championship event with their little Group 2 Citroen GS in exactly the same form in which it had finished the Moroccan Rally. This time they had some support from the ex-winner of the TAP Rally, Francisco Romaozinho who had forsaken his faithful DS for another Group 2 GS prepared in France. The young Antonio Borges was originally going to drive an Opel Ascona for the local GM agents to make a team with the two works Asconas, but he didn't think his car was up to standard and when Fiat offered him Markku Alen's recce car, he jumped at the offer. The only person who was upset by the deal was Ove Andersson, for Borges, who should have started at 11 behind Andersson and Aaltonen, was given Darniche's number of eight, which he would have only been entitled to as a seeded driver. Normally such things are not of great importance but here, where the dust of the preceding car was to play such a big part in the result, drivers can be forgiven for being sticklers for protocol.

With Morocco so close, there were even a few drivers up from the Ivory Coast, enticed at the last moment by Cesar Torres who had been at the finish of the Moroccan Rally. Jean-Claude Bertrand drove the ex-Mehta Morocco Violet while Alain Cerf had his venerable Datsun 1600 SSS with the rear cross member now fully replaced and renewed. There were quite a few French and Belgian private entries while Leo Schirnhofer and Harald Gottleib had made the pilgrimage from Austria hoping for a better result in their Group 1 VW 1303 S than the disappointment that they had in Greece.

RALLY

Cesar Torres has brought the Portuguese Rally from an obscure event in the late 1960s to an excellent and worthy World Championship rally which has enjoyed that status for the past three years. It has always been evolving and that process has not yet stopped as this year's event showed. Gone are the old tight road sections and the "press on regardless" style; now civilised special stages sort out the rally with a bare minimum of time for service between them, and only if you get into trouble do you need to get into an indecent hurry on the road sections. The rally was split into three parts; the first was of some eight hours' duration, and formed a loop based on the coast town of Estoril, just outside Lisbon, in which were incorporated 11 special stages most of which were on tarmac, including the super one through the hills of Sintra.

This first part gave the classification and thus the order of departure on the second part which was a longer run up through old favourites like Arganil, Lousa and Freita to the rest halt at Espinho just south of Porto. The third part was the longest and brought the rally back down south to the finish at the Estoril Autodrome. The big difference from previous years was that the roads were far rougher than they have been, presumably due to a relaxation of interest in maintaining the small forest roads while the whole country is undergoing a political upheaval. Not only did they present a rougher aspect to the competing cars, but there were more of them since Arganil was now a 50 kilometre stage run twice, while Sul and Freita between them accounted for another 60 kilometres, also tackled in the opposite direction on the way back. Then there were the twin horrors of Senhora da Graca and Marao which thankfully had only to be done once each, but the pattern of the rally was evidently to be rough and long with a decent allowance for service in which respect it came closer to resembling the Moroccan Rally than the Acropolis Rally, which in many respects used to be its twin.

Because of the insistence of the Polish delegates at the CSI, the Portuguese Rally had to start at one minute past midnight on Thursday so that it could be said to have respected the five day interval that must elapse between two FIA Championship events (the Polish Rally finished the previous Saturday) and on the dot, Mikkola's Fiat swung off the ramp and through the milling crowds to start its 10-minute run to the first stage at Alcabideche. This four kilometre sprint was followed almost at one by the dirt and tarmac of Peninha and then by the long all tarmac Sintra stage. The Finnish Fiats changed to CN 36 from their slicks for Peninha but Paganelli stuck to his and showed them the way home so that on the return through the same stages later in the day, they too took slicks. Rohrl and Aaltonen were also prudent but merely changed to a different type of racer for Peninha and then, like the Finns, went back onto slicks for Sintra.

All this high-powered tyre changing left the other teams a bit in the cold and after the three stages, it was Mikkola leading Rohrl by three seconds with Alen and Paganelli tied four seconds behind the Opel. Best of the non-changers was Warmbold who was a mere five seconds behind again and 18 seconds clear of the pair of Toyotas who themselves were only separated by a second. Poor Wathen and Holmes in the Withers Escort had notched up at least one stop on each stage with the engine cut out, and failing to find the solution to their electronic misery, they decided to call it a day and retired.

The fourth stage was to have been at Gradil which is a new one but it could not be used as the police had not managed to stop the circulation of spectators' cars so the rally proceeded to the Montejunto test which was to be the first on dirt. Here there was some wind blowing in from the Atlantic and driving conditions were not too bad so that Mikkola kept his lead, though Alen and Rohrl advanced on him slightly. The most amazing thing was yet to come however for the sixth stage was another new one of some 23 kilometres at Alpiarca on the other side of the River Tejo and here there was no wind blowing at all. Mikkola being car number one had a clear run but all the others had to labour on in each others dust — but what was this? Markku Alen was starting six minutes after Rohrl which must have been the neatest bit of chatting up ever done on a marshal and was possibly the stroke that won him the rally. The effect of the dust is shown in the times for Mikkola recorded 15m 19s while Alen pipped him with a 15m 12s and then the next fastest time was Waldegaard who did 16m 00s; then Rohrl who did 16m 07s. Seeing is believing as they say and it certainly paid dividends here. Ove Andersson really had bad luck for as he guessed, he caught up Borges, and had to sit fuming in his dust to record 16m 57s only passing the Fiat towards the end of the stage when it dropped out with a broken battery.

With Gradil once again cancelled, the rally went back to Sintra to run the first three stages again but in reverse. Alen now headed Mikkola by three seconds and it was clearly between the two as to who was going to lead the rally in the second and third parts. Driving like a man possessed, Mikkola took back four seconds to lead by just one second before the last stage and then spun out in a long right-hand bend and put the rear wheels right over the edge. He was lucky to stay on the road but all the same it cost him those few seconds and Alén was the rally leader with carte blanche to do what times he wanted on the rest of the rally. Bad luck also visited two other works drivers for Waldegaard had a puncture on Sintra 2 when he drove between two rocks in the road and was just congratulating himself on having got the wheels between them when a rear tyre went flat and this dropped him down to seventh place overall. Rohrl too was in trouble on the same stage when he touched something and the steering arm bent and he was forced to drive all three stages with the front wheels toeing out rather more than is considered necessary. Thus the three Fiats found themselves in first three places with Warmbold fourth in the BMW and Andersson fifth in the Toyota. Aaltonen was sixth after a steady run and the first 10 was rounded out by Figueiredo and Cortes in the two big Datsuns. The best Seat was Canelas in 12th place and he was evidently finding the pace a bit hot. 65 cars were still running and the rally had hardly begun.

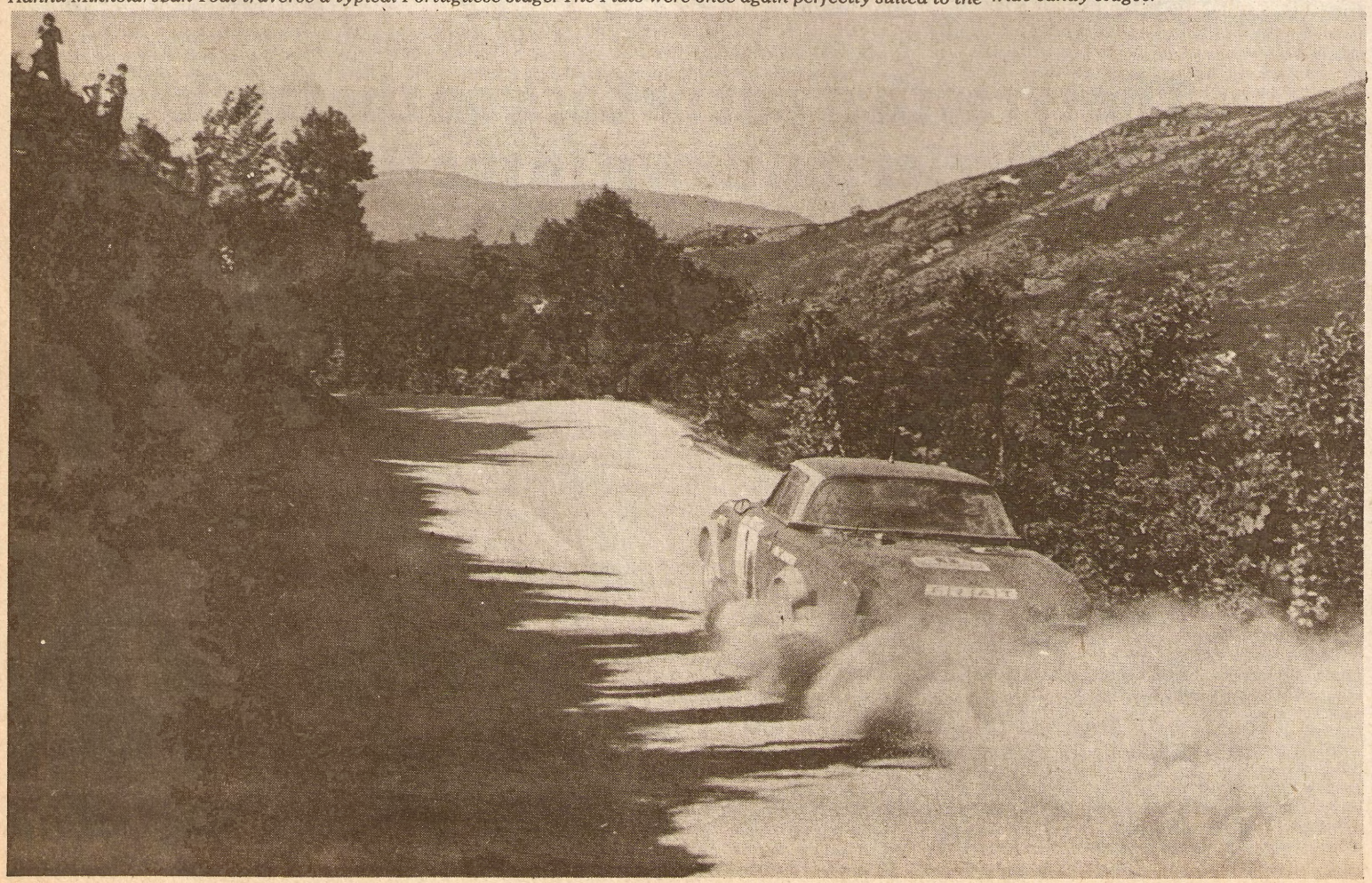


Fifth place went to Cortes' Japan-prepared but locally entered Datsun. Similar cars finished 6th and 10th.

The crews could rest from about eight o'clock in the morning until five o'clock in the afternoon when the second part of the rally started with another dash through Peninha and Sintra. On the very first stage Paganelli disappeared as though Houdini had waved his wand and the other drivers only found out later that a steering arm had broken and he had just turned off at a junction to make his way home. Shekhar Mehta had a puncture on a front wheel on Sintra and pluckily decided to drive off on the flat rather than attempt a hazardous change between the narrow walls, but he lost first the tyre and then most of the rim and wound up having to change the strut and disc before the second Montejunto. Here Mikkola also had a puncture on a rear tyre just after the start and lost more time to Alen driving out on the flat. On the following road section, he also had a short circuit in his car that robbed them of all internal lights and there were anxious moments while this was fixed before the last tarmac test at Figuerio dos Vinhos. The rally now arrived at Lousa, the famous downhill test which everyone says they hate and which heralds the beginning of the rally proper, but the timekeepers were not ready and there was an hour's delay while things were sorted out. Now previously, Warmbold had profited by the retirement of Paganelli as it meant that he was running four minutes behind Mikkola and thus had a better chance of getting no dust, but Jean Todt had spotted the gap behind and arranged to drop back into it which he did before Lousa. All this manoeuvring was brought to naught by the restart from Lousa which was given at the regular two minute interval. Waldegaard finished the test but with first and second gear missing from his gearbox so he retired on the next road section when it was clearly impossible to continue despite the attentions of the Toyota mechanics.

Dust was not playing too big a part in these

Hannu Mikkola/Jean Todt traverse a typical Portuguese stage. The Fiats were once again perfectly suited to the wide sandy stages.





Sun and spectacle as Achim Warmbold sets his BMW into a typically sandy loose corner.

quite hard surfaced stages and the times were quite close together. On the Candosa stage no less than three cars shared fastest time but it did see the double disappearance of the two Portuguese entered and prepared Opels of "Mequepe" and "Pequepe" which possibly retired in sympathy with one another. The next stage was Arganil and here the dust really got in the way. Fastest was Alen with 35m 29s and the next fastest time was Warmbold with 36m 14s and then Mikkola at 36m 26s so it was clear that if conditions stayed like this, then Alen was going to walk away into an easy lead. Rohrl had a puncture on Arganil and dropped four minutes but then at the service point afterwards he could not get his car to start because of some electrical failure. This was not easily traced and he was out of time arriving at the next control. The Munoz Seat was also out with a broken gear selector which left just Canelas to fly the Spanish flag as Bagration was taking it very easy over the rough with his Stratos.

At Viseu the dust was even worse and Mikkola lost another minute to Alen while Lezama made third fastest time with the Escort. On the longer Sul stage things were even worse with the dust hanging in layers that made seeing the road almost impossible. Warmbold had to stop at one point when he couldn't see the road and then had a small off at another place where he tried to motor on through a thick patch. Fortunately he only broke a spotlamp mounting but it decided him to try and fall back more than the regulation two minutes and he managed this for the Freita test where he promptly set fastest time. Alen was taking anything to a minute or 30 seconds a stage off Mikkola and now the BMW was closing for second place, so that the position when they got into the rest halt in Espinho was Alen leading Mikkola by almost four minutes while Warmbold was only 50 seconds behind him. Andersson, after the most prodigious drive with the 1600cc Toyota, was fourth a minute and 40 seconds behind the BMW and a similar distance ahead of Aaltonen's Opel. In the rest of the field, Schirnhofer had rolled trying to miss a spectator's car manoeuvring in the middle of the Sul test and then dropped out as a result of the damage, while Bagration had had his Stratos engine blow up after it had swallowed too much dust. Laurent had problems with his Citroen electrics but had fixed them and was now motoring to try and catch Romaozinho in the sister car.

Due to the one hour delay at Lousa, the drivers got less sleep than had been intended but there was still about six and a half hours before the restart on Saturday afternoon. The first stage was Fafe where an incredible number of spectators turned up, with most of them coming out from Porto or Vila Real to make a day of watching the rally. The cars were now running at three minute intervals and in the daytime with a little breeze this was much better. The Mikkola-Alen battle was immediately joined with only seconds separating the two cars on the first two tests. Then came the dreaded Senhora da Graca where Alen obviously decided to take it a bit more carefully. Fastest car was Aaltonen's Opel which was making a showing for Andersson's fourth place which turned out to be third place halfway through the test when Warmbold's BMW stopped with a broken drive shaft coupling. The break occurred at the inner constant velocity joint which never normally gives any trouble and in any case, will normally give some warning of its imminent failure. In this, it just quietly failed and that was the end of its rally. Andersson now inherited third place and a nice little six minute gap which he used to good advantage, setting fastest time on Marao and starting to press Mikkola for second place.

Aaltonen was forced to slacken his pace as he was experiencing problems with his clutch which would not disengage, so he was changing gear without it, and this was later to have a deleterious effect on his gear selectors. The Opel mechanics made an effort to solve the problem before Marao but it just cost him a minute's road penalty. On Freita, Alen was again fastest with Mikkola making the most of all the uphill work to claim a few seconds back from Andersson, but the Toyota was fastest again on Sul where it flew over the rough in a way that the Fiats could not or would not emulate. Alen had his only real moment of the whole rally on Sul when he went off and hit his front left suspension in such a way that it had to be changed after the test and he was lucky not to have done more damage. Andersson was again fastest on the next stage so that in two tests he took 45 seconds off Mikkola and could feel that he was getting within striking distance as he was only two and a half minutes behind the Fiat. However, Mikkola then managed to drop back another two minutes from Alen on the road thus reducing considerably the dust in which he was having to drive and from then on kept pace with the Toyota, though in his struggle to catch the Fiat, Andersson set fastest time on the last three stages including Arganil.

Canelas was in problems with his Seat and stopped in Vila Real to weld the rear suspension, but then in the very next test the front strut collapsed and he was forced to retire. Many of the cars were beginning to look considerably second-hand and Mehta's Datsun was limping with a cracked rear crossmember with which it just managed to get back to the finish in Estoril. The Lezama Escort had already had a crushing experience with a wall on the left rear wing and now the exuberant Spaniards inverted it at the fire-station crossroads in Arganil and lost their seventh place, staggering into the finish with a very tatty and crippled Escort. Even with the finish of the last stage the dramas were not over for Ove Andersson lost a wheel on the run back to Estoril when a drive shaft broke, but fortunately he had all three of the Toyota service cars running behind him on the road at the time so that it was not long before he was on his way again.

For the crowd gathered at the Autodrome there was not only the usual spectacle of arriving rally cars and sprays of champagne but a high speed driving test which had its own prize list and no part in the rally. Rohrl with his Ascona on racers came out of retirement to set fastest time and win the prize, while Alen was second in a smoking demonstration of skill on MS 35 tyres and Bjorn Waldegaard took over Andersson's rally car to take third for Toyota.

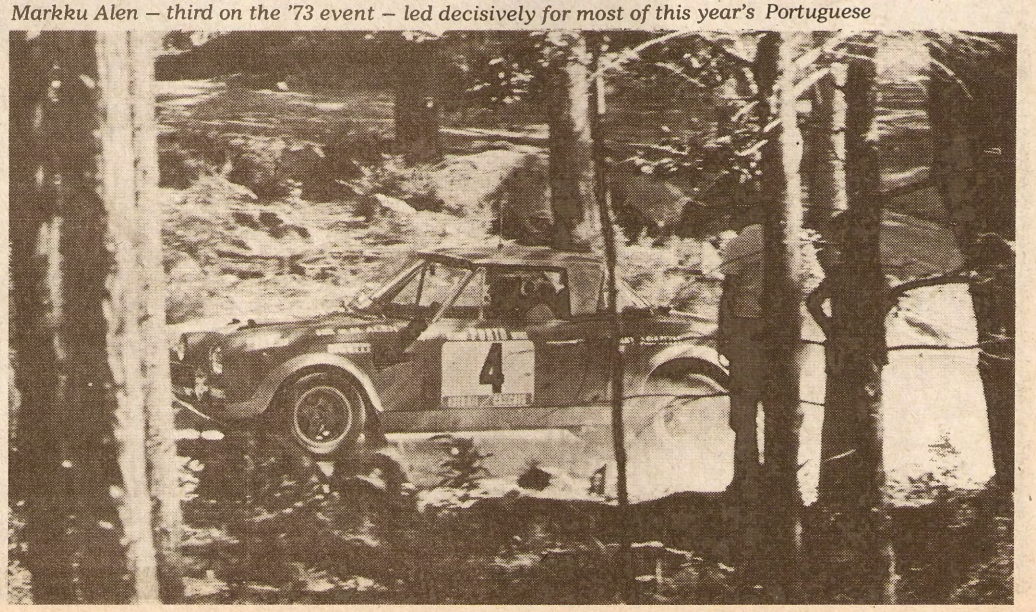
The rally had been a deserved triumph for the well organised Fiat team and a feather in the cap for young Mr Alen who has been so near to a big win for so long. It was also a triumph for Cesar Torres against pessimism and politics and one hopes that whatever regime finally surfaces in Portugal, there will be room in its plans for a 1976 Rally of Portugal.

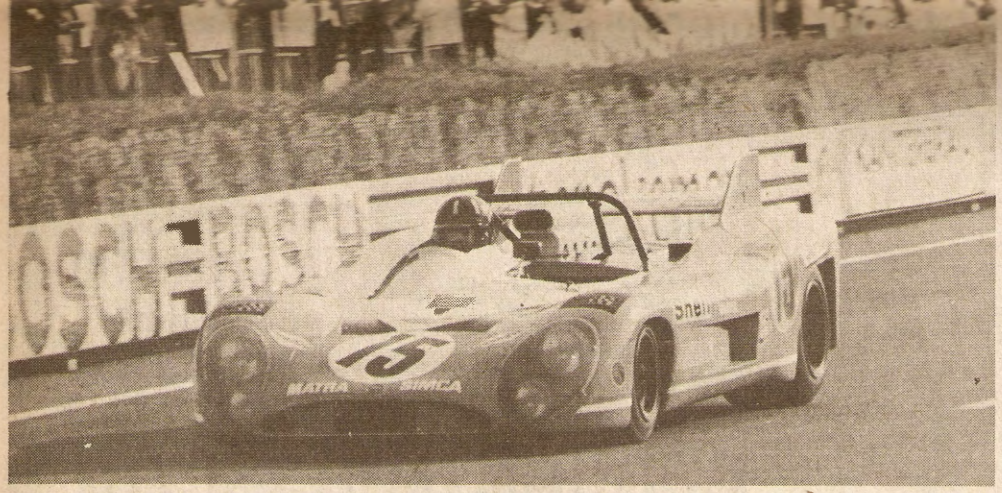
1975 Rallye de Portugal

1, M. Alen/I. Kivimaki (Fiat 124 Abarth Spyder) 6hr 24m 15s; 2, H. Mikkola/J. Todt (Fiat 124 Abarth Spyder) 6hr 26m 58s; 3, O. Andersson/A. Hertz (Toyota Corolla Levin) 6hr 29m 29s; 4, R. Aaltonen/C. Billstam (Opel Ascona 1.9) 6h 35m 31s; 5, P. Cortes/T. Gomes (Datsun 260Z) 6hr 45m 07s; 6, M. Figueiredo/C. Barata (Datsun 240Z) 6hr 53m 47s; 7, S. Mehta/Miss Y. Pratt (Datsun Violet) 7hr 10m 30s; 8, F. Romaozinho/J. Bernardo (Citroen GS) 7hr 10m 51s; 9, F. Lezama/J. Arnaix (Ford Escort RS 1600) 7hr 24m 53s; 10 J. Megre/R. De Magalhaes (Datsun 260Z) 7hr 38m 49s.

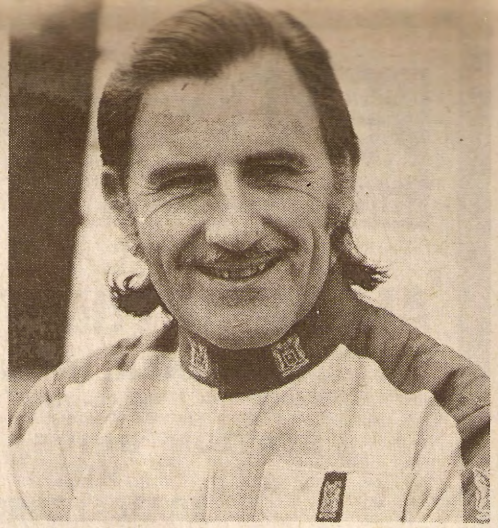
Group 1: J. Ortigao/P. D'Abreu (Mazda 818) (11th overall) 7hr 47m 33s.

Markku Alen – third on the '73 event – led decisively for most of this year's Portuguese





Hill on his way to his last major victory in the Matra at Le Mans in 1972.



Graham Hill retires

Last Friday, soon after the final qualifying session for the John Player Grand Prix, Graham Hill announced his retirement as a Grand Prix driver. In accordance with Graham's wishes, it was strictly an informal occasion, with no pomp or ceremony; simply a gathering of the world's motor racing journalists to hear a great driver officially bring his career to a close.

Most of those present, of course, had more than a shrewd suspicion of the reason for the press conference. Rumours have been rife for months, even years, that Graham's retirement was imminent. But five months have passed since his last Grand Prix drive, and his very obvious enjoyment of the role of team manager had led many people to suppose that he would not race a Formula 1 car again. That supposition is now fact.

The decision, Graham told us, was taken in the bath! It was the day before the Belgian Grand Prix, and Tony Brise had shaken the establishment to the core. He had never driven the Embassy Hill before, nor raced at Zolder, yet had qualified seventh, ahead of the likes of Fittipaldi, Scheckter and Hunt. There and then, Hill made up his mind: in future, he would devote all his time and energy to managing the team.

It is now three years since Graham Hill the racing driver was in the headlines. That superb win at La Mans (with Pescarolo in the Matra MS670) rounded off his career perfectly. There was really nothing left for him to win. Twice World Champion, the only Englishman ever to win at Indianapolis, winner of the Le Mans 24 Hours. Where do you go from there? Repetition of those facts seems trite, but you cannot take it away from the man. He's done it all.

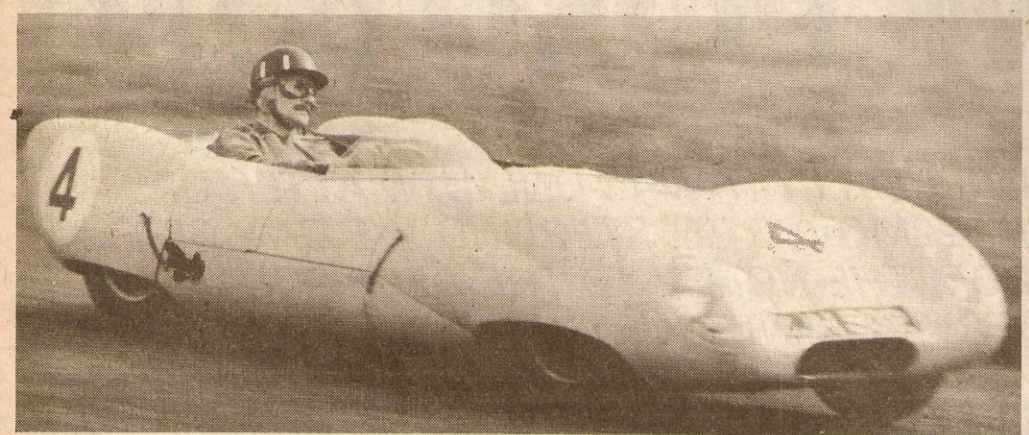
"Which was your greatest drive?" somebody asked, and Hill replied that he thought his most satisfying races were the German Grand Prix in 1962 and the Monaco Grand Prix of 1965. At the Ring, he took the BRM off into an immediate lead, tailed by John Surtees' Lola and Dan Gurney's Porsche. It was a foul day, with torrential rain and zero visibility, and those three cars circulated for almost three hours, with never more than five seconds covering the lot of them. With that sort of pressure on him, a mistake by the leader would have been so easy, but it never came. Hill won the race and was set fair for his first World Championship. Most people would probably single out Monaco '65 as Graham's day of days, however. From the pole, he led the first 24 laps before being forced down the escape road at the chicane by a backmarker. The BRM's engine stalled, but Hill jumped out, pushed the car back up the road, leaped in again and rejoined the race, now far behind in fifth place. At the front, Lorenzo Bandini and John Surtees had their Ferraris in what seemed to be an impregnable position. But Graham was now at his brilliant best, repeatedly breaking the lap record and carving through the field. Just after half-distance, he took Surtees for second place and now only Bandini was ahead. The Italian was driving as hard as he knew, but there was no way to stop Hill that day, and the BRM was back in the lead with 33 laps to run. For the record, Graham passed the Ferrari going into Station Hairpin. Those of you who have seen that corner might like to think about that . . .

That victory was Hill's third on-the-trot at Monte Carlo, and he was to add two more, in 1968 and 1969. The sheer statistics of the man's career are amazing. His first Grand Prix drive came at Monaco in 1958 at the wheel of a Lotus 16, (it was also the first Grand Prix for Lotus, incidentally!), and the Brazilian Grand Prix last February was his 176th! He has started from the front row 43 times, from the pole 13; he has finished in the first three on 36 occasions, including 14 wins.

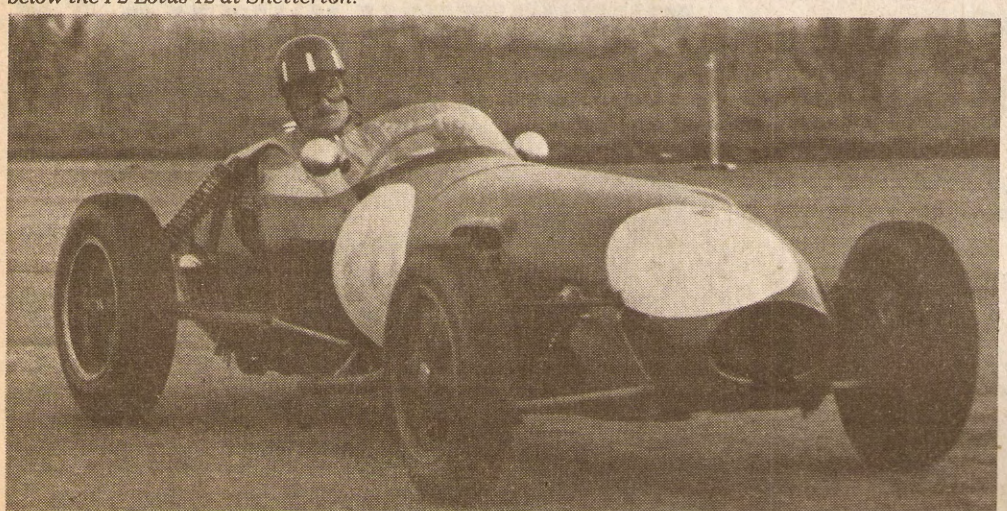
When Graham broke his legs in that terrible accident at Watkins Glen in 1969, it was the wish and hope of many people that he would retire then. But Hill has always been his own man: for one thing, he was not ready to retire, and for another, he needed a goal to get himself better quickly. That goal was the South African Grand Prix of 1970 and, true to form, he made it. More than that, he brought Rob Walker's Lotus 49 home in sixth place. "It was," he said last Friday, "some reward for all the hours I'd spent on that bloody bicycle!"

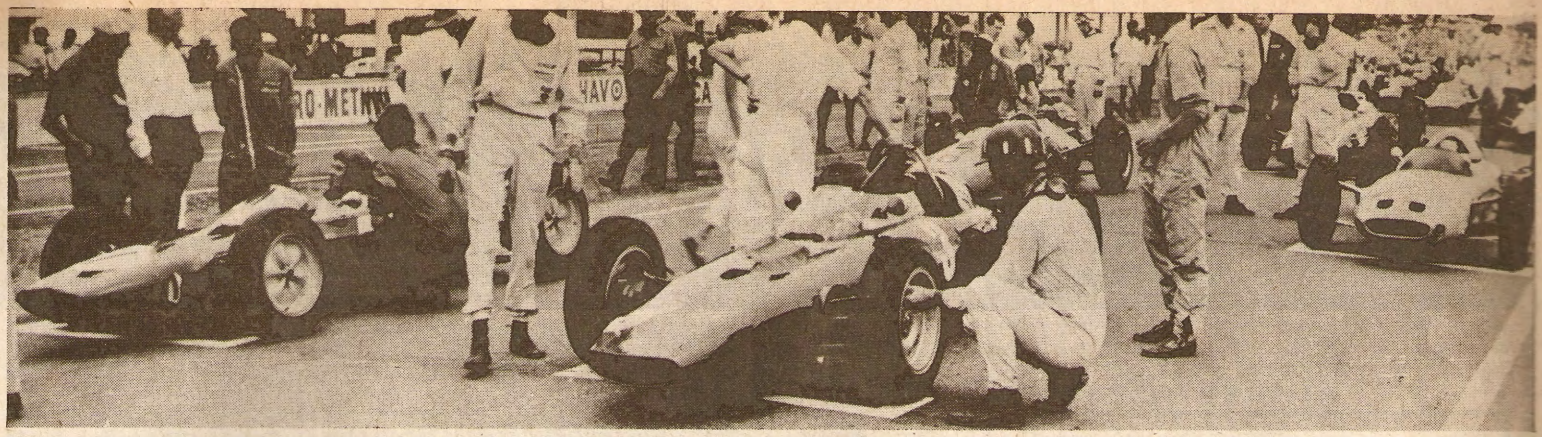
So now a great career is over, and another has only just started. For Graham Hill's future clearly lies within motor racing. In 1969, he was awarded the OBE for "Services to Motor racing" and now, as a constructor, team manager and ambassador for the sport, he has an invaluable role to play. Because he is a household name, because of his frequent TV appearances on all kinds of programme, because of his sense of humour, he has brought motor racing to the attention of countless people to whom it previously meant nothing. His contribution has been prodigious, and will continue.

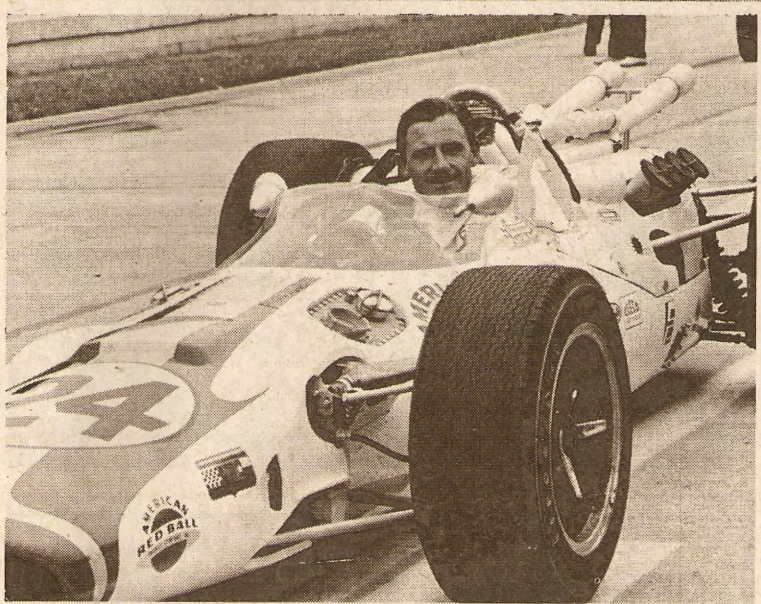
Three or four days before each European Grand Prix this year, Embassy Racing have had a telephone call from a man requesting information. "Is Graham Hill driving this weekend?" "No," they have told him each time, "he is running the team, but not driving." "I'm not going, then," says the man, "I've no interest in racing, except for Graham." This person is obviously an extreme case, but we suspect there are many for whom racing will never be quite the same again. The public's admiration and affection for Graham was never more clearly demonstrated than by the ovation he received when he drove the Embassy Hill round Silverstone last Saturday, shortly before the Grand Prix. Thank you Graham for giving us, and countless others, such pleasure over the years.

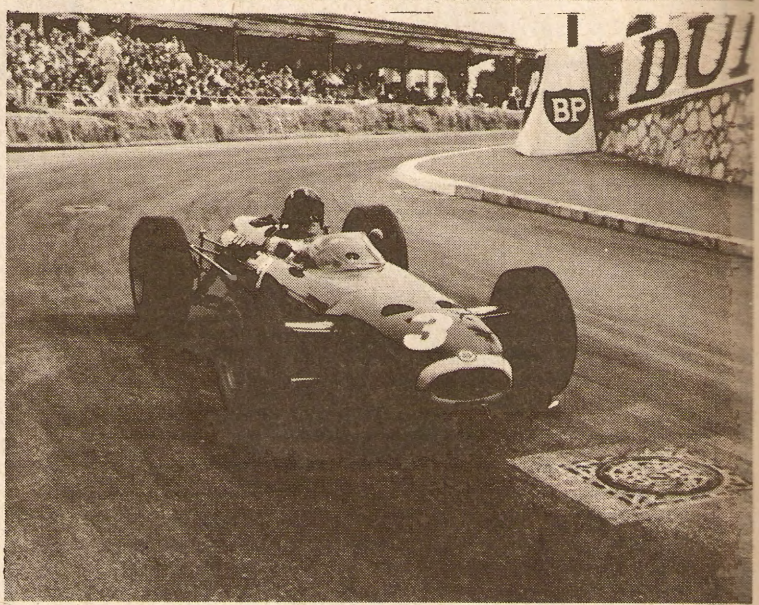


Early day as chief mechanic, test driver and race driver for Lotus. Above the Lotus XI at Oulton Park and below the F2 Lotus 12 at Snetterton.

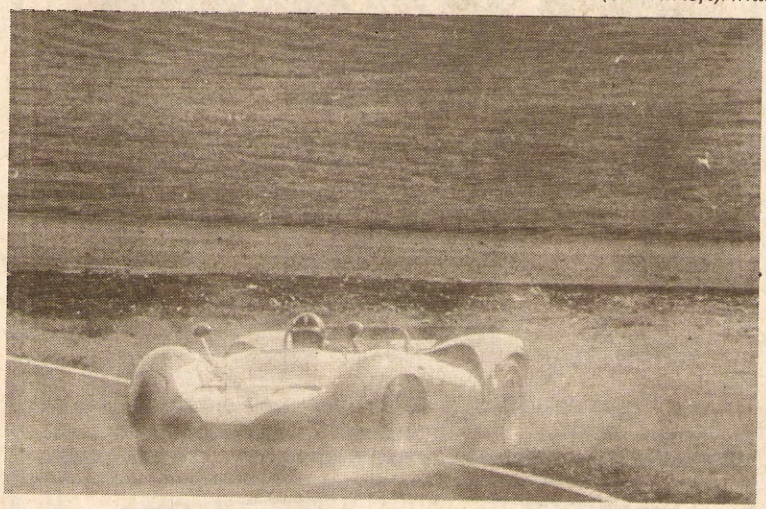


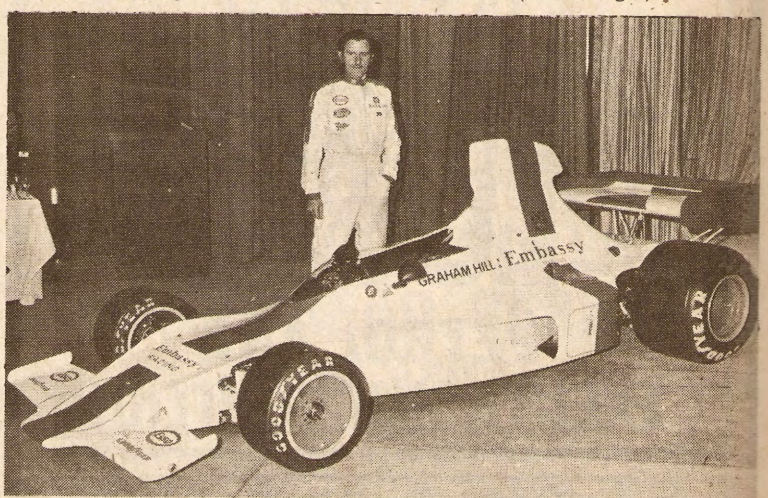


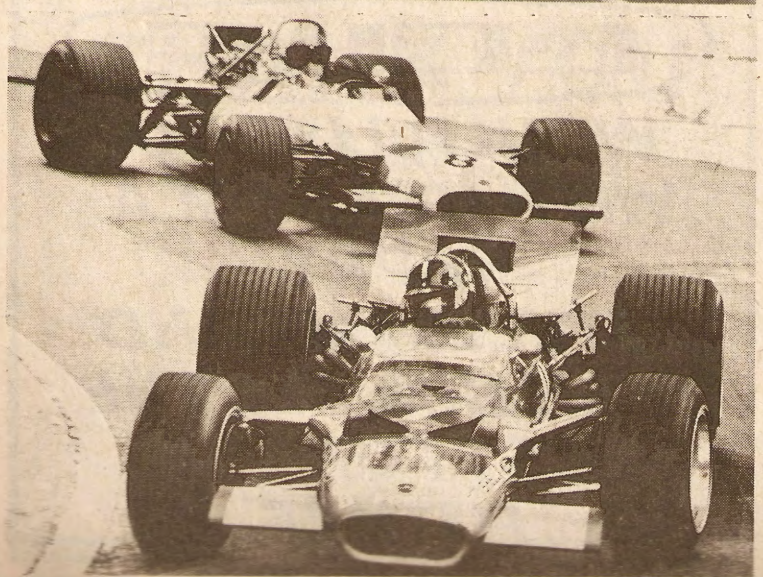


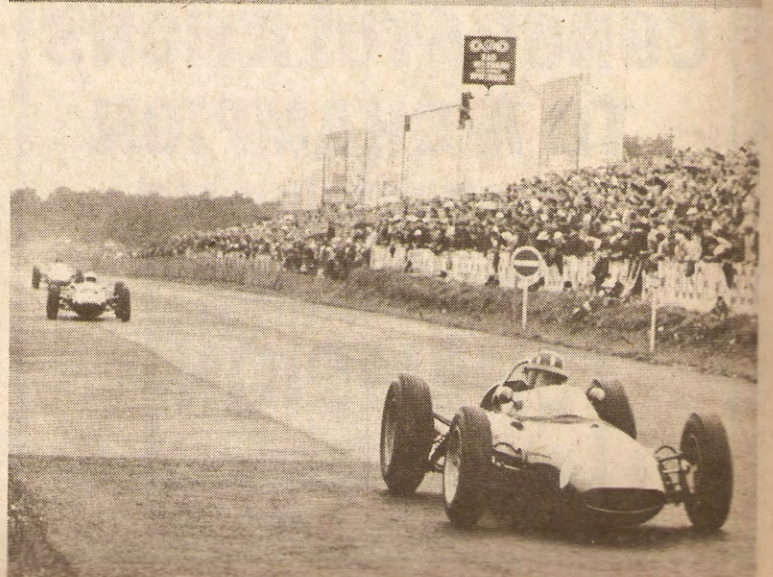


Prior to setting off for the race which won him his first world championship in 1962, Hill checks the tyres on his BRM P56 (top). His two most famous wins Indy in 1966 (above left) and Monaco in 1965 (above right). Overdoing it in a Surtees Lola T70 at Brands in 1966 (below left) and announcing his own team in 1973. (below right). Hill's fifth win at Monaco came in 1968 (bottom left), while his most satisfying race was the German GP in 1962 (bottom right).









Correspondence

The editor is not bound to agree with readers' opinions

Silverstone thanks . . .

On behalf of John Player and Sons and Silverstone Circuits Limited, the RAC, as organisers of the John Player Grand Prix, thank all of the 1,000 officials who stood through thick and thin for exceptionally long hours throughout the three days of the John Player Grand Prix.

The inclement weather and its effect on the programme of the meeting meant even longer hours than were scheduled and it was most encouraging to see the enthusiasm shown by all officials towards helping the meeting to a successful conclusion.

In the past three years we have been faced by the unusual and we are sincerely grateful for the exceptional way in which everyone has reacted on each occasion.

D. H. DELAMONT
(Clerk of the Course)

RAC MOTOR SPORT DIVISION,
LONDON, SW1.

. . . but some grouses

Three years in a row! Yet again we have experienced another 'happening' at the British round of the World Championship.

However, that is not the reason for my letter. I will risk the venom of those in control of Silverstone, by reckoning that they are 'conning' the general public by their multi-thousand pound pit complex and improved spectator facilities.

Pray tell me where were those expensive machines we paid to see at close quarters in the paddock? Answer — locked away in breeze-blocked garages, protected from view by trucks we see on the motorways and byways of England getting to the 'Home of British Motor Racing'. Ah, but I did catch sight of Emerson once. He was signing a quick autograph prior to dashing to the 'safety' of the Texaco caravan!

Where has the pits balcony gone? It used to be a great feature of Silverstone.

Once in the boon docks, the earth banks again provided poor viewing – has the Silverstone management ever been to see other sports that bend over backwards to ensure their *paying* spectators get *value* for their £3? As for the photographers getting in the way of our viewing as well, then can't the Silverstone management give them some decent vantage points that do not obstruct our line of vision? The stewards enclosure must have had the best view of the chicane but there was no attempt to control people obstructing the view again.

As for the abysmal presentation facilities at Silverstone perhaps they need to employ a good PR company to sort out this side of things. But surely, instead of doing it all on a truck, in front of one small part of the Grandstand area, why can't they take a leaf out of Brands Hatch's book and do it on top of the very end pit where there was a nice John Player logo to be seen by all – even all the hangers on that seem to get in the way constantly at presentations. By doing this, not only will a much larger proportion of the customers be able to see the winner, but they might also be able to see him uncluttered.

In the words of the song, all it needs is for Silverstone to "Keep the customer satisfied".

Meanwhile, roll on Donnington – I'll bet Tom Wheatcroft will get it all sorted.

M. HOWARD

HIGH SALVINGTON, SUSSEX

. . . and delays

Jackie Stewart, at the end of the Saturday evening TV broadcast described the British Grand Prix as a great day for spectators. I do not agree with him.

After ten years of visiting Grands Prix I have never had such a ghastly day. On approaching the circuit we were diverted on to the 'Brown' route, this being about four hours before the start of the start of the Grand Prix. Rather than a 'route' this turned out to be a circuitous trip round country lanes which three hours later brought us back on to the main route approximately two miles nearer the circuit.

In all, the 50-mile journey from our overnight stop took a total of six hours of which four and a half hours were spent within three miles of the circuit. We arrived after the start of the race and were unable to buy a programme and had to be content to stand at the back of the ten-deep crowd and catch the occasional glimpse of the cars. The public address system was drowned by the engine noise and whenever we could hear it it was in French. We finally left at 6pm and arrived home to hear JS make his comment.

No doubt plausable reasons both can and will be given for these delays and shortcomings but we do not care as we will not be going to Silverstone again in the future. Brands yes, but Silversone never, never again.

If you think that we are in isolation just see what size the crowd is if they hold the Grand Prix again at Silverstone in two years' time. People won't tolerate it twice.

T. W. T. GARDNER AND PARTY

CHATHAM, KENT.

Straightening facts

I do not wish to entertain through your magazine a correspondence with Chris Witty, but I cannot let go without protest his story which appeared in *Pit and Paddock* in the issue of June 26th. According to Chris, the decision to clip the wings of F1 cars was taken by a committee consisting of five men: Claude Le Guezec, Bernard Boyer, Georges Martin, Jean-Pierre Beltoise and myself (all ex-Matra men).

To put the matter right, this decision (which seems fortunately to have been rescinded) was taken by the Bureau of the CSI, after hearing from the meeting of the Technical sub-committee. In order to prepare this meeting of the technical sub-committee, I understand that the CSI's secretary did gather a meeting between himself, Paul Frère, George Martin and the Italian delegate Nosetto. It seems that both Bernard Boyer and Jean-Pierre Beltoise were also invited, but only in an advisory capacity, as neither belongs to the Technical sub-committee.

I cannot see how Chris can have associated my name with this most unfortunate meeting, when my opinion on this matter is quite known and appears regularly in *Sport-Auto*. It is a pity to mix such wrong facts with an otherwise excellent story. By the way, I have been elected onto the CSI Technical sub-committee, but my first appearance at a meeting shall not take place until September's Milan gathering. Until this moment, I do not consider myself responsible in any way with anything which comes from the CSI.

JABBY CROMBAC

PARIS

Bang and Olufsen and Team Surtees

We are writing to you on behalf of our clients, Bang & Olufsen NV.

We refer to the publication in your issue of June 5, 1975 of a press release from Team Surtees in which mention was made of the non-payment by our clients of sponsorship fees in respect of Team Surtees.

The sponsorship fees in question were to be paid under a contract relating to the 1974 racing season.

Bang & Olufsen NV wish to make it clear that there is a substantial dispute between them and Team Surtees concerning those sponsorship fees. In August 1974 Bang & Olufsen NV commenced an action in the High Court for damages for breaches of the sponsorship contract. Team Surtees Limited is one of the defendants in that action. Subsequently proceedings were brought against Bang & Olufsen NV for the recovery of sponsorship fees alleged to be payable under the 1974 sponsorship contract. Those proceedings are defended by Bang & Ooufsen NV on the ground of breaches of the sponsorship contract on the part of Team Surtees Limited and its Swiss associated company.

The sponsorship contract did not require Bang & Olufsen NV to sponsor Team Surtees, or to pay any sponsorship fees during any part of the current 1975 racing season. Accordingly Bang & Olufsen NV reject any suggestion that they are responsible for the financial difficulties referred to in the press release.

BEACHCROFT, HYMAN ISAACS
(Solicitors)

LONDON WC2.

Feathering flusters

AS an admirer of the F1CA, I was disappointed by the letters of Messrs Woodward, Beehl and Milzer in your issue of July 3.

Firstly, Mr Postlethwaite never said that a car would break up if it was slowed from 170 mph to 130 mph. He merely pointed out that if it was slowed to the latter speed it still possessed sufficient kinetic energy to destroy it if it hit a solid object. A simple, obvious and sensible point but apparently too much for Mr Woodward to understand.

Secondly, Gordon Coppuck is right about accidents on the straight. All recent accidents involving dead spectators have occurred on the straight — Barcelona, Monza (1961) and Le Mans, not to mention the Swedish saloon car disaster. In addition a substantial proportion of drivers have been killed in mishaps on the straight — Rindt, McLaren and Siffert are three obvious examples. It is therefore unlikely that higher straight line speeds will make a significant contribution to safety.

Try as I will, I cannot see what point Mr Beehl is attempting to make. He seems unable to understand that modern cars run high downforce and relatively high drag. Information about drag which he gleaned eight years ago is not really very relevant. Remove the drag and the straight line speed will rise. The suggestion that lower exit speeds will counteract this is inaccurate. It is true only of straights so short that cars fail to reach a terminal velocity. On long straight, like the 'Ring, Zeltweg, Monza or the Glen, speeds would rise alarmingly.

Fortunately the CSI seem to have realised that there is no simple solution to the safety problem — certainly nothing as facile as removing wings and narrowing tyres. No doubt the F1CA will come up with something now that the CSI are, apparently, planning to work with them.

Although I sympathise with Mr Beehl's complaint about viewing conditions, I feel ready to accept some safety precautions in return for watching cars with extreme performance driven on the limit. I do not want to end up with a DFV on my lap. On the other hand I would not be prepared to pay to watch Formula Ford no matter how close I could sit. The people who dislike progress and long for the good old days should stick to the vintage car meetings.

Finally, Mr Milzer. Of course the constructors want money. It costs a lot to produce grids of cars which are not only the fastest in the world but also lapping within a second or two of each other. If the constructors were charging too much, one or two countries would abandon their GP, particularly those outside Europe which have to pay vast transport costs on top of the prize fund. But none has. On the contrary, the list of GPs grows each year. If the World Championship of Makes, the European 2-litre Championship, the European Touring Car Championship, the Interserie, Formula 5000 etc, etc had the F1CA managing them, they might still be in a healthy state.

I. M. LE GRAND-POULET

LE CASTELLET, FRANCE.

Lola thanks

Through the good service of your correspondence columns, we would like to thank the many hundreds of people customers, suppliers, drivers, entrants, the press, competitors and "the trade" – who have kindly congratulated us on the production of 1000 racing cars.

We are trying to acknowledge each and every one of these communications but it proves difficult at this very busy time of year.

Although everyone has contributed in various ways, we feel we should highlight some old friends who have been with us from the early days. To these we offer our special thanks, Cazaly Mills & Co, Cosworth Engineering Ltd, Hewland Engineering Ltd, and Specialised Mouldings Ltd.

Our agents have backed us superbly over the years and none better than our friend Carl Haas in Chicago, who must take the credit for selling more than half of our 1000 racing cars.

THE DIRECTORS AND STAFF

LOLA CARS LIMITED
HUNTINGDON, HUNTS

by John Bolster



The 1600 Sport – Mexico replacement – shares the new body shell and offers greater visibility and comfort.

An all-round improved "Mexico"

Having tried all the various versions of the new Ford Escort in the Algarve, I have now lived with the 1600 Sport for a week in England. In the Escort range of some 22 models, the 1100 is the economy or fleet car, the 1300, in standard or GT form, is perhaps the best all-rounder, and the 1600 Sport is directed towards the more performance-conscious driver, having greater power and more sporting handling at the expense of a harder ride.

In effect, the car replaces the Mexico, which was tremendous fun when regarded as a competition-type car but not really acceptable for everyday motoring. The Ford engineers have done an immense amount of work on the body booming problem and the suspension, though harder than that of the other Escorts, does not have the spine-jarring firmness of the Mexico. It shares the new body shell, having a greater window area and hence a better all-round view for the driver, with the less powerful models. The headlights are reinforced with a pair of spotlights, which considerably improve the spread of light but are likely to suffer in any minor contretemps.

As in the earlier Escorts, the design is completely conventional, with MacPherson front suspension and a live axle behind. The new Ford single-rail gearbox is used and the engine has the same bore as the 1300, with a crankshaft having a longer throat. Fords' own automatic transmission may be specified, but the test car had the excellent manual box.

The front seats are comfortable and give good lateral location. Though the Escort is a small car, the rear passengers have more knee and head room than would be expected. The driving position is excellent, unless one is very tall, the controls being well placed, and the pedals invite heel-and-toe. The stalks under the steering wheel seem to differ from those of other cars — at first I tended to wipe the screen when I wished to signal a turn. However, I soon got things sorted out. The instruments are well placed and easily read. The interior of the test car was neatly trimmed in black, with an off-white roof that would not show the dirt. The interior door cappings repeated the external paint colour, but I would prefer a wooden or fabric covering, if it were my car, the brilliant red looking odd inside.

The engine starts at once on the automatic choke and does not tend to race or stall while warming up. In contrast, it idles rather unevenly, which can become irksome at the traffic lights. Once on the move, its behaviour is impeccable, and its low speed torque is excellent, which encourages top-gear driving in the interest of fuel economy. Its manners are far better than those of previous Ford engines, during the relatively low speed driving which we are forced to endure. After a long period of pottering, the first speed burst may reveal a tendency to misfire at around 6000 rpm, but the engine soon clears itself.

The maximum speed is almost exactly 100 mph, which is highly satisfactory. Though the gear ratios are not particularly close, the engine's capacity for high revs allows 60 and 80 mph to be exceeded on second and third gears respectively. The car feels very lively and the acceleration figures, aided by the quick gearchange, are excellent.

Though the engine has what one might call an efficient sound, it is not objectionally noisy, even when quite hard pressed. The reduction in booming of the body panels is remarkable and though there is still an incipient boom period as one passes through the 3000 rpm band on the over-run, the painful booming at high cruising speeds has been eliminated. Road and wind noises have also been greatly reduced; the Escort is still not the most silent of cars but the greater refinement is very impressive, nevertheless.

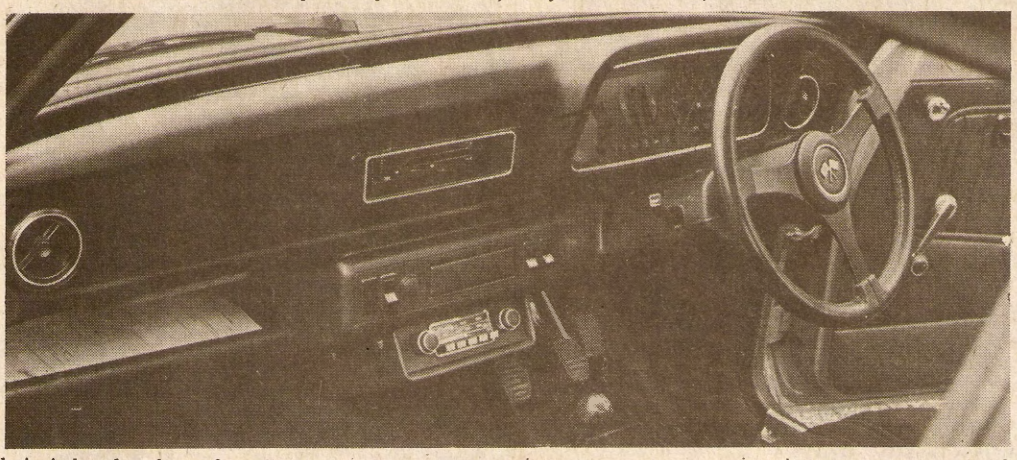
Perhaps the car does not feel quite such a racer as the Mexico did, but it certainly has improved stability in a side wind. If very sharp corners are taken with a lot of power on, the inside rear wheel tends to spin rather easily. Though this would be a nuisance on a competition car, it is of little consequence for normal road driving. The one exception is the ascent of mountain passes with

The Sport can be identified from behind only by its matt-black bumpers and over-riders.





Particular attention has been paid to prevention of body-boom. Below: functional dashboard.

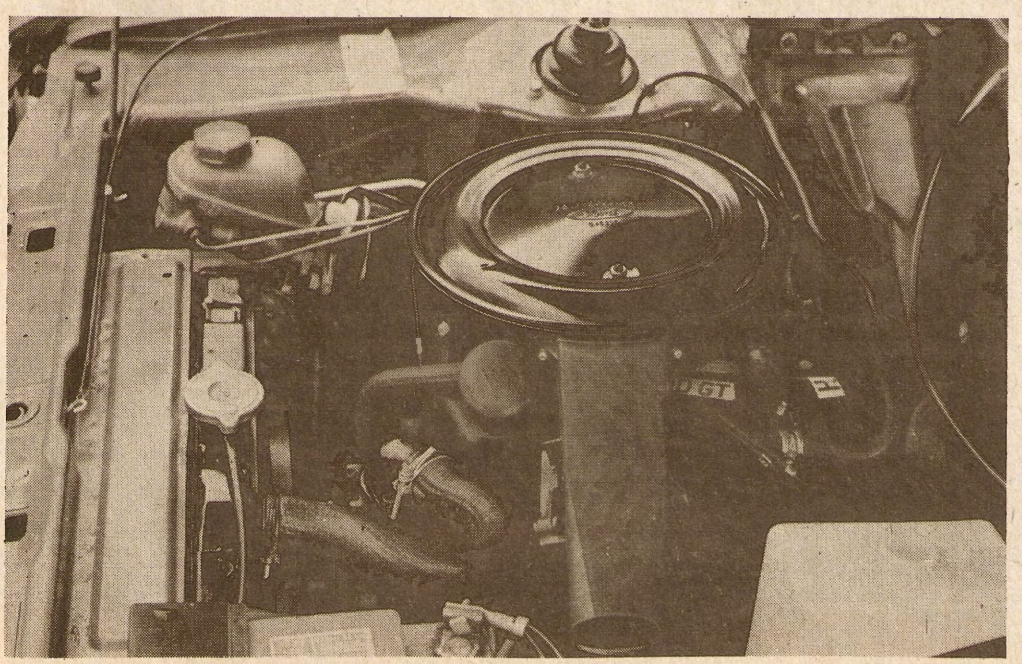


hairpin bends, when a fast climb might be spoilt by wheelspin. I drove the car flat out up a straight but bumpy hill and though the back axle appeared to be bouncing a good deal, the traction was surprisingly good. In general, the handling inspires confidence and the cornering power is quite high.

The ride is still fairly hard — the Sport has an extra spring leaf compared with other Escorts — but the car levels-out nicely on fast roads. On country lanes, the occupants are shaken about a good deal, and over really bad surfaces one just has to grin and bear it, but at least it is a plain up-and-down movement without pitching. On the better British roads, the ride is quite comfortable though not luxurious.

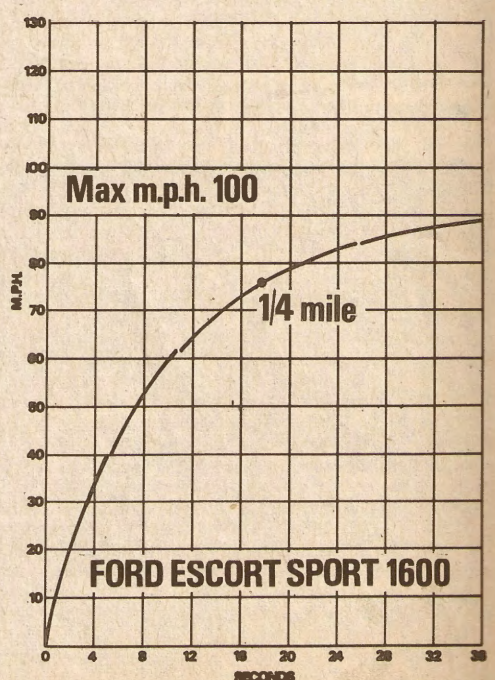
As regards fuel economy, the 1600 Sport is well up to the average in its class. The man who doesn't really hurry should safely attain 30 mpg or a little more. Even the driver who risks a bit of 100 mph motoring occasionally should achieve 27 mpg or so. The car seems well engineered, the only faults on the test vehicle being a door that had to be slammed really hard and a piece of bright metal decoration that peeled off the rain gutter and made an alarming noise. The latest Escort, in 1600 Sport form, is an economical small car of remarkably high performance.

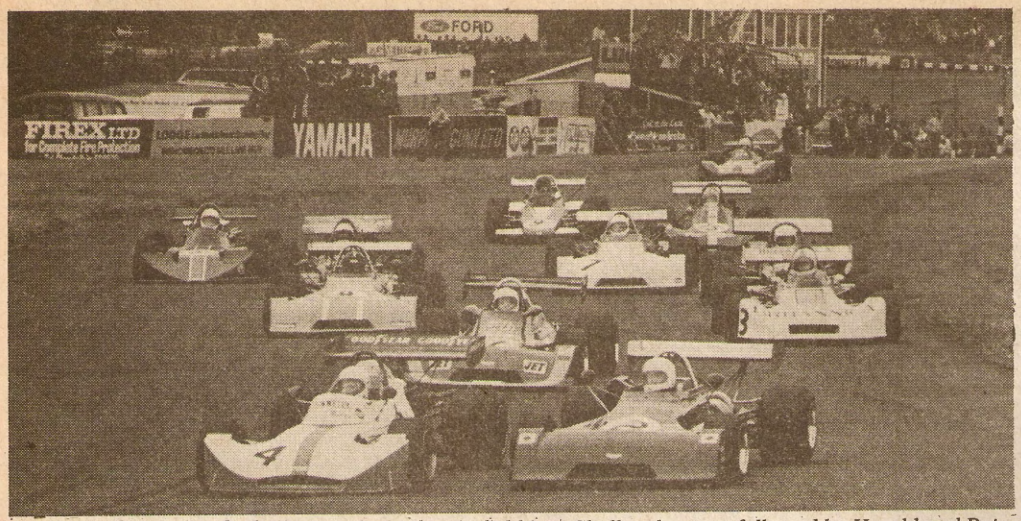
Latest versions of the 1.6 Kent series engine show impeccable behaviour.



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Ford Escort 1600 Sport 2-door saloon, price £1,860 including car tax and VAT.
Engine: Four-cylinder 80.98 x 77.62mm (1598cc). Compression ratio 9 to 1. 84 bhp DIN at 5500 rpm. Pushrod-operated overhead-valves. Weber twin-choke downdraught carburetter.
Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios 1,0, 1.418, 1.995, and 3.337 to 1. Hypoid rear axle, ratio 3.54 to 1.
Chassis: Combined steel body and chassis. MacPherson independent front suspension. Rack and pinion steering. Liye rear axle on semi-elliptic springs. Anti-roll bars front and rear. Servo-assisted dual-circuit disc/drum brakes. Pressed-steel sport wheels fitted 175/70SR-13 tyres.
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Water temperature and fuel gauges. Heating, demisting, and ventilation system with heated rear window. Flashing direction indicators with hazard warning. Reversing lights. Cigar lighter.
Dimensions: Wheelbase 7ft 10.5ins. Track 4ft 2ins/4ft 3ins. Overall length 13ft 0.5in. Width 5ft 0.5in. Weight 1987lbs.
Performance: Maximum speed 100 mph. Speeds in gears: Third 85 mph, second 62 mph, first 40 mph. Standing quarter-mile 17.8s. Acceleration: 0-30 mph 3.4s, 0-50 mph 7.5s, 0.-60 mph 10.2s, 0-80 mph 21.0s, 0-90 mph 37.5s.
Fuel consumption: 27 to 32 mpg.





Des Donnelly just heads the impressive Atlantic field into Shell on lap one, followed by Harold and Patsy McGarrity in their Chevrons.

MONDELLO PARK

Daly resurfaces

Derek Daly was tired of scratching around with an uncompetitive Lotus 61M in Formula Ford last season, although he did have one memorable win in the wet at Mondello; but at the end of the season he packed it in to go coal mining, of all things, in Australia, along with another Formula Ford dicer David Kennedy. The object was to raise enough money to buy himself a decent car for this year. At the Mondello meeting a month ago he blew the Formula Ford final, which he had led for 18 out of the 20 laps, ending upside down with his Crossle 25F badly bent. On Sunday, July 13, Daly was back in Formula Ford with a new Crossle 30F and he showed his real class by dominating his heat and the final. Such determination and enthusiasm seldom comes higher.

Formula Atlantic got all the prize money at this Leinster MC's Semperit Tyres-sponsored meeting and Patsy McGarrity scored his fifth Mondello win of the year with his Jet/Duckhams Chevron B29, taking the lead from Des Donnelly at Shell on lap 7; and when brother Harold, in Patsy's Chevron B25/7, tried to follow through to snatch second he tangled with Donnelly's March 73B and both spun out of contention! Six English drivers were a welcome addition to the Super Sports grid, and victory went to Creighton Brown in his Camborough Pigs Mallock U2 Mk.17, with the English driver sharing a new class record of 58s with second man Derek Shortall in his Vista Gryphon C4A.

With Formula Ford entries on the up and up, it is now necessary to run off two heats and a final at Mondello. The first heat was a piece of cake for Bernard Devaney in one of the Mondello School Hawke DL12D, with Harry Acheson in his Crossle 30F pushing Trevor Templeton (Lotus 69F) to within 0.4s, well ahead of George Russell (Van Diemen) and Michael Roe (Crossle 25F). Heat 2 easily went to Derek Daly, having his first outing in his new Crossle 30F, leaving John Murphy to take the second Mondello Hawke into second place with Garry Gibson third in his new 30F.

John Gale's modsports win over Arnie Black, both driving Aldon-equipped 1.3 MG Midgets, sees Gale well on his way to his second Duckhams Modsports Championship title. Big saloons amounted to just two in numbers in the combined special saloon race, easily won by Mattie McNamara in the Churchmans Super Size 2-litre Ford Escort-FVC, with Rosemary Smith happy to finish second in the over 1350 cc class and claim Duckhams Championship and Sexton Trophy points in a BMW 2002Tii sportingly lent by Dermot Faulkner, although "Rosebud" was two laps down in this Group 1 car. The Mini class as usual went to Stee Griffin in the Rolo-sponsored car, and Brendan O'Mahoney was caught out at the finish and dropped a lap in his Mini to finish only fourth in his class!

Derek Shorthall in the Vista Gryphon ran Creighton Brown a close race in the Super Sports event, but the Mallock U2 was 1.2 seconds in front at the flag, pulling that bit extra away from Shortall in the last few laps, with both cutting 0.4 s of Shortall's record to lower the lap time to an even 58s. Initially there was a good dice for third featuring John Keaney in the Steering Wheel Pub Gryphon C734 and the Mallock U2 pair of Frank Sytner and Steve Russell, with Keaney and Russell breaking away from Sytner, who dropped out on lap 10. Russell spun at Dunlop with only two laps to go and Keaney finished a lonely third, unchallenged by Richie Heeley out again in his Gryphon C73-4, looking unfamiliar in its new black livery. Ruari Gilles took fifth spot in his Gryphon, with Russell eventually coming in sixth in front of the Gryphons of Sid Marler and Richie Conroy. Lap 10 was the exit of Mike Martin (Sizzler Mk2), John Davies retired the sick Gryphon on lap 9 with a blown engine and David Manley dropped out early with his rebuilt Mallock U2 Mk17 which suffered from lack of traction and consequently bad handling.

Group 1 saloon racing is looking up, but Robert Ward's Triumph Dolomite Sprint is just too quick for the pretty evenly matched foursome of Plum Tyndall (Vauxhall Magnum Coupe), Larry Mooney in the Grange Motors Audo 80GT, the spectacular Dingos Jeans Ford Capri 3000 of Joe Fitzgibbon and Frank O'Rorke's Opel Ascona 1900, who finished in that order behind the flying Dolly Sprint. Mooney held off Tyndall's Onsala Magnum for four laps and the little 1.6 litre car was only 0.8 seconds behind the 2.3 litre one at the finish, and Joe Fitz as usual spent too much time travelling sideways and failed to make an impression on the Tyndall-Mooney dice.

Des Donnelly was first into Shell in the Formula Atlantic race, and behind the little March 73B were the three Chevrons of Patsy McGarrity, Harold McGarrity and John Pollock, with Ken Fildes going better than usual in the Encyclopaedia Brittanica Lotus 69. On lap 7 Patsy managed to find a gap to take the lead from Donnelly on the inside of Shell, Harold tried to make it a McGarrity 1-2 by forcing his way past Donnelly on the inside, but this dangerous manoeuvre predictably ended with Harold slamming his Chevron B25/7 into the March and sending the two cars spinning onto the grass on the inside. A furious Donnelly was quick to rejoin the race from which he had been well in contention, to now attempt the impossible task of getting back onto the leaderboard, and Harold McGarrity took longer to get going as the shattered nose-cone had to be removed. Light rain fell at the half-way mark, but blew away quickly without altering the status quo. On the last lap Fildes equalled apatsy McGarrity's best lap of 56.8 seconds, which the winner had set on lap 8, and came within 0.4s of John Pollock's Chevron B25 to almost snatch a dramatic second spot in the old Lotus 69. Donnelly's determination took him into fourth place, Harold McGarrity was eventually fifth, beating Bill Gowdy in the ex-Alan Jones March 74B; and newcomer Don Murray in the ex-Luke Duffy/Ken Fildes Crossle 22F was only 0.6s down on the experienced veteran Walter Kinnear (Lotus 69).

The Formula Ford final was the absolute property of Derek Daly, whose Crossle 30F was given hard but vain chase by the Mondello School Hawkes of Bernard Devaney and John Murphy. Crawford Harkness in the Van Diemen, Harry Acheson and Garry Gibson in 30Fs and Trevor Templeton in his Lotus 69F were engaged in a close carve up until Gibson took off Templeton at Shell on lap 11, causing his own immediate retirement and relegating Templeton to the tail end of the field. Danny Daly in his Lotus 69F was hotly chased by George Russell's Van Diemen; Michael Roe disappeared with his 25F on lap 14, and on the last lap Devaney had a spin which lost him second place to Murphy, and Harkness won his duel with Acheson.

BRIAN FOLEY

The Modsport Midget dice for the lead is headed by John Gale, with Arnie Black and Ed Mahon behind.



Formula Ford, Heat 1 (10 laps): 1, Bernard Devaney (Hawke DL12), 10m 46.8s, 69.02 mph; 2, Trevor Templeton (Lotus 69F), 10m 55.0s; 3, Harry Acheson (Crossle 30F), 10m 55.4s. **Fastest lap:** Devaney, 1m 3.6s, 70.19 mph. **Heat 2** (10 laps): 1, Derek Daly (Crossle 30F), 10m 48.4s, 68.85 mph; 2, John Murphy (Hawke DL12), 11m 00.4s; 3, Garry Gibson (Crossle 30F), 11m 02.8s. **Fastest lap:** Daly, 1m 3.6s, 68.85 mph.

Special Saloons (20 laps): 1, Mattie McNamara (2.0 Ford Escort-FVC), 10m 57.0s, 67.95 mph; 2, Stee Griffin (1.3 Mini), 11m 45.2s; 3, Seamus O'Connor (1.3 Mini), 11m 49.6s; 4, Fintan Cunningham (1.3 Mini) 11m 59.0s; 5, Brendan O'Mahony (1.3 Mini), 9 laps; 6, Cyril McCabe (1.3 Mini), 9 laps. **Fastest lap:** McNamara, 1m 4.6s, 69.10 mph. **Class winners:** McNamara and Griffin.

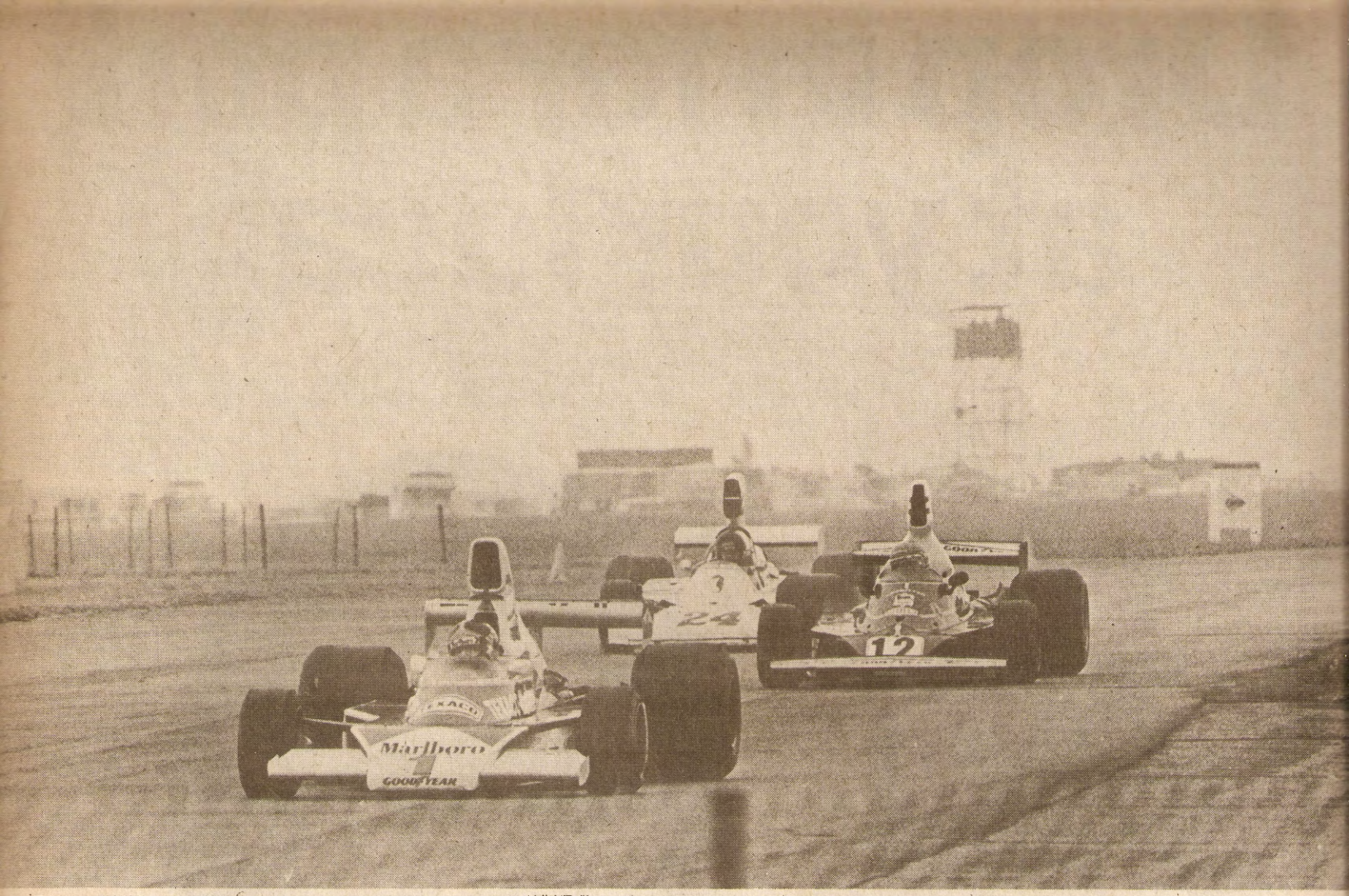
Modsports 1350 cc (10 laps): 1 John Gale (MG Midget), 11m 29s, 64.79 mph; 2, Arnie Black (MG Midget), 11m 29.6s; 3, Ed Mahon (MG Midget), 11m 47.0s; 4, Morgan Dempsey (MG Midget), 12m 09.2s; 5, Alan Moon (MG Midget), 12m 09.6s; 6, Mick Fitzsimons (Triumph Spitfire), 12m 12.8s. **Fastest lap:** Black & Dempsey, 1m 7.8s, 65.84 mph.

Super Sports (15 laps): 1, Creighton Brown (Mallock U2 Mk17), 14m 44.0s, 75.75 mph; 2, Derek Shortall (Gryphon C4A), 14m 45.2s; 3, John Keaney (Gryphon C73-4), 14m 58.2s; 4, Richie Heeley (Gryphon C73-/4), 15m 17.4s; 5, Ruari Gillies (Gryphon C4A), 15m 20.0s; 6, Steve Russell (Mallock U2 Mk15), 15m 31.6s. **Fastest lap:** Brown and Shortall, 50.0s, 76.97 **(record)**.

Group 1 Saloons (10 laps): 1, Robert Ward (Triumph Dolomite Sprint), 13m 03.2s, 57.00 mph. 2, Alan Tyndall (Vauxhall Magnum Coupe), 13m 07.4s; 3, Larry Mooney (Audi 80GT), 13m 08.2s; 4, Joe Fitzgibbon (Ford Capri 30000), 13m 10.8s; 5, Frank O'Rourke (Open Ascona 1900), 13m 16.2s; 6, Dermot Faulkner (BMW 2002 Tii), 13m 33.4s. **Fastest lap:** Ward, 1m 17.0s, 57.97 mph.

Formula Atlantic (20 laps): 1 , Patsy McGarrity (Chevron B29), 19m 31.4s, 76.22 mph; 2, John Pollock (Chevron B25), 19m 34.2s; 3, Ken Fildes (Lotus 69), 19m 346s; 4, Des Donnelly (March 73B), 19m 49.6s; 5, Harold McGarrity (Chevron B25/7), 20m 05.4s; 6, Bill Gowdy (March 74B), 20m 07.4s. **Fastest lap:** P McGarrity and Fildes, 56.8s, 78.59 mph.

Formula Ford Final (15 laps): 1, Derek Daly (Crossle 30F), 16m 06.2s, 69.30 mph; 2, John Murphy (Hawke DL12), 16m 19.8s; 3, Bernard Devaney (Hawke DL12), 16m 26.8s; 4, Crawford Harkness (Van Diemen), 16m 29.6s; 5, Harry Acheson (Crossle 30F), 16m 30.8s; 6, Danny Daly (Lotus 69F), 16m 45.2s. **Fastest lap:** Derek Daly, 1m 3.4s, 70.41 mph.



Eventual race winner Fittipaldi heads Lauda's Ferrari and Hunt's Hesketh just as the first rain shower begins.

BRITISH GRAND PRIX/SILVERSTONE

Emerson walks it on water

By PETE LYONS **Photos by DAVID WINTER**

Race data by ALAN PHILLIPS

What grand value we always get from the John Player Grand Prix! Crashes, pit stops, lead changes, disaster, controversy — a splendid show, year after year!

This one had everything. Sixteen drivers crashed. Nineteen made pit stops. Seven different drivers changed the lead nine times. Multiple shunts at two different corners wrote off cars, caused injuries, and forced the race to be red flagged to a premature end. Then for hours there was dispute about who finished where.

It was all thanks to the English weather. From a dry start it began to rain after about 20 laps, stopped after about five laps, stayed dry for a further 25, then turned into a sudden new deluge. It was rain that caused most of the crashes, rain that caused most of the pit stops, rain that caused most of the lead changes, rain that stopped the event 11 laps early; in short it was thanks to the English summer rain that the British round of the World Championship will — once again — never be forgotten. Everyone will be chuckling over it for years.

And it was Emerson Fittipaldi who ran his Texaco-Marlboro McLaren through the whole incredible event without either sliding off the road or stopping in the pits until it was in fact officially over, who led the last 13 laps both dry and wet, and who by winning his second GP of the year hoisted himself up into second place in the suddenly revitalized Championship points struggle.

THE CHICANE

Just after half past eleven on Thursday Tom Pryce was officially the first driver to ever try out the new Woodcote Chicane. Half an hour before there had been rain, but now there was sun showing through broken cloud and a wind blowing from the southern end of the circuit had thoroughly dried the surface.

Right away it was obvious the new corner was going to be interesting. Niki Lauda came in too hot as early as his second lap and the Ferrari twitched viciously. Then Jean-Pierre Jarier, on his third or fourth lap, started pushing his UOP Shadow hard enough to produce snakey slides. Emerson Fittipaldi began hurling his Texaco Marlboro car through early as well, looking very crisp.

Forty-four minutes into the session Jacques Laffite executed the first official spin at the new chicane; the Ambrozium Williams got loose coming out and left black streaks across to the grandstand side of the exit, the right front corner of the nosepiece just lightly touching the first of the catch fences as the car stopped.

Six minutes later Jarier came down into the curving entry underneath Clay Regazzoni, who veered his Ferrari back out of the way with a startled jerk.

Two minutes after that Vittorio Brambilla tried the same manoeuvre on Alan Jones; the Embassy Hill did a quarter spin that brought its nose perilously near the bit of guardrail that had been put up to "protect" the pits entry lane; the Beta March carried on with some harsh bumping over the tarmac kerbing.

So the chicane was producing plenty of action. Lots of drivers were trying the effect (voluntarily, of course!) of clipping the wooden kerbs, which made the black wheels jump sharply against the white. There were several different ideas about how to drive through the triple change of direction; some were chucking the car in early so it was already corner as it arrived, others had big slalom angles going under power, still others were holding the car tightly on geometrical lines with as little sliding as possible.

It was a complicated blend of things for the cars to do. They had to brake hard in an arc, snap from one direction to another and back again, accelerate hard in third gear through another arc. The different designs of cars with their different chassis setups often looked very different: some pitched sharply, some rolled steeply, some were deficient in adhesion at either front or rear.

Along the pits road everyone was coming to the same conclusions about the effect of the new corner on the lap as a whole. The gearing patterns were different from before, the wing angles were just a bit steeper, other parts of the circuit had assumed relatively more importance. "We're setting the car up for Stowe and Club," one designer summed it up. "The Chicane is just an average sort of problem, now. It's no longer the overridingly important corner on the circuit. Woodcote is gone."

Precisely. The new chicane was entertaining and, at something like 120 mph coming out, it was faster than predicted, and it was challenging to do it right and the crowd in the grandstands had plenty to watch — but it wasn't the same kind of thrill to watch it. The old Woodcote had been heart stopping. The new one was merely interesting.

It's effect on lap times, the rest of the circuit being essentially unaltered, seemed to be a matter of from three to four seconds, depending on which car/driver combination you researched. In the weeks before GP practice, using the old lap, various people had done laps in the 1m 16-plus second bracket; now in the first 90 minute session Jody Scheckter with his Elf Tyrrell, Carlos Pace with his Martini Brabham, and Niki Lauda with is Ferrari just, by hundredths of a second, got into the 1m 19s bracket.

ENTRY

There had been 31 drivers on the entry list for the tenth GP of the year, but three did not arrive. Bob Evans' Stanley-BRM was withdrawn because further work had not succeeded in curing the oil system difficulties of the 200 series V12 engine. Jean-Pierre Jabouille did not join the Frank Williams team because of a severe shortage of engines at this point of the season when Cosworths were on holiday. Gijs van Lennep did not come either, so Mo' Nunn's HB Ensign team were running only one car.

There was plenty of interest left, however. On the pair of Texaco-Marlboro McLarens (Emerson Fittipaldi, Jochen Mass) there were a couple of aerodynamic tweaks, chiefly a new pattern of rear aerofoil on which the leading edge was "Veed" forward like a Parnelli wing and curled up higher into the airstream. As practice developed, Mass' car was fitted with small "kickups" at the back of the rad ducts to throw air over the back wheels *a la* the new Ensign. Fittipaldi's car had the adjustable front anti-roll bar mechanism removed after several weekends' worth of experience had apparently proved it of no value. Doesn't it work? "It's too heavy." Yes, but doesn't it work? "It's too heavy". You mean you couldn't make it work? "It's too heavy."

The pair of Elf Tyrrells (Jody Scheckter, Patrick Depailler) were as used at Ricard, the newest chassis this time using it's new pattern wing mounting with oil coolers either side right through to the race (it had been found defective just before the French race and put back to standard for Sunday then).

One of the three JPS 72s entered (for Ronnie Peterson) had been put back to a standard of an earlier era. As an experiment, and as far as possible (for certain rules have changed in the meantime) 72/9 was in the configuration that had been so effective in 1973: normal wheelbase, narrow front track, battery moved back to the rear, cables replaced in the rear torsion bar linkage by the older rods, soft spring rates, etc. Nothing could be done about the overall weight, which had gone up by approximately 100 pounds in the two years, but the continuing deficiency in the handling seemed to have narrowed down – just as Colin Chapman has been saying – to the direction taken nowadays by tyre design.

"We used to be able to make the car do anything we wanted," recalled Ralph Bellamy. "We could get a mild understeer, or neutral handling, or mild oversteer, and the driver could get the car to go from one to the other quite smoothly. But now we get either a giant oversteer or a giant understeer, and we can't balance the handling at all."

The other two cars (Jim Crawford in the normally spare car, Brian Henton in the car temporarily (?) vacated by Ickx) were left in their more stiffly sprung long wheelbase, wide front track Ricard trim, with further alterations: chiefly the replacement at the rear of the hallowed torsion bars by conventional coil springs. Bit by bit we seem to be viewing the intended specification of the new model! Common to all three JPS' were the incorporation in the front brake system of stronger CV joints from the rear suspension.

The Martini Brabhams (for Carloses Reutemann and Pace) were in French GP trim, but the Beta March (Vittorio Brambilla) of the four entered was quite extensively modified. It had completely new suspension geometry at both ends, and there was a larger capacity engine airbox available, but the most startling alteration was mounted on the outsides of the large rear wing sideplates behind the rear wheels. These were panels which looked, at first, to be aerofoils low down to the ground and the full width of the rear tyre treads, but they proved to be of wedge-shaped, straight-lined rather than aerofoil-curved construction; of course in such dead air they could not have functioned as wings anyway. They were, instead, fairings which eased the turbulence behind the tyres, and wind tunnel investigations which suggested reduced overall drag were confirmed by the driver's observations of something like an extra 200 revs on the straight.

A rival team manager was onto them instantly and at one point the race officials cleared them for use during practice only, but later on much rule book studying resulted in their being declared perfectly legal. The legality seemed to involve their being below the wheel centre line.

The second works car had a change of driver (Hans Stuck now), this being unchanged from its French appearance, while the car normally kept by March as a test chassis was given over to the third team member (Lella Lombardi); both were running Lavazza emblems.

Ferrari had a trio of cars as usual, all in usual configuration (Clay Regazzoni, Niki Lauda) and the same was true of UOP Shadow (Tom Pryce, Jean-Pierre Jarier). Surtees had their usual two Matchbox chassis, but two drivers this time (John Watson, Dave Morgan) and additional sponsorship from National Organs. Williams had only his Ambrosium-sponsored car, the newer model (Jacques Laffite).

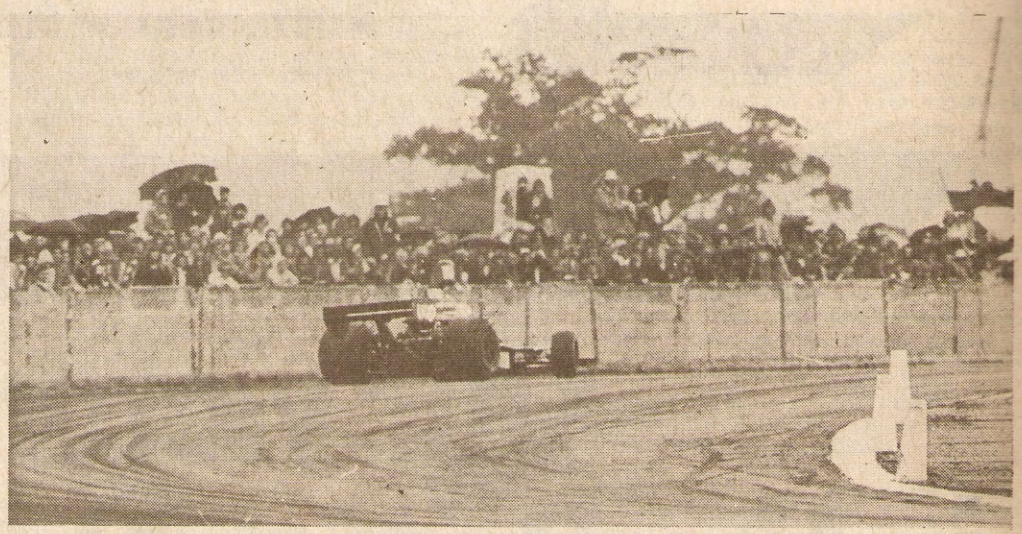
All three of the Grahan Hill Embassy cars (Tony Brise, Alan Jones) were converted to the new rear suspension now, and there was also a minor revision at the front. In practice was tried a new pattern of rear wing with two quite separate aerofoils arranged almost like a Boxkite; it did give more downforce but also more drag and was not raced.

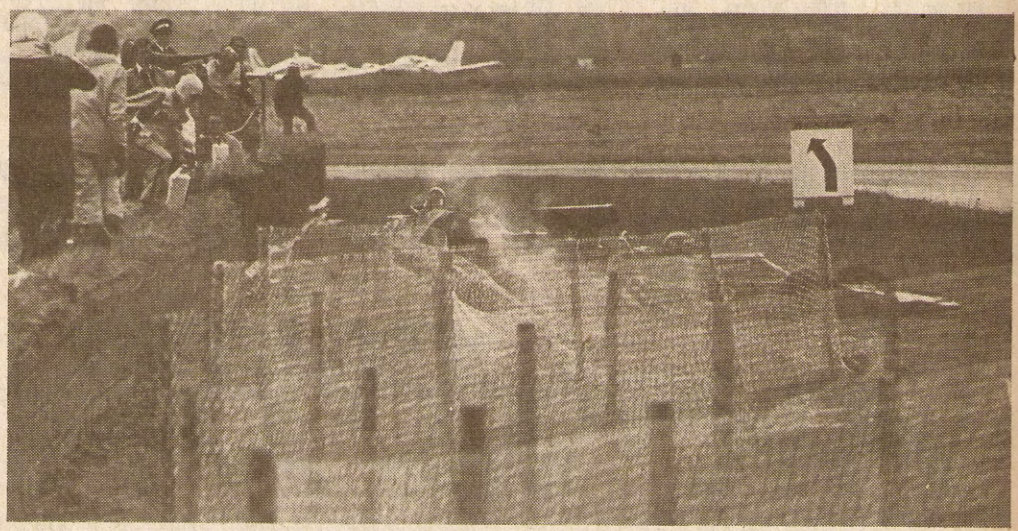
Hesketh Racing did display their new C-type model staticaly (see *Pit and Paddock*) but relief on their normal pair of chassis (James Hunt). Vel's Parnelli Jones (driver Mario Andretti) had modified their nose cones along the lines hit upon at Ricard on race day; this involved broadening out the width in front of the inboard brake discs and adding brake cooling ducts; the next step, it has been decided (following a shaft failure in practice), will be to convert to outboard brakes at the front.

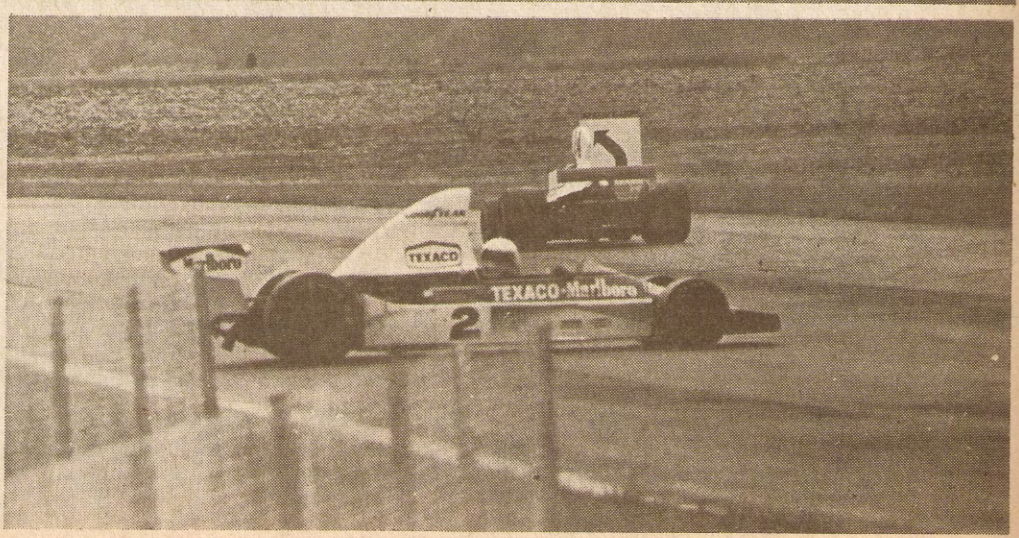
Within five days the First National City Bank Penske team had thoroughly race prepared their new March chassis (Mark Donohue), keeping it however to standard 751 specification. The driver found several major advantages of this chassis over the usual Penske: "It's senstive to tuning — when you do something, you can feel the difference; it's easy to drive; it's got the right aerodynamic properties; it's simple; and it's light."

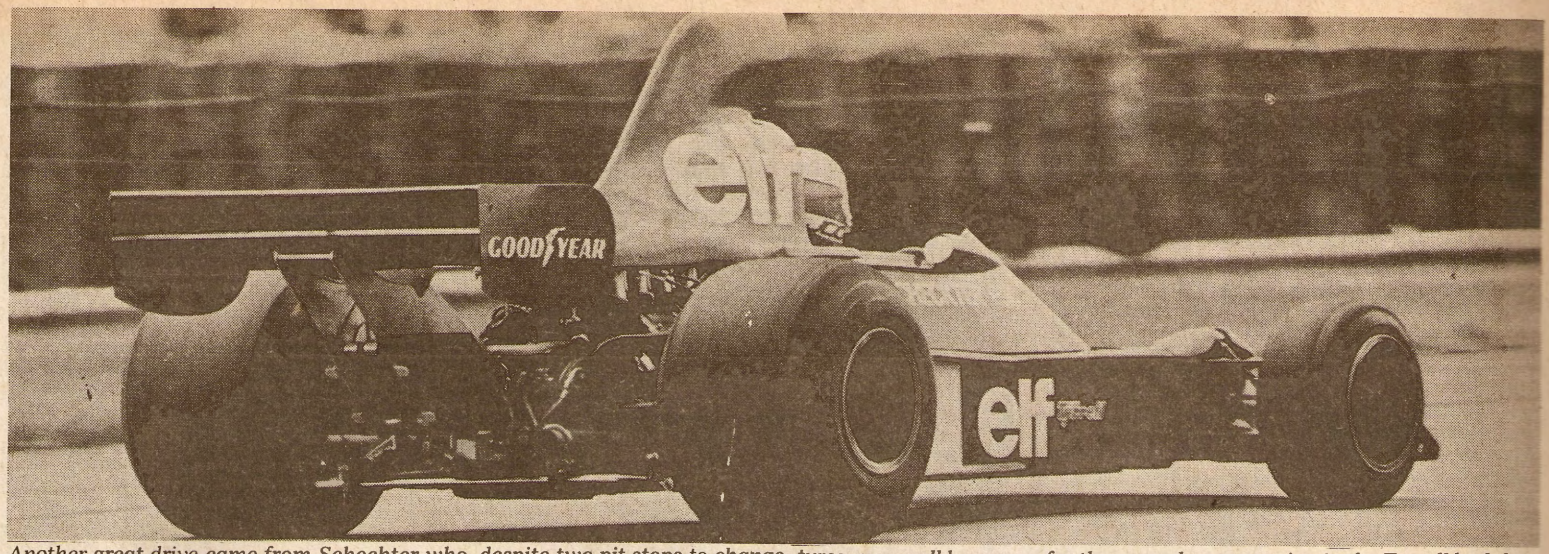
The Copersucar Fittipaldi (Wilson F.) had been given some more detail tweaks, such as different springing and also there was a different airbox pattern to try. The HB Bewaking Ensign 1975 model was entered for its second race (Roelof Wunderink back trying himself out after recovering from his F5000 shunt) and also the Citizen watches Maki was making its second appearance of the season having benefitted visibly from some

Zap! Pow! Wallop! As the umbrellas go up Tom Pryce (top) loses his Shadow at Becketts while leading, later to be joined by Jim Crawford's JPS (middle) while Jochen Mass (bottom) finds his McLaren in an unconventional pose having spun away second place on the damp track.









Another great drive came from Scheckter who, despite two pit stops to change tyres, may well have won for the second year running in the Tyrrell had the race gone the full distance.

work and testing since Holland (Hiroshi Fushida again and not Dave Walker as originally entered). There were thus 25 drivers needing to qualify for 26 starting positions.

Once again Goodyear were offering several different combinations of tyre constructions, all in the same compound, three patterns for each end of the car. The basic choices lay between these: A front numbered 35, which was "soft" in behaviour both radially and laterally, and a rear numbered 36 which was soft laterally only. Then there was a 40 front and a 41 rear, which had medium stiffness laterally and quite high radial stiffness. A combination of 26 and 27 offered the reverse characteristic, quite hard lateral behaviour with medium radial stiffness. This last combination was the general most common choice for the fast, rather undulating Silverstone surface.

Apart from the new Chicane, which was constructed in such a way (tarmac laid on polythene sheeting and retained by wooden kerbing spiked into the old road) that it could easily be removed, there were approximately four miles of new wire netting mounted on wooden poles.

PRACTICE

The intriguing result of five hours of practice spread over Thursday and Friday was that the first 12 cars on the grid were covered by exactly one second — from Pryce at 1m 19.36 to Andretti. The 26 drivers to qualify for the grid were separated by 3.5 seconds. The last time the GP was held at Silverstone, in 1973, Peterson had been on pole at 1m 16.3s and only six drivers came within one second of that; the spread from pole to 26th place (there were 29 starters altogether) was 4s. Such is the competiveness of today's F1; could it possibly be too that here was a result of replacing the old ultra-fast Woodcote with a slower corner?

The times achieved in the first 90 minutes of practice were finally improved upon by only about half a second, or less in many cases. There were some flaws in the Friday conditions: the morning session came to a premature end for all practical purposes when a short but soaking rain swept the area, while the afternoon hour also had a slight sprinkle of rain and a heavy shower of oil round part of the circuit from Scheckter's car.

But there wasn't a lot of trouble during practice, mechanical or otherwise. Just as had seemed to be the case during preparations for the French GP a fortnight earlier, the circuit presented no abnormal tuning problems. Nor did it appear to be unusually hard on the machinery.

Scheckter's spray of oil came from damaged rear coolers, which he had damaged by stepping that tiny fraction over the limit in some spectacular assaults of the chicane ("it picks up a back wheel under braking there"). The Tyrrell went backwards into the rolls of mesh fencing which were stacked protectively against the steel guardrail. Jody drove right away and carried on for a distance before stopping.

Andretti had a nasty crash on the first afternoon when, once again, something failed in the front brake shaft system. This time it was an actual shaft, and the Parnelli went crashing into the fencing at Becketts. The team swapped their race preparation over to what had until then been the T car.

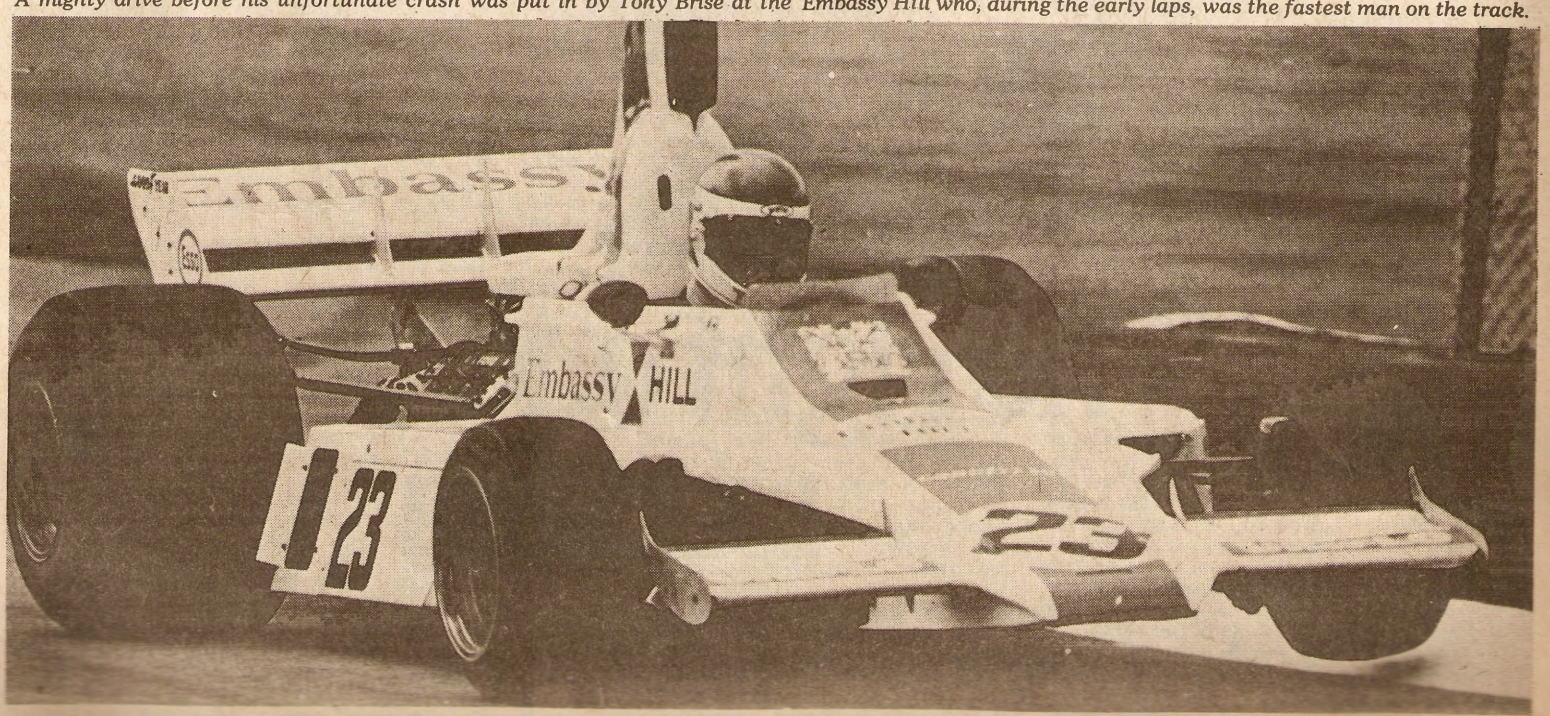
Stuck had an even worse moment — a long moment at 170 mph — when a rear suspension upright clevis pin snapped at Abbey. Hans, back in a really fast single seater for the first time in months, braced himself for a heavy shunt into a barrier — but at the last instant the careering vehicle swerved and stopped without harm. "I opened my eyes and unfastened my belts and climbed out of the car, and then I reached back into the seat to pick up my heart!" he exclaimed. His mechanics agreed that he was about as white as his car when they next saw him.

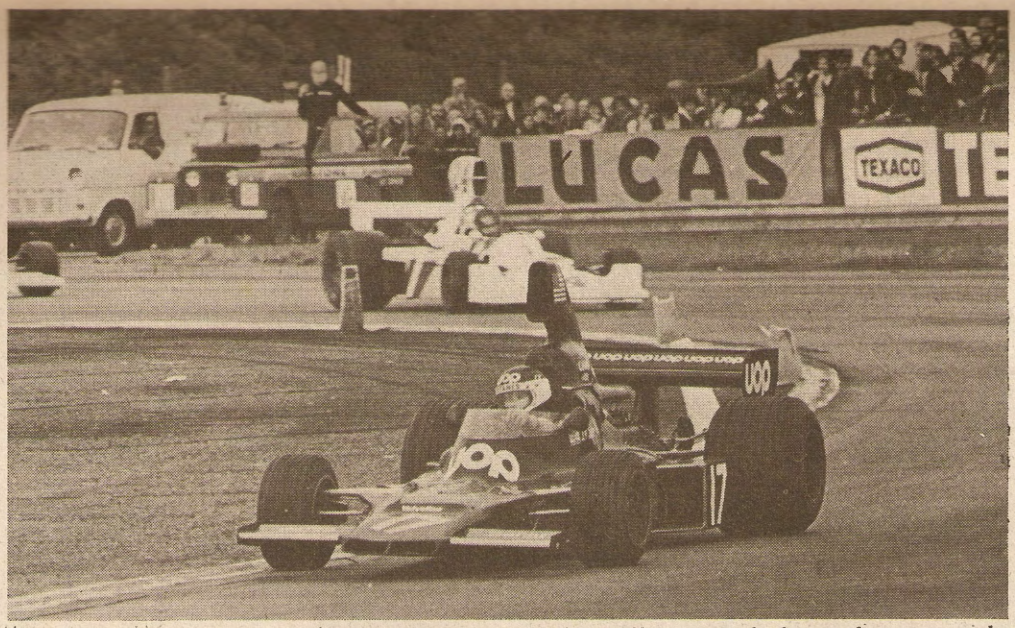
There were other troubles of less dramatic nature. Watson lost an engine each day, the oil pressure dropping and the bearings tightening up. Reutemann lost one too, with a big hole punched in the block, on Friday. Several other teams were trying to find lost revs or lost power, and a few had the resources to change their engines. Then there were isolated little failures, such as Henton's broken torsion bar lever, and W. Fittipaldi's broken gear lever, ("He returned it to us verv theatrically!") Fushida lost the next to last session with a gearbox problem, and Wunderink's failed pinion which prevented his running in the final session.

The young Dutchman also had a spin at the chicane, apparantly caused when fuel pressure trouble made the engine cut out. Stuck had one there too, before his big Abbey moment, when he moved over in a gentlemanly manner to let Mass through and found the surface off line wasn't very grippy.

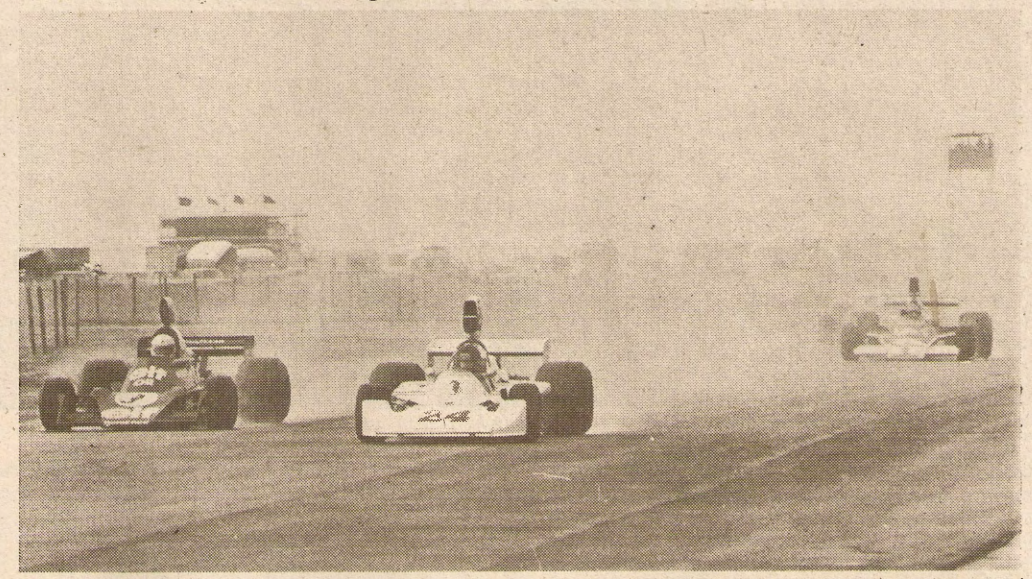
But by and large it was not as catastrophic a practice as many have been, and the more fortunate drivers sorted out their grid placings without too many tears shed over handling problems. Pace ended the first day quickest from Brambilla. It was in the Friday morning session, a few minutes before the little rainstorm that Lauda went slightly quicker, and Regazzoni did his quick time, almost exactly to his team mate's. Within moments then Pryce boosted

A mighty drive before his unfortunate crash was put in by Tony Brise at the Embassy Hill who, during the early laps, was the fastest man on the track.





One of the many race leaders was Janer, by virtue of staying off wet tyres for longer than anyone else. Here Hunt chases the Shadow through Becketts.



The thrill of it all. Scheckter, having stopped his Tyrrell for wet tyres, passes Hunt's slick-shod Hesketh for the lead while the McLarens of Fittipaldi and Mass (also on slick tyres) gingerly follow.

himself up above all the rest with a 19.4s and then immediately a 19.36s. So it was getting hot — and then everyone stopped to wait out the wetness.

Tom, smiling happily as if maybe race driving was still fun after all, even though he doesn't fling it about with abandon anymore, had been in trouble a bit earlier with some stripped gears. He now had been driving without use of the clutch pedal, for the withdrawal mechanism was duff — the Shadow mechanics were having to push-start him out of the pits — but with a fresh set of tyres bolted on, two laps to scrub them in, and two all-out laps he had what turned out to be the pole at 133.1 mph. "I was behind a couple of cars on those laps, so maybe I could possibly shave off a tenth, but it was pretty well the fastest I can go. I'm not going to have them change a thing on the car."

Pace, reasserting himself by being quickest of all in the final hour, beat the pair of Ferraris to make it an all-Ford front row. Lauda, having been caught out earlier by spending time trying out different aerofoils just before the rain, thought he might possibly go as fast as Pryce had, but not much faster. There had been people ready to predict that the chicane would hand an advantage of acceleration to the flat 12s, but Niki said no; "It's too fast to help us." Regazzoni was one hundredth of a second slower and looked hungry for success.

Brambilla, his excellent speed of the first day stolen away by an engine that had lost several hundred revs later, still held onto fifth best starting place. Scheckter, by his very finely controlled best lap just before he lost control in the last session, achieved sixth place alongside him. Then came Fittipaldi and Reutemann, the McLaren driver having gradually tuned out a case of high speed oversteer and the Brabham man having come to grips with his chassis' initially skittery handling. Hunt, showing up better as practice went on although never quite shining here at his home circuit as other drivers were as fast or faster, shared the fifth row with Mass whose handling development paralleled Fittipaldi's. Jarier, who had looked to be driving harder than his team mate, was not actually much slower but it was slow enough for the sixth row, alongside Andretti with his spare car time.

It was Brise who headed up the one-second-plus group, saying that his car was unstable in the fast bends. Interestingly here was one driver who actually preferred the new chicane to the old corner, because he found the new one required more skill to get exactly right. Then it was Stuck, going well despite all his dramas, just ahead of Donohue in the brand new March which had been 500 revs down until the last five minutes of last practice when "changing everything" eliminated the obscure fault. Mark was alongside Peterson, whose car wasn't handling any better than the other JPS' although his "slalom" efforts in the chicane were a joy to watch. Then it was Depailler and Watson, and then Laffite and Jones filtering into places that looked unfortunately far down the grid although their times were not actually that much off the quicker end of it. The last eight with their various handicaps — some mechanical, some entirely in keeping with being newcomers — filtered into place on the last three rows and the one "row" of reserve starting places. In fact the Maki, the slowest car, packed up and went home after a practice in which things had at least gone better than before; Ensign stayed on the scene and race-prepared Wunderink's nearly new car just in case.

Some of the problems that had restrained themselves during official practice visited themselves upon selected unfortunates in the race morning half hour. Brambilla went straight on through the chicane, while out at Becketts Jones dinged his car's nose frame on the fences. Morgan's clutch was burnt and required replacing, while Lombardi didn't get to run at all because of an ignition problem — she'd been having engine troubles all the time.

Much of the race morning discussion turned to the plan of the officials to display a yellow flag on the opening lap at the chicane; there would be no overtaking permitted between the vehicle bridge and the exit of the chicane the first time round. The same idea has been in use at Monza, but it seemed to outrage some people along the sidelines at Silverstone. But another flag ruling seemed to open things up: thanks to the wide new pits facility the officials waived the usual GP regulation setting forth that in the event of rain the race would be temporarily stopped so that everyone could fit rain tyres. So far this provision has never yet been used — previous rain problems have worked the other way, initial wet conditions turning to dry — but as the 2pm time for starting approached it looked like fairly even odds that the skies might drop some rain. There had been early morning sun, but mostly the clouds were dense, dull, and threatening. The air was reasonably warm, but felt close and heavy. There was a breeze from the SW.

RACE

Still it was dry and perhaps even promisingly lighter as the 26 starters earnestly set about the procedures surrounding the start. They all lined up in grid formation and then launched off on a practice lap, coming back onto the grid again straight around the old Woodcote (the fencing having been temporarily removed) without going through the chicane. Of all of them Pryce made the most serious looking practice getaway, the black Shadow from pole position leaving smoke and thick black streaks. It looked like the Race of Champions winner was tuned up to a pitch to take a Grand Prix today.

Tom did make a good start when the green starting light shone, but Pace made an even better one and as the 26 thundered away up the pits straight it was the white Brabham taking the lead from the outside into Copse; Regga, from the same side, slipped ahead of Lauda there too. Brambilla didn't get away well, not did Reutemann or Jarier, meanwhile Hunt was making a brilliant start and so was Andretti.

Around the wide expanses of Silverstone they hurtled, Becketts and the Straight and Stowe and Club, back up through Abbey and the yellow flag for the Chicane. It was still Pace leading from Pryce, the two Ferraris together close behind, Hunt in an excellent fifth from Scheckter, Andretti, Fittipaldi and Brambilla. Only 25 came round at speed, for Lombardi, who had held herself back to the tail of the actual grid, went into the pits at the end of this first lap to say her engine was misfiring. After a few more exploratory laps the car was pushed away in anticipation of the other Marches coming in for tyre changes.

Out around the country once more and Scheckter was forcing things, getting by Hunt and right behind Fittipaldi was doing Andretti, but Brambilla was obviously into trouble and still dropping back, due to the engine cutting out on left handers. So was Laffite, who stopped in the pits now to try to get help for a gearbox problem.

By the time the leaders did their third lap there were signs of the first part of them dividing from the rest. Pace, Pryce, Regga, Lauda, Scheckter, Hunt and Fittipaldi were pounding along nose to tail, Andretti was just a hairsbreath behind, while coming down into the chicane Brise forced his way by a startled Reutemann and was up to ninth. Next time Mass got by too, and that was the last time the second Brabham appeared for the engine apparently was dropping valves. Big Carlos was the first retirement after but four laps. Laffite, too, soon retired with his troublesome gearbox. Poor Ronnie Peterson also had a short race when the engine he caned in practice dropped a valve.

Brise, into a tremendous drive, next set about the Andretti problem; the two had diced together at Ricard and here they were again, and now here was Tony trying hard to get by Mario for all of a lap before making it and pulling right away. He looked determined not to lose the leaders, and indeed he was reeling them in, for within a few laps he closed up the small gap that had developed and hooked on. So there were, by the tenth lap, eight cars still close enough together to look like a battle. And battle it was, for Fittipaldi had slipped by Hunt, and then Regazzoni had gone into second place from Pryce. They were all as evenly matched as practice had suggested, although not in the same relationship as had been shown then. What a milling swirl this race had turned out to be.

Roars for Regazzoni, another leader of the race, as he rushes off after Pace with Pryce's Shadow and Lauda's Ferrari in hot pursuit during the early stages.

On the 12th lap Brise slowed drastically and stopped into the pits; the surprised mechanics bent over to see what he wanted and then went round the car shaking wheels. Apparently the right rear was loose. On the same lap, Andretti and Jarier were close together and suddenly the Parnelli nose was bent on Shadow wheel; his right nose fin stuck up into the air, Mario did one more lap and then pitted for a new nosepiece.

Ending the 13th lap Regazzoni, pressing Pace hard, moved underneath into the chicane and pulled off a perfectly judged pass into the lead. By the same point of the next lap the Ferrari was 0.9s ahead, and then it was 1.4s, and then 2.2s. Here it was, the first breakaway of the race, the first time anyone looked like having a superiority. Clay Regazzoni was going to run away with this. His speed down the straight amazed his fellow competitors; Clay, they thought, had the very best in Ferrari V12s this weekend.

But any signs of the race settling into a pattern were being blown away in the wind, which was bringing actual rain. No doubt about it, there were thick dark curtains of rain to the south and west, and the sky was darkening, and there were actual sprinkles being felt.

On the 17th lap Pryce overtook Pace for second place, coming round 3.1s behind Regazzoni. The rain was definitely brushing across the Club end of the circuit. On the 18th the gap was 3.3s, but on the 19th there was no gap at all because there was no Regazzoni at all! No, there he was, coming round late and heading into the pits. His rear wing was bent round and coming apart. He'd gone sideways at Club corner and bashed it against the barrier!

So here was Pryce leading the race at last, but there was no sense of permanence about this man's lead because the rain was definite now. Brise went back into the pits to change all tyres over to wet ones. Surely everyone would shortly have to do the same.

On the 20th lap Scheckter went by Pace for second place. The Tyrrell was 3.8s behind the Shadow as they started the 21st lap, heading round Copse, which was now merely the dryest part of a rapidly dampening circuit. At Becketts a few seconds later, entering carefully on a misted-over surface, Pryce still comfortably ahead bent intoward the apex — and met a pool of rain moving the opposite way. The steady Shadow suddenly waggled viciously and went straight on off the outside, head first, slamming hard into the catch fences and throwing bits of itself and a wooden pole in a great bomburst of debris. A fence post gave Tom a heavy rap on the skull, which did his faculties and memory no good at all for some minutes, but he was not actually injured.

At the end of that lap Scheckter, slipping carefully around the rest of the track, abandoned his sudden lead by going into the pits to change tyres. But Pace carried on, having Lauda now close behind for second and then Fittipaldi and Hunt. On around another lap, the rain coming down in slanting bright bars everywhere, the cars throwing up rooster tails, and again Pace did not stop and Fittipaldi and Hunt stayed right behind him, but Lauda broke away and came in. Lap 23, and once more the three race leaders did not stop. This was incredible. How long could they stay on the road? How long before the cars that had changed over to rain tyres caught them up? Why didn't they accept the inevitable delay of changing before they lost too much time?

Because they could see it clearing. As quickly as it had come, the rain shower appeared to be going. The sky beyond Club was lighter. Lap by lap the drivers on slick tyres felt encouraged to press on, carefully and slowly, hoping those on rains wouldn't catch them up too quickly.

On the 25th lap the situation was that Pace, Fittipaldi, Hunt and Mass were driving in a cluster on shiny, spuming slicks, while distinctly behind, but gaining rapidly, Scheckter was on rough-treaded rain tyres. The Tyrrell pit stop had not gone well, taking some 43s, but on the 26th lap Jody was right up among the lot of them and getting through easily. He took Hunt at Copse then and drove round Fittipaldi and Pace in turn, and at the end of the 27th lap he came across the line about five seconds to the good in the lead! So great was the advantage of rain tyres in the conditions, so rapidly was won back the time lost by the tyre change.

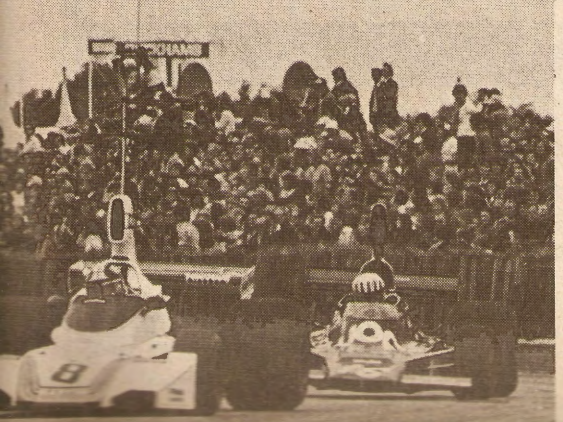
But as he completed that lap, there was sun shining on the road! The rain had totally blown over and the track was showing less moisture. There was no more sign of rain upwind.

Early laps with Pace's Brabham holding off Pryce's Shad





Regazzoni's Ferrari.



On the 28th lap Scheckter had a 15s advantage, helped by some demoralized looking confusion in those he'd just so thoroughly blown off — Hunt was now second with Mass next; Pace and Fittipaldi had dropped back. These latter two had been overtaken by Lauda, running now on rain tyres as well after a totally shambolic pit stop that saw one of his wheels fall off the car a few yards away from his pit and an hilarious scramble among all his mechanics to try to get air gun hoses to reach him and other cars coming in for their own pit stops. Niki had had to go on around the lap and stop again to be sorted out properly, so now although he was with the leading bunch on the road he was a lap behind. However, he was making up ground with stunning speed on the proper tyres for the conditions. At the end of the 29th lap he was 4s clear of the leading slick tyred runner which now was Mass from Hunt — no lack of action in this race! Scheckter was still safe in the lead by a further 16secs. Jarier, having himself stopped for a change of tyres, was the next threat for the dry tyred bunch, and was on Pace's tail in seventh place. In one lap the Shadow went ahead of the lot of them — and Mass spun at Becketts and fell to the tail of them — so it was Tyrrell (Ferrari now over 17s behind, so Niki wasn't as quick as it first appeared) and Shadow 29s back for second. Hunt was again leading the scrabbling dry tyred bunch.

Cars were still shooting up big rooster tails as they came up around Abbey, but immediately they flashed under the bridge the tails vanished and the entry to the chicane and the whole pits area was now dry. On his 30th lap Depailler, who after a spin at Stowe that had bent his front suspension, had been in for a change to rain tyres on the 23rd lap, was the first to make the decision to change back. Scheckter kept up his run for another two laps, then he too, with sunlight glinting off the muddy blue flanks of his car, abandoned the lead of the race for the second time. This stop was better, down to just over 30s, and he rejoined not long after Mass went by.

Thus it was Jarier, who had been still 29 seconds farther back, who inherited the lead. Now Jean-Pierre had a cushion of 7.3s on Hunt; next time round it had shrunk, rain tyres now losing out to slicks, to 4.3, and next time after that Hunt had gone by into the lead and Jarier was stopping. So was Mass, holding his totally deranged nose-piece from blowing back toward him with one hand. A back marker had forced him off at Stowe.

Whew! What a race! It was taking a bit of keeping up with!

Now on the 36th lap, three beyond half scheduled distance, Hunt was leading in the Hesketh by 2.5s from Fittpaldi in the McLaren. Pace was next, none of these three having ever stopped during the rain, and Scheckter was coming along 17s behind Hunt, having stopped twice and lost well over a minute altogether. Fifth by 41s was Jarier, and into sixth now, not having stopped, was Donohue. Then two laps after that Jarier did a spin-and-continue at Copse, letting Donohue up a place and Brambilla into the points for sixth. This after Vittorio had had his own harmless spin a few laps before at Becketts!

At 43 laps Fittipaldi suddenly pounced on Hunt and took the lead!

The sky was getting darker again!

At 44 laps Pace shot by Hunt too! The Hesketh was sounding like it had a broken exhaust pipe.

Rapidly, more stealthily than the first time, a second rainstorm swept the circuit, coming as before from the Club corner end. At 45 laps there were distinct droplets to be felt at the pits, and at 47 laps there was definite rain, light but definite, and it was raining all around the lap. In between these two laps Stuck had become the first victim of the increasingly slippery Club corner.

Twenty laps to go. Fittpaldi had 2.8s on Pace, and next time round it was 2.9s, but it was again 2.8s on the 50th lap. Hunt, falling steadily back now to 11s plus, was suffering progressively: the cracked exhaust was blowing hot gasses onto a CV joint, which was causing grease to ooze onto the rear brake. Easily Scheckter overtook him.

Everyone was going more and more warily, watching to see whether the light misting rain was going to thicken. At the Stowe/Club end of the circuit it was getting worse. With 15 laps to go the tyres were distinctly glistening there, and drivers were easing right off. But it still didn't seem bad enough to warrant another rash of pit stops.

At 54 laps gone Jarier came round through the damp chicane all alone, and seemed to accelerate out normally, on line and steady, when the Shadow performed exactly the same manouevre as had Pryce's. It waggled sharply, and then simply plunged head first off into the catch fences at the exit, by the finish line. It simply whipped through several of the rows, hardly appearing to slow at all, but then something obviously caught it, for it abruptly whirled into a vicious spin. Again fragments flew like shrapnel, and apparently a wooden post went shooting into the grandstand, despite the debris fencing, and caused a facial injury to a spectator. The driver himself received the butt end of another post full on his forehead, which split his helmet and his skin with it. He wasn't injured beyond needing stitches, and about a week without getting into a racing car again.

On the 55th lap Fittpaldi was holding about 3.5s over Pace, the Brabham driver actually stuck in a small knot of backmarkers which included Regazzoni going at the same speed (his replaced wing still askew on the bent pylon) but actually well behind. On the actual race lap chart though it was Fittipaldi, Pace, Scheckter and Hunt, running along on the same part of the circuit in the first four places, and in that order they set off on their 56th lap. Donohue moved into fifth as he went by the pits, for Brambilla, putting prudence first, was the first to stop to change over to wet tyres.

Around Becketts and along the Hangar straight the conditions were as they had been, slick but not soaked; manageable. At Stowe at the end of the straight everything was different. It was a suddenly denser wall of misting rain that moved full in the faces of the drivers, who were all lifting their visors, up to Club from Stowe.

Fittipaldi somehow got through. So did Regazzoni several seconds behind, but Brise right behind the spuming Ferrari went sliding off as he neared Club and crunched into the fences. He was merely the first and he was knocked out.

Scheckter, creeping along the straight toward Club in either third or second gear, helplessly felt the tyres start gliding down the road totally without traction. He got no response at all from any control and could do nothing but brace himself as he slammed in after Brise. He sprained his left wrist. Pace, who had spun at Becketts that time, went in next. His neck was sore.

Hunt went off immediately after him, and so did Morgan and Wilson F. and Henton and Nicholson. Half a dozen cars heaped together in one crunched pile of scrap. A marshal trying to help Brise was bowled over and had bones broken.

Back at Stowe the advancing rain sent off Donohue and Mass and Watson and Depailler — Patrick went off one side of the road, tried to rejoin, and went sliding helplessly across to the other side with a crunch!

Near silence descended over Northants. Fittipaldi's McLaren appeared out of the rainy end of the circuit all alone and completed his 56th lap in the pit road, going in finally for a tyre change. A moment later Regazzoni arrived, but carried on the next lap without stopping. Fittipaldi rasped out after him. Jones and Andretti arrived in the pits for changes. Then they rejoined and there was silence again.

Now there was a red flag at the finish line. Lauda hoved into view after a while, heading into the pits. More silence and then Fittipaldi arrived completing his 57th lap; he passed the red flag and stopped along the pit straight towards Copse.

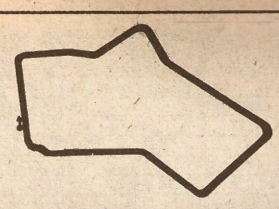
Jones arrived, and then so did Andretti and a while later Brambilla too — completing his 56th lap, so he was in second place overall at this moment. Regazzoni trailed in even later in the pits road this time — and nearly losing it there and then on the slimy surface! But that was the last car that looked like racing.

In the next few minutes, cars started appearing from the accident scenes; the Penske March and Brise's Hill on the end of ropes, the Copersucar and the Stuck March under their own power. But some of the other cars lying out there in the rain and mud would not race again.

There was quite a long time devoted to rumours and discussions, but finally Fittipaldi was awarded 56 laps — the one he'd completed going into the pits, and then with the 55 laps they'd completed before crashing were listed Pace, Scheckter, Hunt and Donohue. Although Brambilla too, had done 56 laps finally, it wasn't until after the red flag so he was dropped to sixth with 55 laps officially — like the winner, the lap at the end of which he'd changed his tyres. Thus by deciding to stop before anyone else he's lost a point to Donohue, but on the other hand March had not lost his car, which seemed a fair trade.

Four of the points earning drivers were thus coming back from wreckage none of them hurt more than slightly. In fact the only driver really harmed was Brise whose head was taken away or precautionary X-ray. Of the few drivers who did not crash this day there were six left running at the end.

JOHN PLAYER GRAND PRIX. DATE JULY 19. 1975 CIRCUIT SILVERSTONE



WORLD CHAMPIONSHIP ROUND 10 **LENGTH** 67 laps of 2.932 mile circuit. 196.44 miles

WEATHER OVERCAST. RAINED TWICE. **No. of STARTERS** 26 **FINISHERS** 17

WINNER E. FITTIPALDI in TEXACO-MARLBORO M23 av. speed 120.01 mph

FASTEST LAP C. REGAZZONI in FERRARI 312T No. 11 on lap 16 in 1 min. 20.9 sec. 130.47 mph

EXISTING LAP RECORD R. PETERSON in JPS-72 in 1 min. 17.5 sec. 135.96 mph

PREVIOUS YEAR'S RESULT (1974 BRANDS) J. SCHECKTER in TYRRELL-FORD at 115.73 mph
(1973 SILVERS.) P. REVSON in McLAREN-FORD M23 at 131.75 mph

ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR	TYRE	CHASSIS	ENGINE	
1	E. FITTIPALDI	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M23/9	DFV 072	UNUSED SPARE M23/4
2	J. MASS	TEXACO-MARLBORO M23	MARLBORO TEAM TEXACO	TEXACO HAVOLINE	GOOD	M23/6	DFV 203	
3	J. SCHECKTER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/6	DFV 160	UNUSED SPARE 007/5
4	P. DEPAILLER	TYRRELL-FORD 007	ELF TEAM TYRRELL	ELF ELF	GOOD	007/4	DFV 214	
5	R. PETERSON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-9	DFV 211	
6	J. CRAWFORD	JPS-72	JOHN PLAYER TEAM LOTUS	DUCKHAMS	GOOD	72-8	DFV 212	
7	C. REUTEMANN	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT44B-1	DFV 095	UNUSED SPARE BT44B-3.
8	C. PACE	MARTINI-BRABHAM BT44B	MARTINI RACING	FINA FINA	GOOD	BT44B-2	DFV 177	
9	V. BRAMBILLA	MARCH 751	BETA TEAM MARCH	- -	GOOD	751-3	DFV 204	
10	H. STUCK	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-2	DFV 215	
11	C. REGAZZONI	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (024)	Type 312 B	T-CAR - 021
12	N. LAUDA	FERRARI 312T	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T (023)	Type 312 B	
15	B. HENTON	JPS-72	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	72-5	DFV 205	
16	T. PRYCE	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-2A	DFV 076	
17	J-P. JARIER	UOP-SHADOW DN5	UOP SHADOW RACING TEAM	UOP VALVOLINE	GOOD	DN5-4A	DFV 181	
18	J. WATSON	MATCHBOX-SURTEES TS 16-4	TEAM SURTEES	FINA DUCKHAMS	GOOD	TS16-05-4	DFV 165	
19	D. MORGAN	MATCHBOX-SURTEES TS 16-4	NATIONAL ORGANS-TEAM SURTEES	FINA DUCKHAMS	GOOD	TS16-02-4	DFV 083	
21	J. LAFFITE	WILLIAMS FW	FRANK WILLIAMS RACING CARS	FINA FINA	GOOD	FW-04	DFV 164	
22	A. JONES	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-3	DFV 073	
23	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-1	DFV 201	RACE CAR.
23T	T. BRISE	EMBASSY-HILL GH	EMBASSY RACING WITH GRAHAM HILL	ESSO ESSO	GOOD	GH-4	-	
24	J. HUNT	HESKETH 308	TEAM HESKETH	- -	GOOD	308-2	DFV 142	RACE CAR.
24T	J. HUNT	HESKETH 308	TEAM HESKETH	- -	GOOD	308-3	-	
27	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-001	DFV 180	RACE CAR.
27T	M. ANDRETTI	PARNELLI VPJ-4	VEL'S PARNELLI JONES RACING	- -	GOOD	VPJ-4-002	-	
28	M. DONOHUE	MARCH 751	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	751-4	DFV 202	
29	L. LOMBARDI	MARCH 751	LAVAZZA MARCH	- -	GOOD	751-1	DFV 119	
30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR-FITTIPALDI	- -	GOOD	FD-03	DFV 192	T-CAR FD-02
31	R. WUNDERINK	ENSIGN N175	HB BEWAKING TEAM ENSIGN	- -	GOOD	MN-04	-	DNQ. DNS.
32	J. NICHOLSON	LYNCAR F1	PINCH PLANT	- -	GOOD	F1-007	NME 741	
35	H. FUSHIDA	MAKI F101C	MAKI ENGINEERING	- -	GOOD	F101C-002	-	DNQ, DNS.

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	1	E. FITTIPALDI	TEXACO-MARLBORO M23	56	1h. 22m. 05.0s.	120.01 mph.	LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	8	C. PACE	MARTINI-BRABHAM BT44B	55	ACCIDENT IN RAIN		GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	3	J. SCHECKTER	TYRRELL-FORD 007	55	ACCIDENT IN RAIN		LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
4	24	J. HUNT	HESKETH 308	55	ACCIDENT IN RAIN		LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
5	28	M. DONOHUE	MARCH 751	55	ACCIDENT IN RAIN		GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	9	V. BRAMBILLA	MARCH 751	55			GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	2	J. MASS	TEXACO-MARLBORO M23	55	ACCIDENT IN RAIN		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	12	N. LAUDA	FERRARI 312T	54			LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
9	4	P. DEPAILLER	TYRRELL-FORD 007	54	ACCIDENT IN RAIN		LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	22	A. JONES	EMBASSY-HILL GH	54			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	18	J. WATSON	MATCHBOX-SURTEES TS 16-4	54	ACCIDENT IN RAIN		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
12	27	M. ANDRETTI	PARNELLI VPJ-4	54			LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
13	11	C. REGAZZONI	FERRARI 312T	54			LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
14	17	J-P. JARIER	UOP-SHADOW DN5	53	NOT RUNNING AT FINISH.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
15	23	T. BRISE	EMBASSY-HILL GH	53	ACCIDENT IN RAIN		LOCK FER	ARM	HEW FG 400	CHAMPION	LUCAS	LUCAS
16	15	B. HENTON	JPS-72	53	ACCIDENT IN RAIN		GIRL-F LOCK-R FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
17	32	J. NICHOLSON	LYNCAR F1	52	ACCIDENT IN RAIN		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
	19	D. MORGAN	MATCHBOX-SURTEES TS 16-4	50	UNCLASSIFIED BUT RUNNING AT FINISH.	ACCIDENT IN RAIN						
	30	W. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	50	UNCLASSIFIED BUT RUNNING AT FINISH.	ACCIDENT IN RAIN						

RACE STOPPED BY RED FLAG ON FITTIPALDI'S 57TH LAP. BECAUSE OF RAIN AFFECTED TRACK.

RETIREMENTS

NO.	DRIVER	LAPS	REASON
7	C. REUTEMANN	4	ENGINE.
21	J. LAFFITE	5	GEARBOX.
5	R. PETERSON	7	ENGINE.
29	L. LOMBARDI	18	ENGINE.
16	T. PRYCE	20	CRASH.
6	J. CRAWFORD	28	CRASH.
10	H. STUCK	45	CRASH

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	47	M. ANDRETTI	5
E. FITTIPALDI	33	M. DONOHUE	4
J. HUNT	25	J. ICKX	3
C. REUTEMANN	25	R. PETERSON	3
C. PACE	24	T. PRYCE	2
J. SCHECKTER	19	V. BRAMBILLA	2
C. REGAZZONI	16	J-P. JARIER	1½
J. MASS	14½	T. BRISE	1
P. DEPAILLER	12	L. LOMBARDI	½

MANUFACTURERS

FERRARI	50
BRABHAM-FORD	44
McLAREN-FORD	39½
HESKETH-FORD	25
TYRRELL-FORD	24
LOTUS-FORD	6
PARNELLI-FORD	5
SHADOW-FORD	3½
MARCH-FORD	3
PENSKE-FORD	2
HILL-FORD	1

DATE THUR. 17. JULY WEATHER FINE. WARM.

PRACTICE 1

8	C. PACE	lm.	19.58s.
9	V. BRAMBILLA	lm.	19.63s.
12	N. LAUDA	lm.	19.7s.
16	T. PRYCE	lm.	19.8s.
1	E. FITTIPALDI	lm.	19.9s.
3	J. SCHECKTER	lm.	19.96s.
7	C. REUTEMANN	lm.	20.0s.
11	C. REGAZZONI	lm.	20.1s.
17	J-P. JARIER	lm.	20.33s.
2	J. MASS	lm.	20.3s.
23	T. BRISE	lm.	20.5s.
24	J. HUNT	lm.	20.5s.
5	R. PETERSON	lm.	20.58s.
4	P. DEPAILLER	lm.	20.6s.
28	M. DONOHUE	lm.	20.7s.
10	H. STUCK	lm.	21.0s.
21	J. LAFFITE	lm.	21.01s.
18	J. WATSON	lm.	21.2s.
15	B. HENTON	lm.	21.5s.
29	L. LOMBARDI	lm.	21.6s.
19	D. MORGAN	lm.	21.65s.
27	M. ANDRETTI	lm.	21.6s.
22	A. JONES	lm.	21.6s.
30	W. FITTIPALDI	lm.	21.67s.
6	J. CRAWFORD	lm.	21.86s.
24T	J. HUNT	lm.	22.4s.
27T	M. ANDRETTI	lm.	23.0s.
32	J. NICHOLSON	lm.	23.3s.
23T	A. JONES	lm.	24.9s.
31	R. WUNDERINK	lm.	25.9s.
35	H. FIUSHIDA	lm.	26.6s.

DATE FRI. a.m. 18. JULY WEATHER FINE. RAIN AT END OF PRAC

PRACTICE 2

16	T. PRYCE	lm.	19.36s.
12	N. LAUDA	lm.	19.54s.
11	C. REGAZZONI	lm.	19.55s.
8	C. PACE	lm.	19.7s.
1	E. FITTIPALDI	lm.	19.91s.
7	C. REUTEMANN	lm.	20.04s.
9	V. BRAMBILLA	lm.	20.1s.
24	J. HUNT	lm.	20.14s.
2	J. MASS	lm.	20.18s.
23	T. BRISE	lm.	20.41s.
17	J.P. JARIER	lm.	20.4s.
10	H. STUCK	lm.	20.46s.
18	J. WATSON	lm.	20.83s.
28	M. DONOHUE	lm.	20.8s.
27	M. ANDRETTI	lm.	20.9s.
21	J. LAFFITE	lm.	21.2s.
22	A. JONES	lm.	21.19s.
4	P. DEPAILLER	lm.	21.2s.
3	J. SCHECKTER	lm.	21.3s.
15	B. HENTON	lm.	21.36s.
30	W. FITTIPALDI	lm.	22.1s.
6	J. CRAWFORD	lm.	22.1s.
5	R. PETERSON	lm.	22.3s.
19	D. MORGAN	lm.	22.5s.
32	J. NICHOLSON	lm.	22.86s.
29	L. LOMBARDI	lm.	23.2s.
31	R. WUNDERINK	lm.	25.0s.

DATE FRI. p.m. 18. JULY WEATHER DAMP AT FIRST. FINE LATER.

PRACTICE 3

8	C. PACE	lm.	19.5s.
16	T. PRYCE	lm.	19.7s.
12	N. LAUDA	lm.	19.7s.
3	J. SCHECKTER	lm.	19.81s.
27	M. ANDRETTI	lm.	20.36s.
24	J. HUNT	lm.	20.4s.
28	M. DONOHUE	lm.	20.5s.
9	V. BRAMBILLA	lm.	20.5s.
17	J.P. JARIER	lm.	20.7s.
1	E. FITTIPALDI	lm.	20.7s.
11	C. REGAZZONI	lm.	20.9s.
4	P. DEPAILLER	lm.	20.9s.
23	T. BRISE	lm.	21.0s.
5	R. PETERSON	lm.	21.4s.
22	A. JONES	lm.	21.4s.
7	C. REUTEMANN	lm.	21.5s.
2	J. MASS	lm.	21.9s.
21	J. LAFFITE	lm.	22.0s.
19	D. MORGAN	lm.	22.1s.
32	J. NICHOLSON	lm.	23.1s.
29	L. LOMBARDI	lm.	23.4s.
30	W. FITTIPALDI	lm.	23.6s.
6	J. CRAWFORD	lm.	23.7s.
10	H. STUCK	lm.	24.0s.
15	B. HENTON	lm.	25.0s.
35	H. FIUSHIDA	lm.	27.2s.

STARTING GRID

POLE

8 C. PACE lm. 19.50s.	16. T. PRYCE lm. 19.36s.
11 C. REGAZZONI lm. 19.55s.	12 N. LAUDA lm. 19.54s.
3 J. SCHECKTER lm. 19.81s.	9 V. BRAMBILLA lm. 19.63s.
7 C. REUTEMANN lm. 20.04s.	1 E. FITTIPALDI lm. 19.91s.
2 J. MASS lm. 20.18s.	24 J. HUNT lm. 20.14s.
27 M. ANDRETTI lm. 20.36s.	17 J-P. JARIER lm. 20.33s.
10 H. STUCK lm. 20.46s.	23 T. BRISE lm. 20.41s.
5 R. PETERSON lm. 20.58s.	28 M. DONOHUE lm. 20.50s.
18 J. WATSON lm. 20.83s.	4 P. DEPAILLER lm. 20.60s.
22 A. JONES lm. 21.19s.	21 J. LAFFITE lm. 21.01s.
29 L. LOMBARDI lm. 21.60s.	15 B. HENTON lm. 21.36s.
30 W. FITTIPALDI lm. 21.67s.	19 D. MORGAN lm. 21.65s.
32 J. NICHOLSON lm. 22.86s.	6 J. CRAWFORD lm. 21.86s.

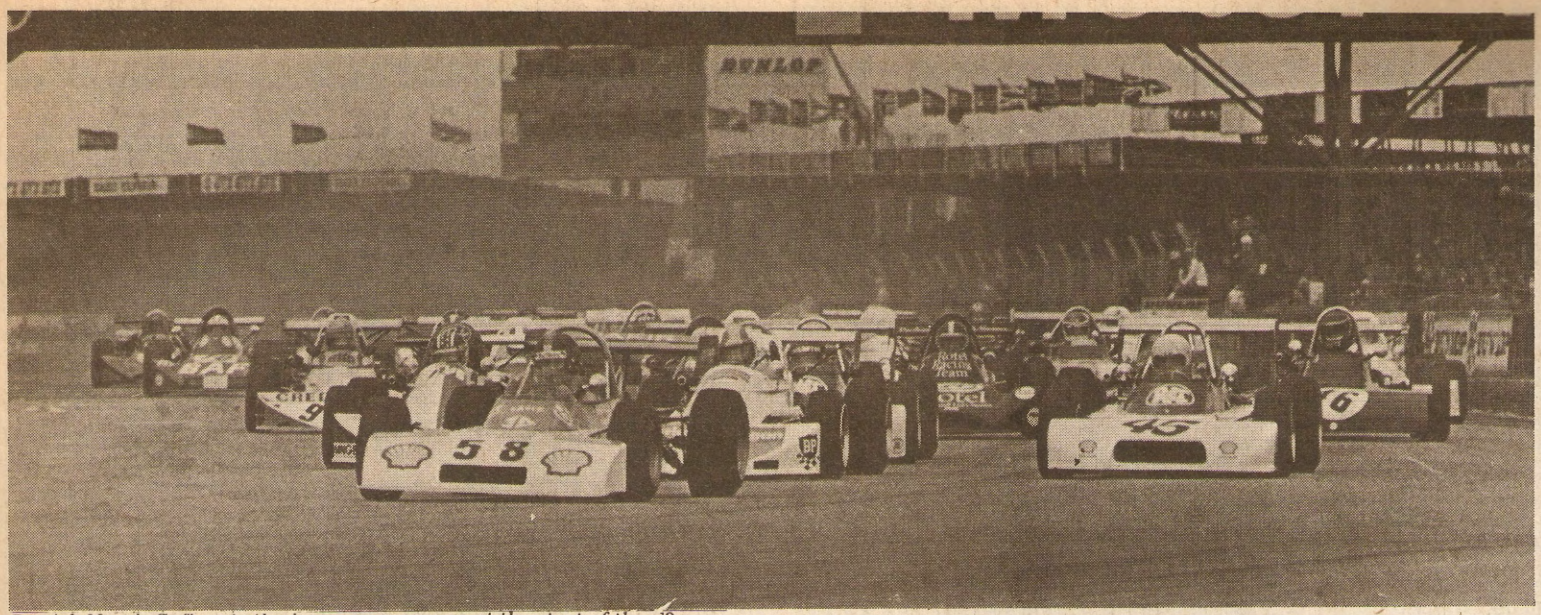
LAP CHART

AUTOSPORT

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
16 T. PRYCE	8	8	8	8	8	8	8	8	8	8	8	8	11	11	11	11	11	11	16	16	(3)	8	8	8	8	8	3	3	3	3	(3)	17	17	24	24	24	
8 C. PACE	16	16	16	16	16	16	16	16	16	11	11	11	8	8	8	8	16	16	8	3	8	1	1	1	1	1	8	24	2	17	17	17	24	24	1	1	1
12 N. LAUDA	11	11	11	11	11	11	11	11	11	16	16	16	16	16	16	16	8	8	3	8	12	24	24	24	24	24	24	2	24	24	24	24	1	1	(17)	8	8
11 C. REGAZZONI	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	1	2	2	2	2	2	8	1	1	1	1	8	8	8	3	3	
9 V. BRAMBILLA	24	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	1	24	(12)	(17)	3	3	3	1	1	8	8	8	8	2	2	3	17	17
3 J. SCHECKTER	3	24	24	24	24	24	24	24	1	1	1	1	1	1	1	1	1	1	24	24	2	17	(4)	28	17	17	17	17	17	2	2	2	3	3	(2)	28	28
1 E. FITTIPALDI	27	1	1	1	1	1	1	1	24	24	24	24	24	24	24	24	24	24	(11)	2	17	4	3	17	28	28	28	4	4	(4)	(10)	28	28	28	28	9	9
7 C. REUTEMANN	1	27	27	27	27	23	23	23	23	23	23	2	2	2	2	2	2	2	2	17	4	28	28	9	9	4	4	28	28	10	28	9	9	9	9	2	2
24 J. HUNT	9	7	23	23	23	27	27	27	2	2	2	17	17	17	17	17	17	17	17	4	28	3	9	4	4	9	9	10	10	28	9	22	22	(22)	10	10	10
2 J. MASS	7	23	7	2	2	2	2	2	27	27	27	27	4	4	4	4	4	4	4	10	9	9	18	18	18	10	10	9	9	9	22	(12)	10	10	4	4	4
17 J-P. JARIER	23	9	2	7	17	17	17	17	17	17	17	4	10	10	10	10	10	10	10	9	10	(10)	10	10	10	18	22	22	22	22	12	10	4	4	18	18	12
27 M. ANDRETTI	4	2	9	17	4	4	4	4	4	4	4	(23)	(27)	22	22	22	9	9	9	28	22	(22)	(12)	22	22	22	18	18	18	12	4	4	18	18	22	12	18
23 T. BRISE	2	4	4	4	5	9	9	9	10	10	10	10	22	9	9	9	22	22	28	22	15	(15)	22	27	12	12	12	12	12	18	18	18	12	12	12	22	22
10 H. STUCK	17	17	17	9	9	22	22	10	9	9	22	22	9	28	28	28	28	28	22	15	18	18	6	12	27	15	15	15	15	(15)	23	11	(11)	27	27	27	27
28 M. DONOHUE	10	10	10	5	22	10	10	22	22	22	9	9	28	15	15	15	15	15	15	18	30	(30)	27	32	15	27	27	27	11	11	11	(23)	27	15	15	15	15
5 R. PETERSON	5	5	5	10	10	28	28	28	28	28	28	28	15	18	18	18	18	18	18	30	6	6	32	15	32	32	11	11	23	23	27	27	15	23	23	23	23
4 P. DEPAILLER	22	22	22	22	28	15	15	15	15	15	15	15	18	30	30	30	30	30	30	6	(19)	27	15	11	11	11	32	23	27	27	15	15	23	11	11	11	11
18 J. WATSON	28	28	28	28	15	18	18	18	18	18	18	18	30	19	19	19	6	6	6	19	27	32	30	6	6	6	23	32	32	32	32	32	32	32	32	32	32
21 J. LAFFITE	15	15	15	15	18	30	30	30	30	30	30	30	19	6	6	6	19	19	19	27	32	11	11	30	23	23	6	6	30	30	(30)	30	30	30	30	30	
22 A. JONES	18	18	18	18	30	(5)	19	19	19	19	19	19	6	32	32	32	32	27	27	32	11	23	23	23	30	30	30	30	19	19	(19)	19	19	19	19	19	19
15 B. HENTON	21	30	30	30	19	19	6	6	6	6	6	6	32	27	27	27	27	32	32	11	23	19	19	19	19	19	19	19									
29 L. LOMBARDI	30	19	19	19	6	6	32	32	32	32	32	32	23	23	23	23	23	(23)	23	23																	
19 D. MORGAN	19	6	6	6	32	32	(5)	29	29	29	29	29	29	29	29	29	29	29																			
30 W. FITTIPALDI	6	32	32	32	(21)	29	29																														
6 J. CRAWFORD	32	(21)	21	21	29																																
32 J. NICHOLSON	(29)	(29)	(29)	29																																	

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67
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9	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	2												
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RED FLAG STOPPED RACE AFTER RAIN CAUSED CRASHES TO CARS 8, 3, 24, 28, 2, 4, 18, 17, 23, 15 30, 19, 32.



Patrick Neve's Safir gets the jump on everyone at the start of the F3 race.

FORMULA 3

Jesus fails to save Ribeiro

by CHRIS WITTY **Photos by DAVID WINTER**

"I knew it would be impossible to pass him on the way up to Woodcote," explained Gunnar Nilsson afterwards, "so I passed him earlier than he'd expected and turned the tables." It worked too for as we waited in anticipation for the two works Marches of Nilsson and Alex Ribeiro to come bursting under the *Daily Express* bridge and into Woodcote for the last time, the Swede was all alone. Ribeiro was a hundred yards or so further back up the track, the dust still swirling around his stationary car. The Brazilian had panicked, obviously flustered by his "team mate's" tactics and, in an attempt to regain the lead he'd held for half of the race, Alex had spun his car in one long agonising loop after hanging a wheel on the grass at Abbey, the flat out left hander on the final run-in to the flag. The battery was flat, the engine refused to fire and Nilsson, eyes twinkling and with that familiar smirk on his face, knew he had performed the perfect *coupe d'etat* on his erratic sparring partner.

Despite making a superb start and leading the early laps in his Safir, Patrick Neve was unable to hold off the two works Marches and after they'd passed him, the impressive Belgian could only hang on which he did, obviously hoping, in vain, that Ribeiro and Nilsson would repeat their Swedish Grand Prix show.

While we watched the leaders play cat and mouse, further entertainment was provided by the rest of the field which naturally resulted in several skirmishes, the new chicane providing good viewing for those in the Woodcote grandstands. Through it all came Antipodeans Richard Hawkins and Terry Perkins in their March and Ralt respectively, the latter having his first ever F3 race! They were joined toward the end by the Italian March of Giancarlo Brancatelli who again drove a well judged and sensible race and could be an Italian to watch in the future.

The AUTOSPORT award for fastest lap went to Ribeiro (a small consolation) whose time actually beat the old 1600 cc record which was set up two years ago *without* the chicane.

ENTRY AND PRACTICE

As expected, the original large F3 entry for this, the tenth round of the BP-backed championship, was reduced to 49 cars by the time everyone assembled on one of the infamous Silverstone runways last Thursday. Of those who didn't show, none were missed.

With only 36 places available on the grid and a very handsome £2,500 prize fund generously donated by the Formula 1 Constructors Association, plus our £50 and the regular BP purse, there was plenty of reason to make the effort to take part and that's exactly why the Scandanavians and Italians came over.

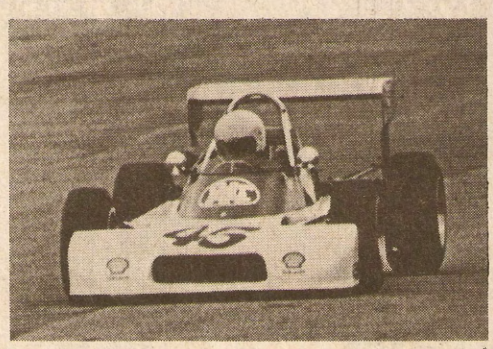
Because of the large entry, there were two practice sessions laid on for Thursday afternoon. At first it was thought that the fastest 18 from each would qualify for the grid although many thought it would be the fastest 36 overall. Then it rained for the second session and put the whole damn thing into utter turmoil.

The downpour after the first heat was so heavy that the track became flooded and the session postponed until the morrow.

Eventually the second session took place late on Friday. The track, unlike Thursday's totally dry conditions, was slightly damp to start with but it became bone dry later on. It was also split in half to allow the TV cameras to zoom in on Graham Hill's retirement announcement.

The majority of the grid therefore came from Friday's session as it eventually turned out, albeit on race morning, that the grid would now be taken on overall practice times.

Anyway, leading the grid and entry were the works Marches of Alex Ribeiro and Gunnar Nilsson. Both drivers had new cars, Ribeiro's now having a new tub with alloy bulkheads which



Terry Perkins, brother of Larry, drove the second Ralt like a seasoned campaigner in only his first F3 race.

Nilsson had in fact raced the week before at Cadwell. The Swede's roll hadn't damaged the tub very much and all was okay for the fiery Swede to start what would be a giant out psyching match with Ribeiro.

Ribeiro's car, unlike Nilsson's, was fitted with F2 type deformable side pods which were supposed to aid straight line speed, whichever way you happened to think at the time.

Ribeiro was quickest in the first session, looking very quick and tidy through the new chicane to eventually post 1m 31.9s, this being just outside Tony Rouff's old 1600 cc record set up at the GP two years ago *without* the chicane.

It was interesting to note that the quickest men through the chicane weren't necessarily the fastest on the complete lap. But then you have to take into consideration wing angles and so forth, how the individual driver sets his car up and whether it performs well on one particular type of corner or the whole track.

Having his first outing since his Monza Lotteria victory was Australian Larry Perkins in the works-maintained Ralt. Larry ended up 0.4s slower than the March but 0.3s clear of Stephen South whose Ray now featured a full width "steamroller" nose.

Private practice had seen it produce a considerable gain in top end revs (300 rpm at this venue) and so it remained. South looked particularly spectacular through the chicane, bouncing off the kerbs and his quick time wasn't surprising, although his pit reckoned there was more to come had a brand new tyre not chunked midway through the session.

Brazilian Ingo Hoffman and Britain's Dick Parsons were also very quick through the chicane, Parsons in the Modus looking to be trying very hard while the ever-improving Hoffman and his March-Toyota looked a lot steadier by comparison.

One of the quickest cars through the chicane by some 0.5s during the first practice was Piercarlo Ghinzani's narrow tracked Allegrini or CRS, a chassis which is home built and doesn't really bear any resemblance to any particular make. Times through the chicane between two given points brought about some interesting points and the author spent quite some time, along with Formula Atlantic winner Ted Wentz, discussing the various merits of driver/car combinations and why people like Fritz Stehlin, in the second works Modus, was quicker through this section than Ribeiro yet eventually *failed* to qualify.

Equalling Ghinzani's time was the smooth talking and smooth driving Pierre Dieudonné, the ex-Belgian journalist who handles one of the two Brian Lewis-prepared Bang & Olufsen March-BMWs. Team manager Ian Griffiths, formerly McLaren's ace gearbox specialist, explained the teams absence from Cadwell the week before was due to "lack of engines" from the Munich Motorsport factory.

Just behind the B & O car came a subdued Conny Andersson, the Swede who has "won" both of the supporting F3 races to be held with the Grands Prix so far (not taking his penalty at Monaco into account). Conny just wasn't happy at all this weekend in the Rotel March. Others who weren't faring too well in this session were Mike Tyrrell who now looks to be destined for the sidelines following the tragic death of his major sponsor in Antigua some weeks ago and former FF champion Donald MacLeod who was driving the GRD which has been pedalled by Ian Taylor. Smoke pouring from his Scholar engine told the tale. Also in engine trouble with his GRD was Dane Jac Nellemann while Monaco winner Renzo Zorzi failed to get in with his GRD as well. The car now runs a Ford Novamotor twin cam unit following constant head gasket problems with the Lancia unit that gave him the afternight success last May Zorzi would in fact have made the grid had the organisers taken the first 18 from each session.

Despite running more laps than his team-mate and really knuckling down to the job, Gunnar Nilsson could only equal Ribeiro's pole time on Friday but it was enough to promise a real needle match. Also throwing down the gauntlet was Patrick Neve in Ray Jessop's Shell-backed Safir and the Holbay twin-cam powered machine was just 0.1s slower but able to take up the last place on the front row.

Also well up due to a dud time was Luciano Pavesi in his brand new March-Toyota and his 1m 32.3s, besides equalling Larry Perkins' time, also made him the "quickest" Italian by almost a second. Genuinely showing well was another ex-FF man, Richard Hawkins in his ex-Ippokampos March, but there again, Hawkins has shown good front running form nearly everytime he's raced this season.

It's difficult to believe but Terry Perkins, one of Larry's many brothers, driving the second Ralt, was about to have his first ever European race. He'd practiced at several others but never taken the start. He looked good and was only 0.1s slower than his younger brother. Both the Perkins boys were in a group of 20 cars that were eventually covered by a single second.

Within that second, and it could mean a place on the second or eighth row, were Chris Barnett, the quickest BMW engined car although by being unable to stay with Nilsson toward the end of the session when in a tow, it reflected the lack of poke the unit possessed compared with the torquer Toyota, not that torque was really important on such a high speed circuit as Neve had already proved.

It was interesting to see Mike Wilds back in F3, although only for this one race in the March-Toyota raced earlier this season by Danny Alderton. Wilds, who's hardly raced this season (three events perhaps) was just getting into the groove when the battery master switch broke thereby stranding him out on the circuit.

Unusually far back, considering the form he'd shown at Cadwell the previous week, was American Danny Sullivan in the works Modus. However, it transpired that the team had changed the rear uprights and geometry in mid-week but Sullivan found the mods very much *not* to his liking. Thus the car was reverted back to the earlier spec for the race. Fellow American, the young Eddie Cheever, was having a cautious start to his (hopefully successful) F3 career in his Modus, although he did have to run with works bodywork in practice as his own didn't fit.

The works GRD challenge with Japanese Shaw Hayami at the wheel was dogged all weekend with both engine and tyre problems. Thankfully Mike Warner was persuaded to run the car by our editor rather than scratch it as he had threatened.

RACE

Maybe the two March mates (!) were too busy eyeing each other or they didn't see the green light which started the race. Anyway, if they *didn't* then Neve *did* for the Belgian got the Safir away to a fine start, flicking across toward the inside to make sure he held the line into Copse. Behind, Nilsson literally felt the presence of Larry Perkins while Ribeiro tried to push through and we all waited as the pack jockeyed for positions under the John Player bridge for the yellow flags. There were none but a few hundred yards further on a commotion did occur which lost Arnott an awful lot of places while Regout came around at the end of the first lap to pit, having blipped the engine rather high *en route*.

FASTEST PRACTICE TIMES

Alex Ribeiro (March-Toyota 753).....	1m 31.9s
Gunnar Nilsson (March-Toyota 753)...	1m 31.9s
Patrick Neve (Safir-Ford t/c RJ03)	1m 32.0s
Larry Perkins (Ralt-Ford t/c RT1).....	1m 32.3s
Luciano Pavesi (March-Toyota 753) ...	1m 32.3s
Richard Hawkins (March-Toyota 743) .	1m 32.3s
Terry Perkins (Ralt Ford t/c RT1).....	1m 32.4s
Stephen South (Ray-Toyota BR3).....	1m 32.6s
Ingo Hoffman (March-Toyota 753).....	1m 32.7s
Dick Parsons (Modus-Ford t/c M1)....	1m 32.8s
Chris Barnett (March-BMW 753).....	1m 32.8s
Bob Arnott (March-Ford t/c 743).....	1m 32.9s
Conny Ljungfeldt (March-Toyota 743).	1m 33.0s
G. Brancatelli (March-Toyota 753) ...	1m 33.1s
Herve Regout (March-BMW 753)	1m 33.1s
Piercarlo Ghinzani (CRS-Toyota 001)..	1m 33.2s
Pierre Dieudonne (March-BMW 753) ..	1m 33.2s
Anders Olofsson (GRD-Ford t/c 373) ..	1m 33.2s
Mike Wilds (March-Toyota 753).....	1m 33.2s
Rupert Keegan (March-Toyota 743) ..	1m 33.2s
Danny Sullivan (Modus-Toyota M1)...	1m 33.2s
Conny Andersson (March-Toyota 753).	1m 33.3s
Ulf Svensson (Brabham-Ford t/c BT41)	1m 33.3s
Alessandro Rossi (March-Toyota 743)	1m 33.5s
Mike Tyrrell (March-Ford t/c 733)	1m 33.6s
Fernando Spreafico (GRD-Ford t/c 373)	1m 33.8s
Barrie Maskell (Dastle-Ford t/c Mk14).	1m 33.8s
G. Mantova (March-Toyota 753)	1m 34.1s
Eddie Cheever (Modus-Ford t/c M1) ..	1m 34.2s
Shaw Hayami (GRD-Ford t/c 375)	1m 34.2s
Buzz Buzaglo (Ensign-Ford t/c LNF3) .	1m 34.3s
Ken Silverstone (March-Ford t/c 743) .	1m 34.3s
Henrik Spellerberg (GRD Ford t/c 373)	1m 34.5s
Graham Hamilton (March-Ford t/c 753)	1m 34.6s
Gianni Savoia (March-Toyota 753) ...	1m 35.1s
Peter Clarke (Modus-Ford t/c M1)	1m 35.1s

Eyes scanned the horizon, peering past the *Daily Express* bridge to see the tiny specks darting up through Abbey. It was still Neve with Nilsson, Ribeiro, Parsons, Terry P., South, Larry P., Conny Ljungfeldt (Rotel March), Hawkins, Anders Olofsson (GRD 373), Giancarlo Brancatelli (March-Toyota), Ghinzani and the rest strung out behind.

Neve held on to that lead for the next lap and the next. It looked as if he might get away, especially when Ribeiro scrabbled by Nilsson into the chicane on lap 4. Would the two Marches squabble among themselves and let the Safir get away? It might happen but it didn't.

The fourth lap saw an incident at the chicane which basically put the three leaders well clear, not that it looked as if they'd be caught anyway. Parsons, trying hard as only he can, got it a bit sideways, Terry Perkins lifted slightly and brother Larry banged him up the back. The second Ralt spun and in the fracas South's Ray got the new nose squashed and he was out. Larry Perkins recovered from his spin and although the nose was slightly damaged, he continued, albeit in fifteenth place which eventually improved to ninth by the end.

This incident allowed Terry to the front of the pack chased by Hawkins, and these two pulled clear of Brancatelli, Hoffman, Ljungfeldt (who'd been running without a clutch from the start), the fast rising Sullivan, Ghinzani, Dieudonné and Olofsson. We'd lost Barnett on lap 6 when the British FSV champion locked up and went straight on at the chicane ripping off his rear wing while Parsons found the handling of his Modus deteriorate and after much kerb hopping, he fell back out of contention, which was a pity.

Up front, the two Marches had pulled in Neve and Ribeiro, eager to lead as always, took over the premier position on lap 8. Nilsson waited until the next lap before pushing the Belgian back to third. The race within a race was warming up.

At exactly half distance the two Marches appeared under the *Daily Express* bridge, side by side and despite yellow flags (Eddie Cheever had spun lightly backwards into the barrier), the Swede had the inside berth and nicked through to have a look to see what it is that makes Ribeiro want to lead so much! A lap later Ribeiro was back in front, and then Nilsson and then Ribeiro again. It was purely a game of tactics at this stage. Nilsson admitted afterwards that they *were* working to ease clear of Neve and with him safely dealt with, it was now down to who could outsmart the other.

We waited and Nilsson waited. For lap after lap, the Swede just sat on Ribeiro's tail, not seeming to bother about whether to lead and just content to let the irrespressible Alex have his head. For the Brazilian, despite incessant advice from the Fittipaldi brothers, he drives every lap as if it's the last. Nilsson knew the consequences. Neither of them could really afford a repeat of Sweden.

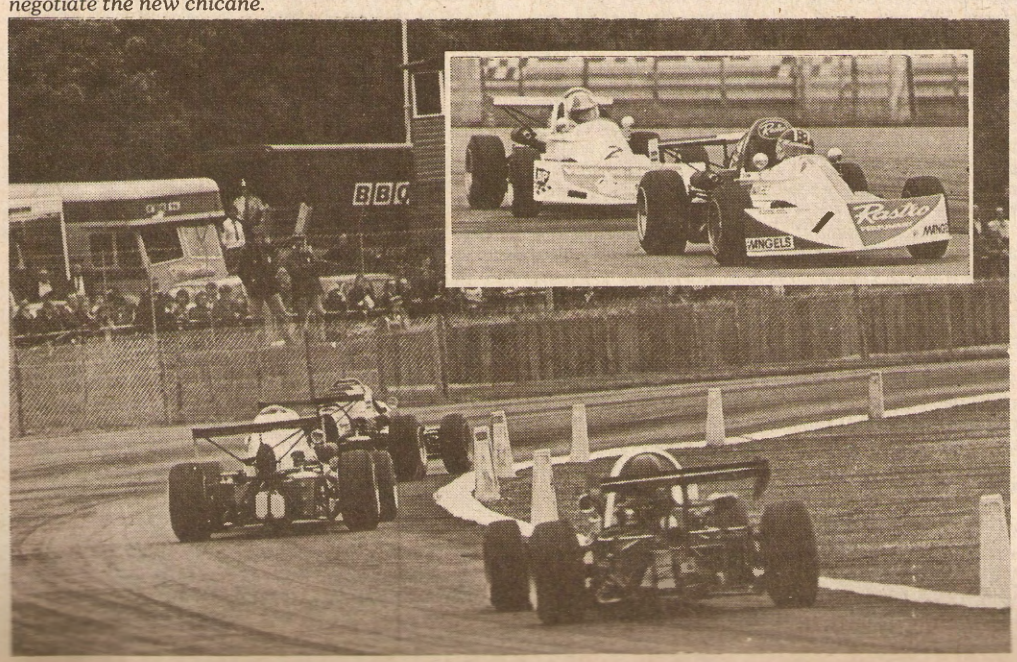
Further back, Terry Perkins was having trouble with his brakes and therefore was doing his utmost to keep Hawkins at bay and, because of his antics, Brancatelli was now closing. The Italian had successfully pulled clear of Hoffman who now had Sullivan threatening hard and going great guns following his low grid placing. The American managed to out-fumble the March into the chicane on lap 12 but in trying to chop off Hoffman's superior exit from the chicane, the two played a wheel banging match past the pits and Sullivan came off by far the worse with a severely buckled rear rim. Hoffman continued and was able to hold off Dieudonné and Ljungfeldt until the end, while further back poor Wilds was having a miserable race with an engine plagued with electrical gremlins and finished fifteenth.

The battle for what looked like fourth place was resolved in Hawkins favour on lap 17 when he eventually wriggled by the Ralt at the chicane and it was now left for Terry to successfully thwart Brancatelli's last minute effort.

If the lesser placings were sorted out before the last lap, then the lead certainly wasn't. Refusing the temptation to pressure Ribeiro several laps before the end, Nilsson revealed afterwards that he'd decided to make one quick attack. Surely Ribeiro must be able to counter it? But he wasn't counting on the straight.

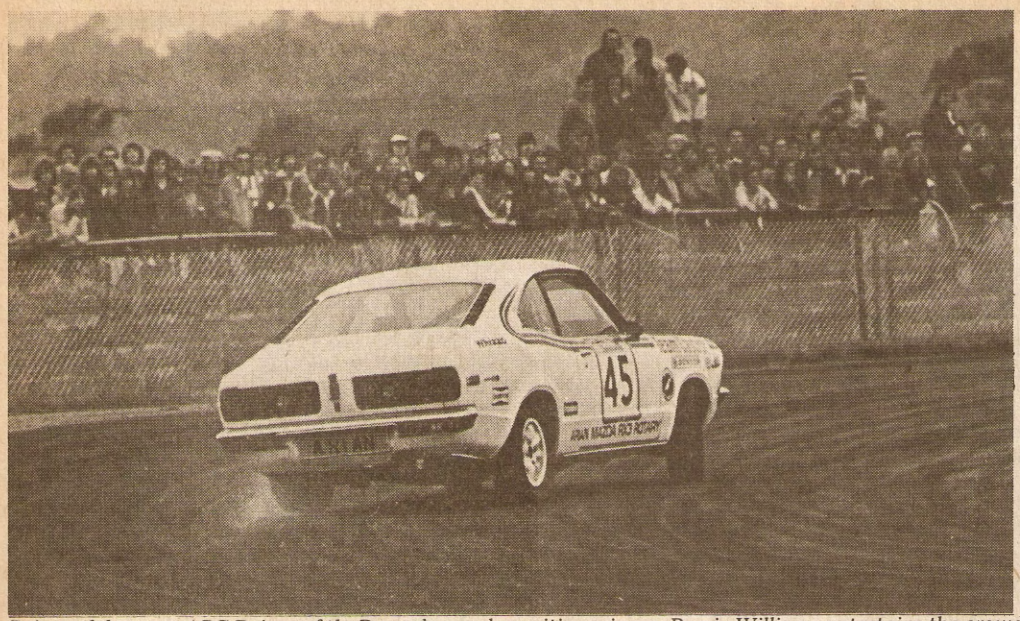
The pair moved onto the last lap together, virtually inseparable and on the Hanger Straight the Swede made the move. Before they'd entered the braking zone into Stowe, he whipped out of the tow and slipstreamed by the startled Brazilian. Through Stowe and away up towards Club they went and Alex tried the inside but Nilsson moved over. This cost him some valuable revs and it meant that Ribeiro's exit speed would be up on Nilsson's. An ideal situation and just what was required for Alex. Not so. The Brazilian was *too* close for Nilsson's tow sucked him right up as the pair skipped through Abbey, regarded as a straight in an F3. It must have been the choice of lifting or pulling out of his team-mate's magnetic pull and naturally Alex chose the latter. But he made a mistake. He moved the wrong way. It was to the right, or the inside for Woodcote. But Nilsson had use up all the road and Ribeiro suddenly found he had a rear wheel on the grass. He'd misjudged his position on the track. That, quite simply, was that.

Alex Ribeiro and Gunnar Nilsson head Patrick Neve through Stowe. The two works Marches (inset) negotiate the new chicane.



Formula 1 Constructors Challenge
Silverstone, July 19
20 laps — 58.64 miles
BP F3 Championship — round 10

1, Gunnar Nilsson (March-Novamotor Toyota 753), 30m 52.0s, 113.98 mph;
2, Patrick Neve (Safir-Holbay Ford t/c RJ03), 30m 56.9s;
3, Richard Hawkins (March-Novamotor Toyota 743), 31m 03.1s;
4, Terry Perkins (Ralt-Novamotor Ford t/c RT1), 31m 07.0s;
5, Giancarlo Brancatelli (March-Novamotor Toyota 753), 31m 07.9s;
6, Ingo Hoffman (March-Novamotor Toyota 753), 31m 12.0s;
7, Pierre Dieudonne (March-GmBH BMW 753), 31m 12.4s; 8, Conny Ljungfeldt (March-Novamotor Toyota 743), 31m 13.5s; 9, Larry Perkins (Ralt-Novamotor Ford /c RT1), 31m 19.0s; 10, Dick Parsons (Modus-Brown Ford t/c M1), 31m 25.3s.
Fastest lap: Alex Ribeiro (March-Novamotor Toyota 753), 1m 31.4s, 115.48 mph **(record)**.



Driver of the race, APG Driver of theDay, class pole position winner, Barrie Williams entertains the crowd as usual with his sideways motoring on the way to a delayed fourth in class.

RAC/SO TOURING CAR ROUND

Thank heaven for classes

BY BOB CONSTANDUROS **Photos by DAVID WINTER**

Perhaps the greatest point that emerged from the Southern Organs British Touring car championship round at Silverstone, preceding the Grand Prix, is that Camaro racing is a bore. The sight of Stuart Graham leading Richard Lloyd (for all but one lap) leading Vince Woodman in their Chevrolet Camaros by fifteen or so seconds each could not have been in the slightest bit inspiring to any spectator. It was a non-event. But further down the field, there were tremendous battles, and even Andy Rouse's easy 2 litre class win in the Dolomite Sprint might have been enlivened if Barrie Williams had started on time having set fastest lap for the class in practice. The real battles came in the 2501 cc to 4000 cc class and the up to 1600 cc classes. In the former, Gordon Spice seemed to have it sewn up until the last two laps when a driveshaft broke, and then the battle royal going on behind him became for the class lead. Brian Muir had lead this tussle, but he too pulled off with a blown head gasket, and so for the final five laps, John Handley lead the class, having started right at the back of the grid and tenaciously driven through the other two Opel Commodores of Peter Hanson and Shaun Jackson, who diced together throughout, making an Opel 1-2-3.

In the smaller class, Win Percy had the measure of his opposition from practice onwards in the Toyota Celica, but Stan Clark has got his Alfa Romeos competitive, and both Clark and Tony Dron had a tremendous dice with Bernard Unett to the line, with Dron and Unett going over (rather than through) the chicane side by side on the last lap, rubbing door handles and Dron getting the verdict by two tenths of a second.

But drive of the race, and adjudged Driver of the Day for the APG award, was Barrie Williams in the Mazda which he was running with his family's private money. The Bendix fuel pump packed up on the dummy grid and before it was fixed with a sharp clonk from a hammer, the field had started and were halfway round lap one. From this position, Williams, in his usual entertaining style, climbed back up the field to twelfth position, fourth in class, and only lapped by Stuart Graham. An anomaly appears in the results for Lloyd too lapped Williams, and passed the nineteenth lap, on which he went off on his own oil, in front of Williams, but he was not to cross the final line. If classified, he would gain one point in the championship; however, the main places are not affected, Andy Rouse still leading Stuart Graham by one point.

ENTRY AND PRACTICE

Britain's most important saloon car championship contenders assembled for the eleventh round of the Southern Organs championship for their round over the new Silverstone circuit. All the usual contenders turned up, save Holman Blackburn's Capri and Gillian Fortescue-Thomas' Dolomite Sprint, both of which will be seen at the Spa 24 Hours next weekend. These absentees allowed in Nigel Stovin-Bradford's Camaro, Joseph Carr's Capri and Tom Walkinshaw's RS2000, as Melvyn Adams elected not to start his Avenger.

Practice was held over one hour in fine conditions on the Friday, which meant that anyone who had problems could find themselves not qualified to start, which is what happened to one competitor who ultimately won his class having muscled his way onto the grid. Such a tale shows up a considerable weakness in the procedure.

Naturally enough, the first three rows were dominated by Camaros and Tony Lanfranchi's Hemicuda, but there was still quite a difference in times. The fastest two, not surprisingly, were Stuart Graham and Richard Lloyd in their 7.4 Chevrolet Camaros with Brut and Simoniz sponsorship respectively. Graham was in fact the faster, just two hundredths quicker on 1m 44.45s to Lloyd's 1m 44.47s.

Graham did in fact, reckoned that he should have been quicker and considered his engine to be about 500 rpm down, this eventually traced, on Saturday to an absent camshaft lobe. "Once we'd ran in the brakes and changed the dampers, we'd really run out of time" said Graham, "and it still doesn't handle right; it may be that it'll never handle with the 7.4 engine". His team got a faster time too, a 1m 44.2s, "it must have been the lap I got massive brake fade at Stowe" he said, although the time keepers didn't have it, but he had pole anyway.

Lloyd was fairly happy with his car, and just admitted that his car wouldn't be near Graham's in the race. He didn't reckon the chicane much either: "it's like trying to pour treacle through an egg-timer" he said, referring to the wide entry and narrow corner.

Beside the two 7.4 Camaros, was the first of the 5.7s, Vince Woodman's Esso Uniflo sponsored machine, 1.1s slower on 1m 45.5s. Vince had hoped to have a 7.4 fitted for the race, but first of all the crank picked up a bearing, and then the camshaft went too, so Vince had to settle finally for his 5.7 with which to challenge the pair beside him.

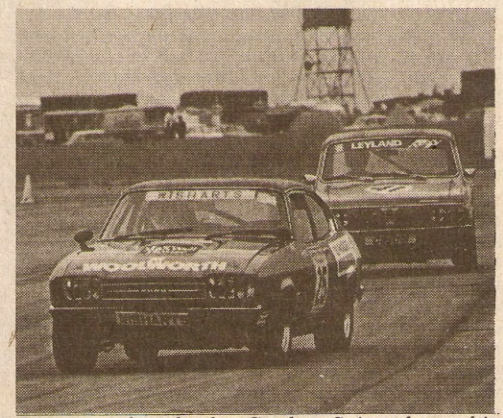
The next row was headed by Brian Pepper's General Relays 5.7 Camaro, a further 1.5s down who had a good practice and was sharing this row with Tony Lanfranchi's Hemicuda. The National Organs sponsored monster was a further second down on Pepper, but its practice was limited for the master cylinder on the brakes kept packing up and finally Lanfranchi went through the chicken wire at the chicane and with wire tangled round the exhaust, he had to call it a day.

Problems saw the next two fastest a whole four seconds down on the front row men. Tony Shaw in his Southern Organs 5.7 Camaro was on 1m 48.5s and Jon Fletcher in his Glazepta car on 1m 48.8s. Shaw was not happy with his engine as they'd changed a camshaft during the week and the new one caused the engine to be as flat as a pancake. But once the ignition was retarded, the engine seemed to pick up. Fletcher meanwhile, was taking things easy having blown up on his last appearance at the circuit and finding that he needed bigger fuel pumps, duly brought down from Lancashire by his wife for Saturday.

Completing this third row was the first of the 1600 cc to 2500 cc cars, not Andy Rouse's Dolomite Sprint, but Barrie Williams' Mazda RX3 Coupe. The car had a new Weslake engine for the race, and a cure for the cutting out had been partially found in fitting a larger diameter fuel line. Barrie's 1m 49.4s was only hundredths quicker than Rouse's Broadspeed prepared Dolomite Sprint, which was on the fourth row with Nigel Stovin-Bradford's Camaro. Rouse probably could have gone better but for the engine was running weak at the top end, probably losing about 400 revs.

Row five held the first of the 2501 cc to 4000 cc cars, Gordon Spice heading the first of the three Capris which dominated practice. Spice set a 1m 49.53s, sharing this row with two more Dolomite Sprints, those of Roger Bell and John Hine. Rouse tried Bell's car, and set the same time as *Motor's* editor in practice, and Hine was perfectly happy with his car.

Stuart Rolt was the next of the 2501 cc to 4000 cc Capris, sharing row six with Malcolm West's Camaro, having a trouble free session for his 1m 50.4s. He was one row ahead of three more class mates, Brian Muir driving the Adlards Capri on 1m 50.8s, Shaun Jackson driving the Hammonds Sauce Opel Commodore and Peter Hanson in the



One time class leader Gordon Spice shows his Tour of Britain Woolworths sponsorship in front of Roger Bell's Dolomite Sprint.

Marshall Wingfield version. Muir's practice was fine, but Jackson's 1m 51.3s was slightly troubled by a new clutch settling down and Hanson found himself doing around the same times as last year, 1m 50.9s, rueing the lack of development feedback from Germany and feeling that this was perhaps why the Capris had the class edge.

Sandwiching Bob Ridgard's Camaro on the next row were Tom Walkinshaw in Alan Foster's rebodied "By Royal Appointment" RS2000 and Win Percy's class leading Toyota Celica. Walkinshaw found that the RS2000 wasn't the same car at all since its Royal shunt in the hands of Captain Mark Phillips, and was misfiring with electrical problems. Percy set his 1m 53.8s despite feeling very unwell with a fever but it was well ahead of his class rivals.

Row ten held John Olding (Camaro) and Martin Thomas (Dolomite Sprint) and a row further back were Bob Saunders' Sprint, Alistair Cowin's 7.4 Camaro and Stan Clark's Alfa Romeo Junior. Cowin was driving again after four years, and his practice was considerably shortened when he found a lump of rubber in the carburator which was causing the car to flood. His reappearance was also made hard work by having no power steering. Clark's 1m 56.8s was a tribute to recent hard work and testing to get the *Penthouse* effort competitive.

Bernard Unett (Hillman Avenger) and Tony Dron (Alfa Romeo Junior) were on the next row relatively happy with their cars, but not with the time set by Percy which was somewhat demoralising. Jennifer Birrell shared the next row with

Joseph Carr's Capri, somewhat unhappy with a new engine in her Avenger, and they had the second Toyota Celica of Rex Greenslade for company. The grid was made up by Hugh Oliver-Bellasis (Avenger), and John Handley's Opel Commodore, sponsored by AC Delco. He was this far back because the engine bent a valve going to scrutineering, and so Handley did his qualifying laps, only to find that the organisers were implementing a 110 per cent rule of the class leader's time, and anyone outside that time was not qualified. He took his place on the grid anyway.

RACE

Although there were occasional drops of rain, there was no panic on the grid apart from the fact that as they warmed up, Williams car wouldn't start and he was pushed onto the grass. As marshals fiddled with the Bendix fuel pump, a marshal was busily reorganising Alistair Cowin's grid position, but that seemed to make little difference to the man with his finger on the green light button, and despite the fact that this rather elderly gentleman was tanding in the middle of the grid, the field was duly signalled away with Graham leading Lloyd and Shaw into Copse as the old boy gently strolled off the grid shaking his head in disbelief.

About the time we had the news from Stowe that Woodman was next up from Pepper, Rouse, Spice and Bell, there came the raucous roar as Williams' Mazda came to life, and off it shot to start its first lap. By the end of lap one, Lloyd was close up on Graham, Woodman was already a little out of touch next up having demoted, with Brian Pepper, Tony Shaw to fifth. Rouse was next, the first of the 2 litres and two places back in eighth, Spice led the 2500 cc to 400 cc class with Bell and Hine completing the top ten. Percy already had the measure of Unett and Mrs Birrell, with the Alfas massing behind them, next.

An early retirement on that lap was Gubelman's Capri with lack of engine power, and Lanfranchi pitted with valve trouble possibly through overrevving while on the next lap, Pepper, a greatly improved driver, had the misfortune to have his clutch disintegrate, which lost him his fourth place.

Thus everyone moved up a place, including Jon Fletcher who'd also taken Andy Rouse's Dolomite and was now fifth. In seventh, by lap three, Spice had both Bell and Hine following closely while in eleventh, Brian Muir, second in his class, was gathering a battle including Stovin-Bradford's Camaro, Hanson's Opel, Rolt's Capri, Brindley's Camaro and the two Opels of Jackson and Handley who'd shot through from the back of the grid.

By lap five, Graham already had a five second lead over Lloyd, then a gap to Woodman, another one to Shaw and then Rouse now, as Fletcher was dropping back with a slowly deflating tyre, ultimately retiring from sixth some laps later. Spice was still trying to get away, although West was now in with the Dolomite Sprints of Bell and Hine. Handley was up to thirteenth and Percy had shrugged off all his competitors and was dicing with Thomas' Sprint some way ahead, having lost his teamate a lap earlier when Greenslade spun at Becketts and gently rolled over without too much damage. Jennifer Birrell stopped around the same time with a broken water pump having been lying third in the small class, so now the Alfas moved in on her teamate Unett.



Once Brian Muir (leading here) retired, the class battle wrested with the three Opel's following, who finished in the order above: John Handley, Peter Hanson and Shaun Jackson.

The situation at this stage was somewhat dull up front, for no one was catching anyone else, but back in eighth position, Bell was experiencing trouble with his second in class Dolomite Sprint as the car was jumping out of fourth gear, and for a while, Bell had only two gears. This lost him the position to Hine on lap ten. Behind them, Stovin-Bradford now headed the 2500 cc to 4000 cc battle, with Hanson second in class, then Muir, Handley, Rolt and Jackson, Stovin-Bradford going slowly through the bends, so that the whole lot would bunch up to queue up and go through behind him. Rolt was to disappear from this lot when his head gasket blew dramatically in front of everyone in the Woodcote grandstands and he spun to a halt on his own water. At the back, and overtaken by the flying Williams, both Dron and Clark were mixing it in rare fashion with Unett for second in class behind Percy.

Nothing much seemed to be happening to the front at this stage, the first two driving so carefully that one might think it was a 24 hour race, not a 20 lapper. But Woodman was taking some advantage of this situation, and although Lloyd had settled for second place, he was experiencing some engine problems, making an interesting mixture of oil and water in the engine. Thus he was being careful and Woodman started to haul him in. Behind them, Rouse had been gaining on Tony Shaw's Camaro for fourth place and on lap 13, the Dolomite Sprint slipped past. Spice was now fifth after Fletcher pitted with his flat tyre, and Bell had mastered his gear selection problems and had caught John Hine again, both of these two gaining on Spice. Stovin-Bradford had got away from the Opel dice, with Muir still leading them in his Capri, but Handley was following and dicing hard with Hanson and then Jackson close up watching the two of them battle it out. By lap fifteen, Spice had lost his sixth place to Hine, and was in turn being closely followed by Bell, while the other competitive Capri of Muir went the same way as Rolt with a head gasket blown. This left Handley and Hanson to battle out second in class. Williams had overhauled Thomas' Sprint and was still climbing through the field, and Unett still had Alfas running round him, with Dron leading him and Clark just behind.

At the front, Woodman had stopped hauling in Lloyd, for the brakes were beginning to disappear on the big Camaro, and that seemed the way things would finish. Shaw was keeping tabs on Rouse but four laps from the end, the fan fell off and he had to drop back. Spice mastered the Sprints of Hine and Bell, who then had an argument at Maggots, which gave the lead to Bell and Hine restarted in with the Opel battle, lead by Handley still. As the laps reeled out, so Spice disappeared on the penultimate lap, for a misfire had set in and the power would come through quickly. This might have been the reason that his driveshaft broke, which now fairly and squarely handed the complete class to Opel with Handley leading. Stovin-Bradford had come charging up and on the last lap, as Graham took the flag, he got by Bell for what was to be fifth. For no red and yellow Camaro came through behind Graham; instead Woodman's blue and white model. Lloyd's emulsion had finally leaked out of the engine, and on this mixture, he spun at Club and he'd lost his place on the final lap. Rouse then came third, some way in front of Shaw, some way in front of Stovin-Bradford. Handley had Hine splitting him and Hanson for seventh, eighth and ninth and Jackson took tenth. Olding was the last unlapped runner, and Williams the first lapped one on the road, although Lloyd had completed 19 laps before him.

But the real excitement was still to come, for behind Percy's annihilating Toyota, Unett was determined to take second in class. He reckoned to have it all sorted out for Club, but the yellow flags for Lloyd's incident stopped that, so as they came up to the new chicane, he slipped alongside Dron, hoping to outbrake him. But that didn't work, and they were still alongside as the chicane drew closer, neither giving way. So Unett bumped over one bit of the kerbing, and as they scraped door handles, Dron bumped over the other bit and they shot across almost side by side, Dron getting the verdict by 0.2s for second in class. It certainly gave the crowd some much needed excitement.

Tony Dron and Stan Clark (Alfas) prepare to pounce on Bernard Unett's Avenger for second in the small class. It was an excellent battle.



RAC/SO Touring car championship, round 11
Silverstone, 20 laps

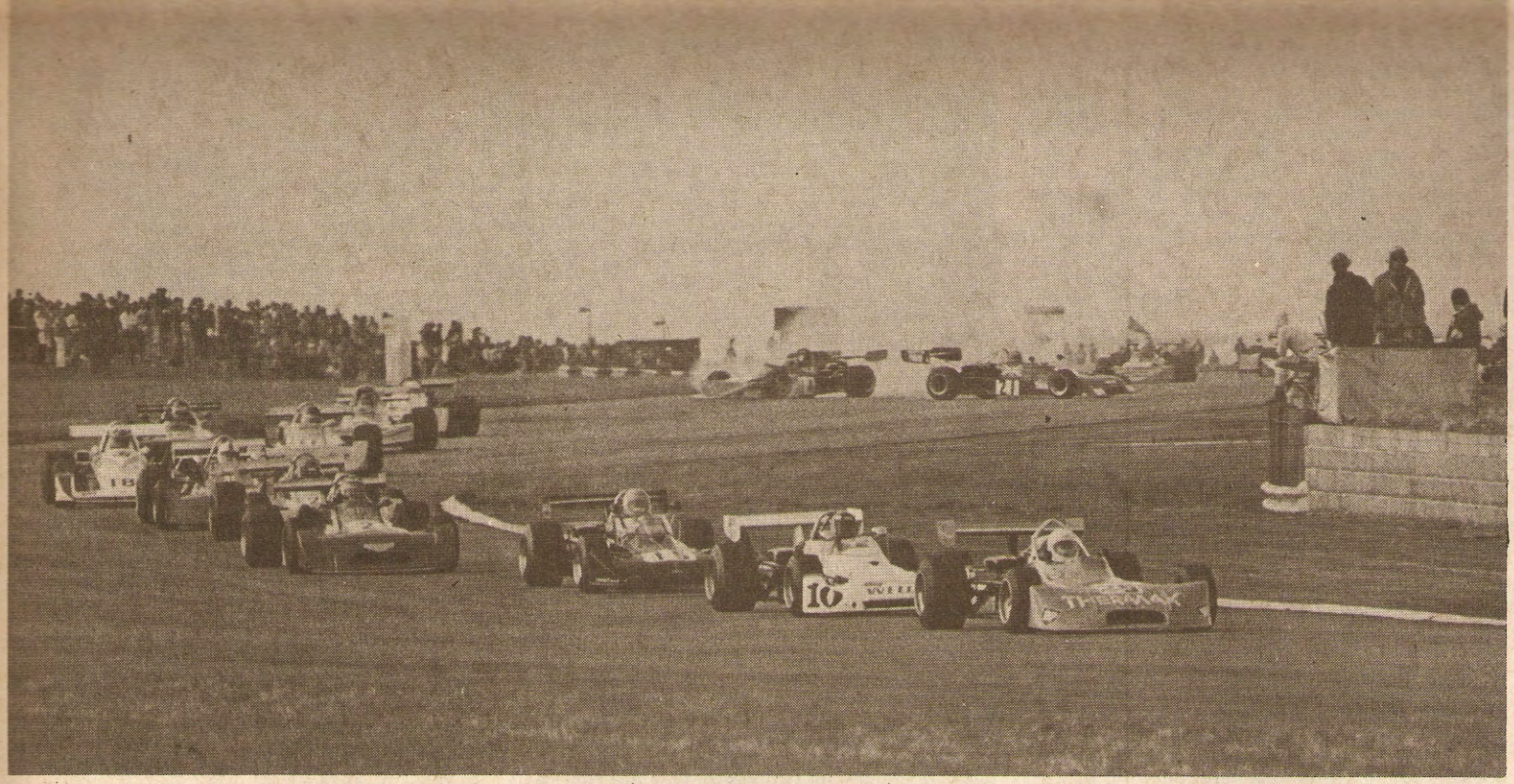
1, Stuart Graham (7.4 Chevrolet Camaro Z28), 35m 46.1s, 98.36 mph;
2, Vince Woodman (5.7 Chevrolet Camaro Z28), 36m 14.2s;
3, Andy Rouse (2.0 Triumph Dolomite Sprint), 36m 50.6s;
4, Tony Shaw (5.7 Chevrolet Camaro Z28), 37m 2.6s;
5, Nigel Stovin-Bradford (5.7 Chevrolet Camaro Z28), 37m 25s;
6, Roger Bell (2.0 Triumph Dolomite Sprint), 37m 25.4s; 7, John Handley (3.0 Opel Commodore GS/E), 37m 30.4s; 8, John Hine (2.0 Triumph Dolomite Sprint), 37m 33.3s; 9, Peter Hanson (3.0 Opel Commodore GS/E), 37m 37.3s; 10, Shaun Jackson (3.0 Opel Commodore GS/E), 37m 39.9s.

Over 4000 cc: 1, Graham, 98.36 mph; 2, Woodman; 3, Shaw; 4, Stovin-Bradford; 5, John Olding (5.7 Chevrolet Camaro Z28); 6, Richard Lloyd (7.4 Chevrolet Camaro Z28). **Fastest lap:** Graham, 1m 44.4s, 101.10 mph.

2500 cc to 4000 cc: 1, Handley, 93.80 mph; 2, Hanson; 3, Jackson; 4, Joseph Carr (3.0 Ford Capri GT); no other finishers. **Fastest lap:** Gordon Spice (3.0 Ford Capri II), 1m 50s, 95.95 mph.

1600 cc to 2500 cc: 1, Rouse, 95.49 mph; 2, Bell; 3, Hine; 4, Barrie Williams (2.3 Mazda RX3 Coupe); 5, Bob Saunders (2.0 Triumph Dolomite Sprint); 6, Martin Thomas (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 48.8s, 97.01 mph.

Up to 1600 cc: 1, Win Percy (1.6 Toyota Celica GT), 91.30 mph; 2, Tony Dron (1.6 Alfa Romeo GT Junior); 3, Bernard Unett (1.6 Hillman Avenger GT); 4, Stan Clark (1.6 Alfa Romeo GT Junior); no other finishers. **Fastest lap:** Percy, 1m 53.6s, 92.91 mph.



Maggotts on the first lap: Muir leads Wentz, May and Crawford, while further back Musetti's March and Cook's Chevron begin their accident.

FORMULA ATLANTIC

Wentz waltzes for Wella

By IAN PHILLIPS **Photos by DAVID WINTER**

The John Player Formula Atlantic Championship round provided an excellent finale to a really good day's racing at the John Player GP meeting. Throughout the twenty laps the racing was fast and furious. Three cars were right in contention right up to the flag. The winner was Ted Wentz in his Wella Lola — a more deserving winner there couldn't have been. Time after time this year the young American has led Atlantic races or given chase to Tony Brise only to be robbed of the right reward. But this time it came good. The pressure though wasn't from any of the other regular contenders. It came from two really on-form midfield runners, Bobby Muir (Birrana) and Alo Lawler (Chevron). Muir drove in great aggressive style and all but took the lead at Club on the last lap. In a bold move he got on the marbles and dropped to third as Lawler snatched the opportunity to slip through. The three cars were still covered by .5s at the end.

It was a good field of cars but all the favoured runners shot their bolt early on. Poor Tony Brise didn't make the grid following his F1 shunt, Jim Crawford got put off on the first lap, Nick May spun, and Richard Morgan suffered at the hands of another driver.

ENTRY and PRACTICE

A strong Irish contingent and a full turn out of *Libre* racing specials meant nearly a full 36 car grid for this the most prestigious of Formula Atlantic races. They were granted two practice sessions, the first, on Friday afternoon, was dry the second, on Saturday morning, was damp. Naturally enough nearly all the times were set on Friday.

The lap record, without the chicane, stood to Tony Brise at 1m 24.0s, it took Ted Wentz just 3.9s longer to negotiate the extra 6½ yards in his Wella Lola-Swindon T360. The American looked extremely smooth throughout and the car ran faultlessly. Second quickest and more confident than he has been of late, was Jim Crawford in the SDC Chevron-Hart B29. At 1m 28.0s he felt he could have gone quicker but with his F1 JPS commitments he wasn't in a mood to do anything silly in Atlantic. As it was David Purley did qualify it, just in case, on Saturday morning. The Chevron has been back to the works since its last outing to have some front suspension modifications and to undergo a thorough testing session in the hands of Derek Bennett. Just a further .2s slower was Australian Bobby Muir in the Australian built Birrana owned and run by Bob and Marj Brown. The only significant change was a switch to Swindon engines and this coupled to Muir's increasing experience made a very competitive outfit. Incidentally the team's second driver, Dean Hosking has returned home.

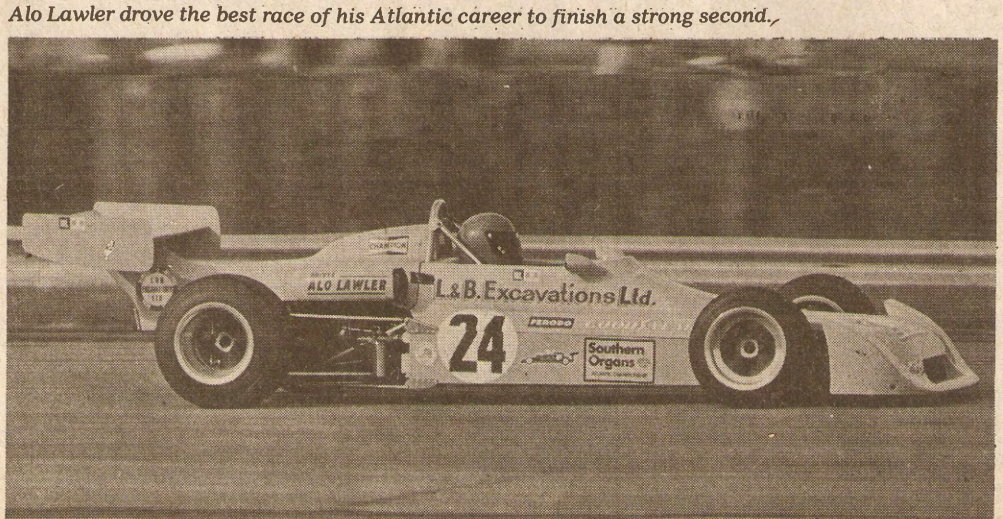
Nick May continued to show good form in the ex-Scott Lola-Nicholson T360B, which still shows some allegiance to Strakers although the deal ends on July 31. It will be a shame if he has to pull out because his 1m 28.3s showed just how competitive he is.

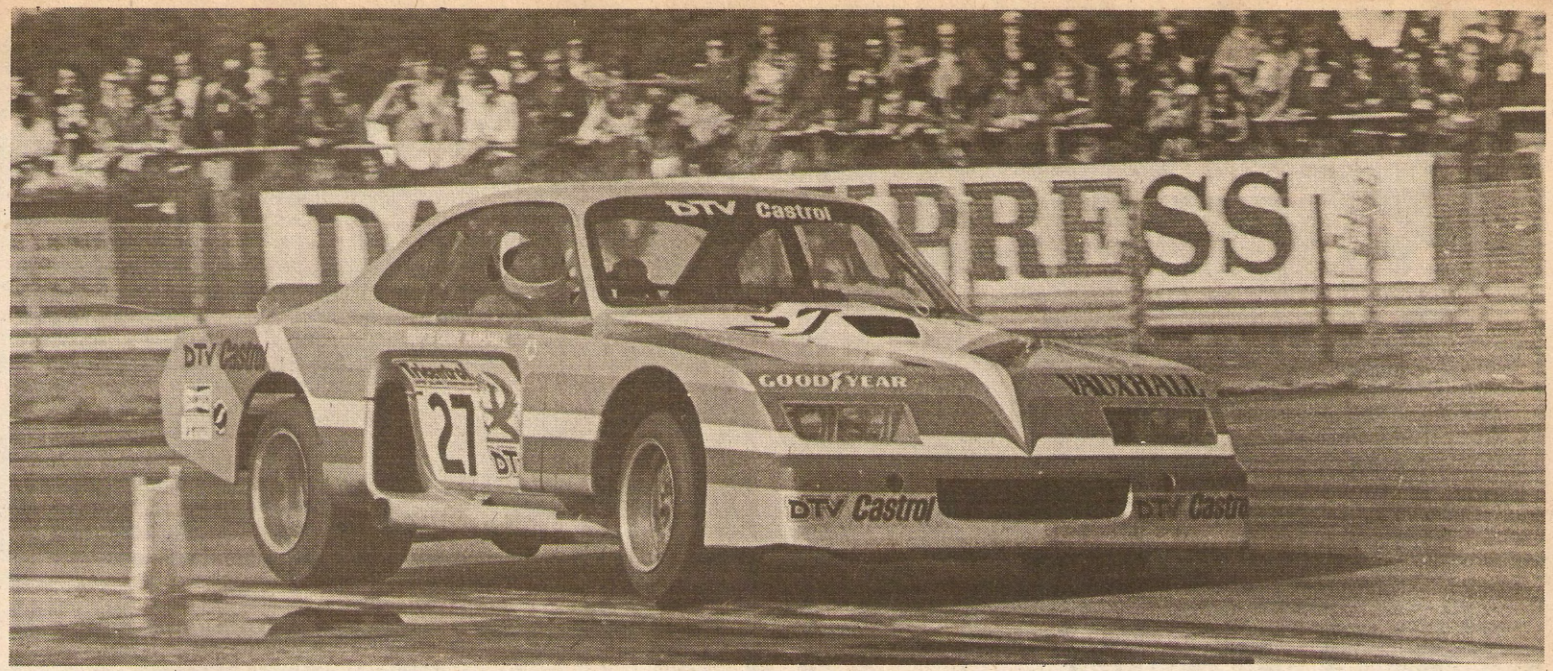
After a couple of runaway wins the Donington Collection-Wheatcroft Racing team was in high spirits but unforunately this wasn't to be their weekend. Richard Morgan was stranded out on the circuit on just the second lap of the quick session when the ignition box of the Wheatcroft packed up. By the time driver, spark box and car had been re-united there was no opportunity for any quick laps but his 1m 28.4s set on Saturday showed just what a quick combination this is.

Leading the third row of the grid was Peter Wardle's Surtees-Swindon TS15 which continues to be competitive despite its age. He did 1m 28.5s which was .3s quicker than Tony Brise in the works Modus, which now shows SKF backing. Atlantic racing doesn't seem to be giving Tony much joy at the moment and following his three recent unhappy outings he didn't feel too confident about this one either. Mechanic Nick Jordan had built up a new M1 round a new tub following Brands but Tony felt that the engine was a little down on power and wasn't surprised to find himself on the third row. On Saturday he spun into the Woodcote catch fencing and damaged the wing and frame. Alo Lawler (Chevron-Nicholson B29) has been driving with more confidence recently and came up with the same time as Brise which was a good effort. Ted Moore's Rapid Movements concern brought along their similar Chevrolet-Swindon B29 for Matt Spitzley which also went well to equal Brise and Lawler. Fellow American Jim Crawley shared the fourth row with him in his B29 which is built on one of the original prototype tubs. He managed 1m 29.1s.

Grand Prix Atlantic meetings and Ray Mallock just don't mix. The last two have been fraught with disaster and this one was just the same which is a shame as he's one of the country's best young drivers but everything goes wrong when he has the opportunity to show himself off. This time he'd got down to 1m 29.4s early on in the Ardmore March-Swindon when the clevis pin in the left rear upright broke as he was just touching maximum

Alo Lawler drove the best race of his Atlantic career to finish a strong second.





Gerry Marshall dominated the Tricentrol Super Saloon round in DTV's Firenza, winning almost as he pleased.

SUPER SALOONS

Marshall's monster bore

Annihilation to the point of boredom is probably the best way of describing Gerry Marshall's win in the Super Saloon race in dry conditions at Silverstone on Saturday after the Grand Prix. He had quite a gap after the second lap and thereafter pulled away to win by 38.4s. And it was half that time after only three laps. Hopefully, from the lack of racing, spectators derived some enjoyment from watching Gerry's incredible driving in DTV's Repco powered Firenza, for there was little else to watch. Once Alec Poole had pulled clear of David Howes' Javelin and Nick Whiting's 2.0 Escort, he had little trouble in keeping his second place, which he claimed by over 20 seconds. Whiting unfortunately had the fuel pump break up on the last lap so that Tony Strawson, who's been closely followed by Arthur Collier's Skoda for much of the race, took fourth with Collier next. The sight of a Super Saloon driven well, and the extraordinary machines themselves, are obviously a great attraction but the racing can be non-existent. Reliability, as always, was suspect, and out of 24 cars which took to the grid, thirteen actually finished. Not a good day for this Tricentrol championship.

ENTRY AND PRACTICE

The entry for Silverstone's 12 lap Super Saloon race surely had all the ingredients of what Super Saloon racing is all about, for just about every Super Saloon that has ever raced, and one that has never raced, were in the paddock. And that includes Colin Hawker's DFV powered VW Fastback. Their owners and drivers had seemed to make a special effort for the race in preparation and quite a few of the mainly impoverished drivers had had their engines rebuilt and made an effort to give the best impression.

Practice was held on Friday with a half-hour session which unfortunately coincided with a rain storm for most of the time, but some drivers got in quick times just before the rain really started, and it was drying a bit at the end. Thus well prepared drivers had an advantage. For many it was a quick three laps, possibly on slicks, and forget about it. Thus the times varied from Alec Poole's polewinning 1m 51.5s to the last man on the grid, Tony Ward's 2m 51.6s.

Poole was of course driving Derek McMahon's Dealer Team Skoda Skoda-BDG and in his 10 laps, he got down to 1m 51.5s which was 0.8s quicker than the next man, Silverstone specialist Ian Richardson in his 8.1 Chevrolet Corvair. His practice was really spent running in the car as the mill was new. Completing the front row was Gerry Marshall in the 5.0 Firenza who didn't want to get wet and just did four laps in the dry early on, setting a 1m 53s for pole before getting bumped off by the other two at the end of the session.

Marshall's team-mate Bill Dryden headed the second row in the smaller 2.5 Firenza which he took to a 1m 53.2s. Beside him was another of the smaller cars, Tony Sugden's 2.0 Ford Escort-BDE on 1m 54.7s.

Having great problems with his gearbox was Tony Strawson, who did a 1m 56.3m in his now 7.2 Chevrolet engined Capri, for the box blew up on him. The whole of Friday night was spent running around the country trying to get more bits and the right bits, ultimately being successful. Zekia Redjep's BDG-powered Escort and Arthur Collier's ex-John Turner Skoda-Chevrolet were on the next row.

Others expected to do well from more lowly grid positions were Nick Whiting in his Escort on the fifth row with Martin Birrane's Adlards Capri, the latter only getting one lap in the dry. One row back was David Howes' AMC Javelin with 6.4 litres and he was sharing this sixth row with Dave Brodie's 3.4 Capri sponsored by ShellSport. Brodie had an off at Becketts in the rain taking off a radiator and damaging the nose section, but all was OK for the race. Back on row eight was Alan Minshaw's Daf while Doug Niven was really far back for him on row nine beside Jeff Ward's Capri. Niven had had a new engine block built up, the car being finished at 5 in the morning before practice, so he was really only running in.

Non-starters, although they were present at the track, were Colin Hawker's VW which had been finished, or was being finished and had a gearbox fitting problem, and Tony Hazlewood's very smart Jaguar Chevrolet which only came to show itself anyway.

RACE

Even though it had been quite a time since the Grand Prix actually stopped, with lots of catch fencing to be repaired, there was still a certain amount of damp track when the Super Saloons went out for their three laps warming up. The organisers had agreed to this number of laps, because there was a possibility that the VW would get out for this qualifying and Brian Cutting had taken over Win Percy's Group One Samuri-run Toyota Celica in the hope that it and he would do well in the wet. Richard Lloyd, who'd practised his G1 Camaro obviously didn't take up his position on row five after his G1 race problems.

More drama then. First of all, Doug Niven got no further than the Paddock before the water temperature went off the clock, and the team, having taken the gearbox out twice during the day, called it a day. Then the VW wouldn't start at all despite their valiant efforts. On the warming up lap, Geoff Friswell spun Geoff Wood's Escort at Chapel on some wet track and ripped off the bodywork on one side and he wasn't going to start. Then Martin Birrane came up to take his position on the grid, found the chicane fence in front of him, failed to stop in time, hit it, and pulled straight into the pits with one corner damaged. Divina Galica, meantime, had sat on the grid trying to find gears for ages and as the final warm up lap took place, she left someway behind the others, and when the flagged dropped, she was just driving through the chicane.

Marshall and Richardson just shot away together at the start and it looked like quite a dice to the first corner but Richardson braked long before the Firenza and to his surprise, Marshall was in the lead. Alec Poole was third with Dave Brodie just behind, but the latter lasted as far as Chapel where a propshaft universal joint went and that was his race. When they came round on lap one then, it was Marshall, already with a good lead of over 100 yards from Richardson, Poole, Whiting, Howes, Strawson and the rest and by lap two, Marshall was even further away. Poole had demoted Richardson to the clutches of Howes and Whiting, but there wasn't much more excitement. Alan Minshaw had pulled the Daf off early with a pool of oil on his floor and Redjep was another retirement.

Lap three saw everyone move up one when Richardson pulled off with the water temperature very high and the catch tank full of oil. Gerry Marshall had 16s over second man Poole and then Whiting was slowly being left by Howes' big Javelin. Strawson and Collier came next followed by Dave Millington's Firenza and Jo Russell's Camaro. Bill Dryden had struck trouble with overheating and had dropped out of seventh early on.

And that was virtually it really. Marshall lapped all but nine by lap six and got two more by the end. Poole kept up the chase as best as he knew how, and David Howes did likewise. Tony Strawson's Capri took fourth after Whiting's fuel pump packed up, on the last lap and Collier slipped back slightly in fifth. The last two were Russell's Camaro which had got very much off line at Woodcote one lap from the end and looked like ramming the normal flag rostrum but just was retrieved from such a fate, and Millington who'd been doing the best to make a race of it until he dropped back with fuel surge on the penultimate lap.

Both ladies had problems, Rosemary Smith doing well early on in her Escort only for engine problems to intervene, and Divina Galica climbing up well until a spin ripped off the exhaust and she pulled in.

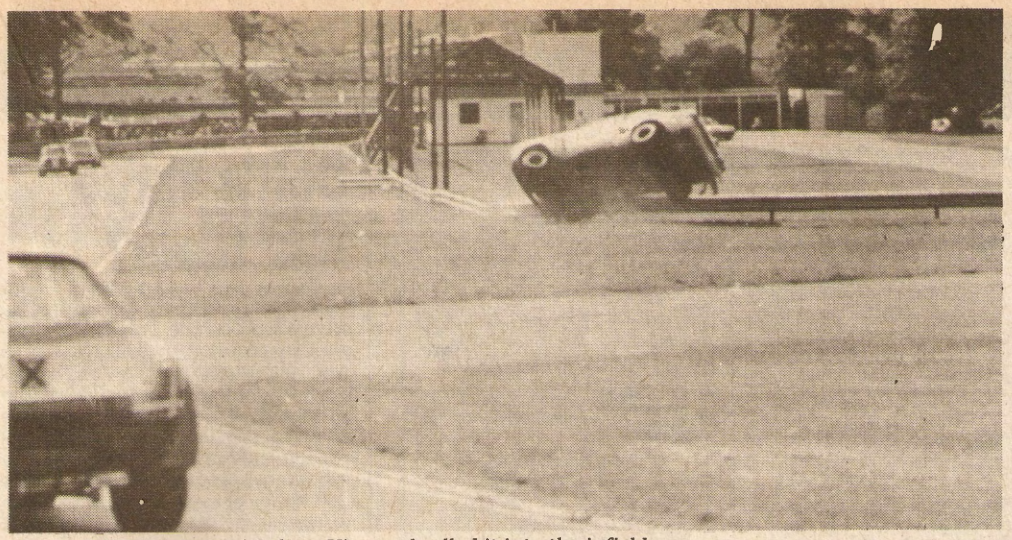
BOB CONSTANDUROS

Tricentrol Super Saloon race

Silverstone, 12 laps

1, Gerry Marshall (5.0 Vauxhall Firenza-Repco), 19m 17s, 109.47 mph;
2, Alec Poole (2.0 Skoda-Cosworth BDG), 19m 55.4s;
3, David Howes (6.4 AMC Javelin), 20m 16s;
4, Tony Strawson (7.2 Ford Capri-Chevrolet), 20m 41.3s;
5, Arthur Collier (5.0 Skoda-Chevolet), 20m 43.5s;
6, Bailie Joe Russell (6.0 Chevrolet Camaro), 20m 53.8s; 7, Dave Millington (2.3 Vauxhall Firenza), 20m 57.5s; 8, Tony Sugden (1.8 Ford Escort-BDE), 11 laps; 9, Dick Adams (2.3 Vauxhall Viva), 11 laps; 10, Brian Thackray (1.8 Ford Escort-BDA), 11 laps

Fastest lap: Marshall, 1m 35s, 111.10 mph



Bill Coull lost his Special Saloon Viva and rolled it into the infield.

INGLISTON

Friswell stars again

Bright sunny weather, ten races on the programme and a good crowd made last Sunday's Ingliston meeting a great success with some close racing and brilliant performances. Undoubtedly Geoff Friswell was the driver of the day for not only did he run away with the Scottish round of the LEC Clubmans Super Sports Championship round in his Mallock Hart Mk 16 sponsored by Lanctonian Finance but he set a new Clubman's lap record in 48.6s, a time equal to the existing outright sports car lap record at Ingliston held by Iain McLaren's Chevron B31. Later in the day McLaren, in winning the sports car race, tried in vain to break his own record but could only equal Friswell's time. In the other races John MacGilvray's Ziebert Crossle scored a first win in the Formula Ford races at Ingliston after many close tries, Jennifer Birrell won the Prod Saloon event in her Chunky Chickens SMT Vauxhall Magnum and Bill Dryden had an easy win in the special saloon car event with his Castrol DTV Firenza droop snoot.

Traditionally the first race on the programme was for up to 1000 cc saloons and at Ingliston the Imps and their derivatives are usually well placed. Iain Forrest proved the point by quickly taking the lead in his much modified example with Bill Donald and Jim McGaughay second and third in similar Imps. McGaughay, whose car is an ex Alan Fraser Imp from the Stone Age once driven by Nick Brittan (!) is a promising new driver in Scotland and in this company he drove well. Meanwhile, back in the ruck, John Fyda in his Agra Imp was moving up the field and in succeeding laps he leapfrogged up to pass Forrest on lap four and take the lead. He went on to win the race by over 20 seconds from Donald, Forrest having retired.

The Industrial Distributions Formula Ford race looked like being a good one with Stu Lawson in the MacDonald Shand Ecurie Ecosse Hawke DL12 on pole position and out for more points to consolidate his lead in the Bernard Hunter Crane Hire FF Championship. To help him along Graham Hamilton moved back into Formula Ford by driving the team's Van Diemen; but drama was to follow. At the end of the warm up lap Lawson's Hawke was dripping oil and was hauled off the dummy grid only for Lawson to rush back three rows and yank Hamilton out of the Van Diemen. This gave John McGilvray in the Ziebart Crossle a clear run from the lone front row position and gave his team mate Peter Morrison in the other Highland Racing Team Crossle a brilliant start. Alas it was too brilliant and he was docked 10s. In the race McGilvray couldn't do any wrong and won his first ever FF race with Colin McLean's MRE second and Duncan Hall's Hawke third. Morrison who finished second on the road was relegated to fifth because of his penalty.

Next came the Class B Clubman's race with the prospect of a real battle between Richard Mallock's Mark 16E Mallock and Alex Ferrada's Team Ace Plant Mallock 16. And this is exactly what happened with the two scrapping in the early stages until Mallock firmly put himself in the lead.

A ten lap modsports race followed with a notable non-starter in Eric Liddell with the Jenscot Jensen Healey. As usual, the favourites were the Alex Smith Metals Elan of Andrew Smith and Clan of Kenny Allen and it was Smith who took the lead from Mike Nugent's Elan early in the race until he went wide at the hairpin and let his team mate Kenny Allen through closely followed by John Kirk's K & F Metals Davrian.

Another ten lapper for special saloons followed and Bill Dryden made sure of victory in his Team SMT/Castrol/DTV Firenza holding off Eric Smith's rapid Mini with comparative ease whilst Jim McClements and Jim Dryden sorted out a personal feud for third place in their Minis.

Event six was the round in the LEC Clubmans championship and brought a full field of starters from all the top names in Clubmans racing led by Geoff Friswell and Noel Stanbury. From the start there was no doubt at all as to the outcome as Friswell flew into the lead and just went quicker and quicker every lap. His driving brought home to the Scots that there is something about Clubmans racing that is not only exciting but appealing. The only Scot who was competitive with the leaders was Sandy Watson with his Gryphon and he took seventh but it was all Friswell with Creighton Brown's Team Cambrough Mallock holding a secure second from Charles Tippett's Calor Transport Gryphon C4A and Ray Edge's Mallock U2.

Production Saloon cars are now popular in Scotland and there was a full grid for the Radio Forth race. Once again Edward Labinjoh with his Fisher Alfa Romeo was on pole position but had beside him Jennifer Birrell's SMT/Chunky Chickens Magnum to contend with. Though Edward led, Jennifer was right behind him pushing him all the way until the Alfa spun at the hairpin facing the field. This let the leaders fly away while Labinjoh cooled his heels. Roy Knowles who took second behind Jennifer Birrell held on with his Mexico but the cool lady had a lot in hand. Meanwhile Labinjoh drove one of those virtuoso performances that make people win Man of the Meeting Awards and he was eventually to win the John Nicholson Trophy for his performance. He carved his way up through the Honda Civics and Mazdas then took on the Capris of Alex Small and George Windrum but time was running out and he got into a last lap battle with Irishman Windrum which saw both cars on the limit. The crowd loved it when they arrived at the last bend side by side, Windrum wobbled, Labinjoh saw the space, accelerated but spun in so doing and created a new Ingliston record by taking third place by crossing the line sideways.

The BP Super Visco race for *Libre* cars came next and displayed the number of promising young Scottish drivers such as Doug Thomson with the Thistle Metallics Chevron B27, Norman Dickson with the Dickson Motors/Fife and Kinross Motor Auctions March 742 and Andrew Jeffrey in the Saltyres Chevron.

It was John Calvert's Hillcrest Used Car March 742 which took the lead with Andy Barton's similar car in second, followed by Doug Thomson, Andrew Jeffrey, Ken Fildes, Norman Dickson, with Graham Hamilton seventh.

Two laps later and Jeffrey had caught up on Thomson and in forging through on the inside of the hairpin Jeffrey put Thomson off line and into the barrier where he stayed. Jeffrey meanwhile had spun and had to wait until the traffic cleared. This gave Norman Dickson a clear road ahead to go after Calvert and Barton and Hamilton had got past Fildes. Up front the irrepressible Andy Barton passed Calvert who in turn was passed by a very determined Norman Dickson and so the race ran out to the end.

The ninth race was a bit of a jolly which brought the Clubmans cars out yet again for an internation trophy event between drivers from England, Ireland, Wales and Scotland. Suffice to say that Geoff you-know-who won the race, with ease, dragging home his fellow English team for a 28 point win over the Irish and Welsh team with 22 points and the Scots trailing with 17.

The last event was for sports cars and Tony Charnell tried to stave off the inevitable when he took the lead in his 1800 Lola 212 entered by Mogil Motors from Iain McLaren's McLarens of Broxburn Chevron B31 and within a quarter of a lap McLaren, determined to set a new sports car record, was away in front. McLaren didn't break his record and so now has to share it with Geoff Friswell.

GRAHAM GAULD

Special Saloons up to 1000 cc (10 laps): 1, J. Fyda (Agra Imp) 9m 35.8s; 64.40 mph; 2, W. G. Donald (Hillman Imp) 9m 56.4s; 3, A. T. Young (Agra Imp) 10m 21.8s; 4, J. McGaughay (Hillman Imp) 10m 23.8s; 5, A. Sellar (Mini-Cooper "S") 10m 35.6s. **Fastest lap:** Fyda 55.8s, 66.45 mph.

Industrial Distributions Formula Ford Race (10 laps): 1, J. McGilvray (Crossle 25F) 9m 11.2s, 67.27 mph; 2, C. Maclean (MRE 73/75F) 9m 13.8s; 3, D. Hall (Hawke DL 11/12) 9m 14.8s; 4, F. Mundell (Royale RP16A) 9m 17.2s; 5, P. Morrison (Crossle 25F) 9m 22.4s. **Fastest lap:** McGilvray 54.0s, 68.67 mph.

Clubmans Sports Cars, Class B (12 laps): 1, R. Mallock (Mallock U2 16E) 10m 47.6s; 68.71 mph; 2, A. Ferrada (Mallock U2 Mk 16) 10m 48.0s; 3, C. Greville-Smith (Phantom P75) 10m 52.2s; 4, N. Adams (Mallock U2 Mk 14) 11m 21.6s; 5, A MacIntosh (Mallock U2 XIB) 11m 25.2s. **Fastest lap:** Mallock 52.6s, 70.49 mph.

Modified Sports Cars (10 laps): 1, K. Allen (Clan Crusader) 9m 01.4s, 68.49 mph 2, J. Kirk (Davrian) 9m 03.1s 3, A. Smith (Lotus Elan) 9m 13.0s; 4, P. Baker (Triumph GT6) 9m 26.8s; 5, I. Gardner (Davrian) 9m 48.2s. **Fastest lap:** Allen 52.8s, 70.23 mph.

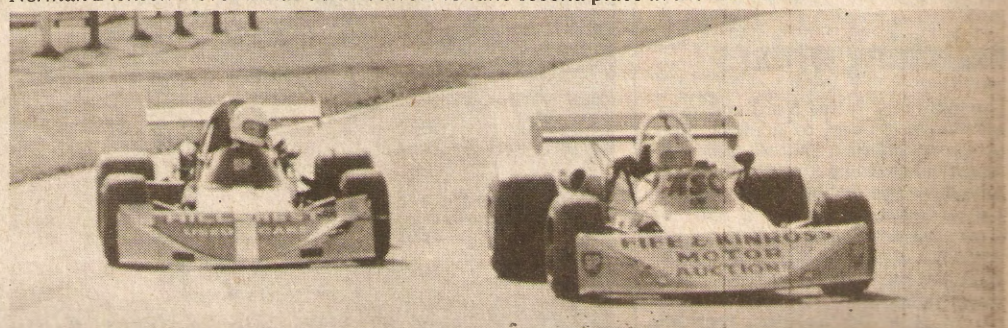
Special Saloon Cars over 1000 cc (10 laps): 1, W. Dryden (Vauxhall Firenza; 9m 10.8s, 67.32 mph; 2, E. Smith (Mini 1275 GT) 9m 20.8s; 3, J. McClements (BLMC Mini) 9m 23.4s; 4, J. Dryden (Longman Mini) 9m 30.0s; 5, J. Pinkerton (Mini-Cooper "S") 9m 31.2s. **Fastest lap:** W. Dryden 53.8s, 68.92 mph.

Clubmans Sports Cars, Class A (12 laps): 1, G. Friswell (Mallock Hart Mk 16) 9m 53.8s, 74.93 mph; 2, C. Brown (Mallock U2 Mk 17) 10m 01.8s; 3, C. Tippet (Gryphon C4A) 10m 12.2s; 4, R. Edge (Mallock U2) 10m 13.4s; 5, C. Smythe (Mallock Mk 16) 10m 22.0s. **Fastest lap:** Friswell 48.6s, 76.30 mph.

Radio Forth Race for Production Saloons (10 laps): 1, Mrs J. Birrell (Vauxhall Magnum) 11m 05.2s, 55.74 mph; 2, R. Knowles (Ford Mexico) 11m 07.4s; 3, E. Labinjoh (Alfa Romeo) 11m 16.0s; 4, G. Windrum (Ford Capri) 11m 16.0s; 5, I. Stirling (Hillman Avenger) 11m 23.0s. **Fastest lap:** Mrs J. Birrell 64.1s, 57.85 mph.

BP Super Visco Race for Libre Cars (15 laps): 1, A. Barton (March 74B) 12m 09.2s, 76.28 mph; 2, N. Dickson (March 74B) 12m 12.4s; 3, J. Calvert (March 742 Ford) 12m 28.4s; 4, K. Fildes (Britannica Lotus) 12m 35.4s; 5, G. Hamilton (March 75 F3) 13m 04.0s. **Fastest lap:** Calvert 47.0s, 78.89 mph.

Norman Dickson moves inside John Calvert to take second place in the Libre event.



PREVIEW

Round 6 – ETC Group Stages

The sixth round of the Castrol/AUTOSPORT rally championship is scheduled for this Saturday when the Welsh Border Car Club are staging the ETC Group sponsored Welsh Border Stages. It is the first time that the club have ventured into the realms of stage rallying and a good selection of Welsh forests are awaiting competitors. Scrutineering starts tomorrow (Friday) between 18.00 and 22.00 in the International Auto Safety Centre (126/300304), Wittington Road, Oswestry, and the start is at 08.00 from the same town's New Smithfield Market (126/301287). The first car is expected back here at 19.41. Lunch halt will be the Norton Arms, Knighton in Radnorshire where the first car is expected at 12.42. Apparently there are some first rate catering facilities laid on and for an outlay of £1.55 + VAT it should be possible to get something really good to eat. The bar also has an extension until 17.00, so for those who drop out, there is always solace to be found there.

Altogether there are some 60 stage miles on the agenda and though the road mileage is about 280, is unavoidably on the high side, and the organisers have little experience in the stage rallying fields, the event has attracted a very worthy entry as the championship hots up. The weekend in fact promises to be a very pleasant social occasion as well as a fierce stage battle for there is a forum/films bonanza scheduled for the Friday night at 8.30 in the Queens Hotel, Oswestry, where Coleshill's answer to Robert Robinson, the effervescent John Foden, will introduce a panel which will include Tony Pond. Also expected to be putting in an appearance here are Mike Greasley of *Motoring News*, Peter Newton of AUTOSPORT and the dapper Ian Parry of Castrol.

The post rally presentation, party and disco are to be held at the Pedigree in the Smithfield Market and the fun is expected to start there from about 20.30 onwards. Results service is being handled by the Tynemouth and District MC's computer.

Spectator information is limited as the stage entrances and exits are susceptible to being easily blocked, but such as we have is printed below: Brogyntyn Park (126/283315)SS 1, first car due 08.07. Radnor (136/195870) first car due 14.12. Porkington (same reference as Brogyntyn Park) first car due at 19.34. Clerk of the course is Jim Thompson and the course car is a Colt Lancer supplied for the event by Halesfield Motors. Top 15 entries are as follows: 1, Tony Fowkes/Bryan Harris (Escort RS); 2, Tony Pond/David Richards (Opel Ascona); 3, George Hill/Phil Short (Vauxhall Magnum); 4, Jeff Churchill/Roger Jones (Escort RS); 5, Gordon Batchelor/Peter Southern (Escort RS); 6, Terry Brown/John Thomas (Opel Ascona); 7, Frank Pierson/Colin Francis (Escort RS); 8, John Taylor/Charles Reynolds (Escort RS 1800); 9, Reg Mullenger/Tony Thorne (Escort RS); 10, Laurie Richards/John Tew (Escort RS); 11, Rod Badham/Barry Fowkes-Underwood (RS 2000); 12, Jill Robinson/Dilys Rogers (Escort RS); 13, Henry Innurieta/Martin Whale (RS 2000); 14, Ian Lawless/David Jackson (RS 2000); 15, Mike Rawson/F. Davey (Opel Ascona).



The rally is to mark the debut of the Haynes of Maidstone Escort 2, driven of course by the very capable John Taylor who is having a busy weekend with the Arkell on Sunday, and the entry list also includes regular Castrol/AUTOSPORT contenders Robert James and Tony Baines while Australian David Lang is reported to be competing once again. Tony Pond is driving the more well used of the two DOT Asconas, and there may well be a certain Porsche Carrera RS driven by Piggy Thomson to watch as well. (See elsewhere in Special Stage).

Colt's three car team?

Hannu Mikkola has been invited to drive a Colt on the Total Oil Southern Cross Rally. However the works want him to go down there at least a week before the event for Television interviews, appearances etc, and this is just not possible if he is required by Fiat on the San Remo, however he will almost certainly be driving the Colt if they are not desperate for him to appear beforehand. Colt should have a strong team lined up for this event as there is reason to believe that Colin Malken may be driving a privately entered example, and Andrew Cowan is almost certain to drive for them as well. The rally on the 8th October in Sydney and finishes on the 12th October in Port Marquarie, New South Wales.

Night and day

Giving the opportunity of having a go over both daylight and night stages is the Zeals Garage Stage Rally, scheduled for the night of September 6/7th. Organised by the Salisbury and Shaftesbury CC, the Zeals stage event will use a mixture of Forestry Commission land and private woodland. ASWMC and ACSMC championship status has again been obtained. The entry fee will be in the order of £17.50 and regulations should be available from Mrs M. Short, 6 Wessex Avenue, Shillingstone, Blandford Forum, Dorset DT11 OTG by the end of this month.

Sachs Baltic 2-litre debut?

Herr Altenheimer, who is currently leading the German Rally Championship in his Group 3 Porsche, has protested the legality of the Porsche which won the Vorderpfalz Rally two weeks ago and this has thrown the results temporarily in jeopardy.

The next round of the championship is the Sachs Rallye Baltic which starts in Copenhagen on September 4th and finishes in Schweinfurt where the Sachs vehicle component factory is based.

Unconfirmed rumours would suggest that Toyota are to use this rally as the debut for their 2-litre 16-valve Schnitzer engine which has been under development for some months now in the Austrian factory. Work is still progressing in every direction on the components necessary to handle the encouraging power figures which have been so far realized on the brake, and though the engine is currently running on carburettors, Schnitzer are keen to experiment with fuel injection. After this initial in the field test, Toyota are not expected to compete again before the RAC which is to be their biggest effort this year, with, most likely, four 2-litre cars entered, two Celicas and two Levins.

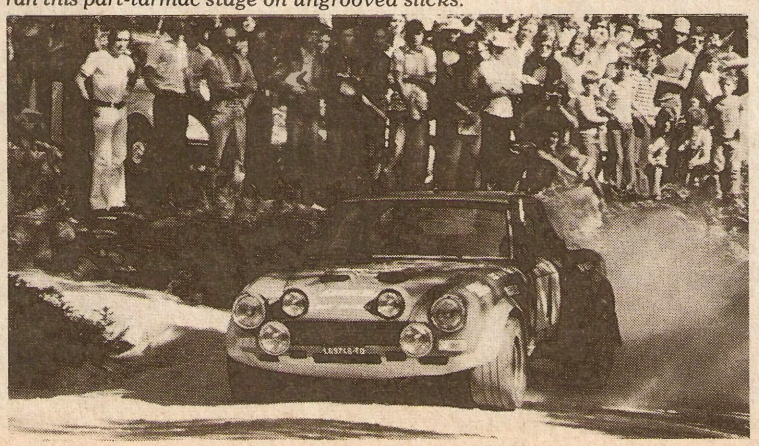
Press-on Stokes for Arkell

David Stokes had a fortunate escape on the Lancia Pointer last weekend, for though his car was considerably damaged, the situation is not irretrievable for the redoubtable Stokes who started work on Monday night to ready the car for this weekend's Arkell rally. David slid off at about 70 mph on a very wet grassy corner with a tricky reverse camber, hitting a three foot fence which flipped the car into the air. It then flew into the trees, and came to rest between two of them upside down "swinging among the branches," the roof not touching the ground once during the incident. When we spoke to David he was readying the car for its new back end, and it will also require a new wing and wheel arch as well as a new World Cup cross member which was split totally in half by the impact. When we spoke to him this last item appeared to be casting the only doubt over proceedings for it appears that Ford are temporarily out of these cross members and it was not known for certain on Monday whether he would be able to get one through Boreham. Nevertheless there is apparently no problem in pressing the hard working car back into service this weekend.

Nordland Rally organiser gets marching orders

The infamous Rallye Nordland saga has finally ground to a close. The Finn involved in a protest over the stage held on military land has had it upheld by the ONS (the governing body of German motorsport) and the stage was scrubbed. This has not, however, affected the major positions in the rally and the chief organiser and Clerk of the Course, a certain Herr Dorfeer, has had his licence to run rallies confiscated for a year.

The Fiats and Opels had the best of the tyre situation in Portugal with the latest Pirelli slick. Note the different wheel sizes on Alen's car here. Paganelli ran this part-tarmac stage on ungrooved slicks.



Itchy fingers

The temporary disappearance of Derby Road Garage from active participation on events, since their "Tour of Lincs" victory, is due to Graham Lepley having sustained a broken wrist, courtesy of a Scottish rock, while on the Derwent Rally. The offending limb is at present in plaster. Meanwhile a reshelled GJL 40 waits for Graham's itchy fingers to get to work again hopefully on the Dukeries Rally in September.

● Two Lancia Stratos are to be run in the Tour of France for Gerard Larousse and Jean Louis Lafosse in blue and white Gauloise colours, though it appears that Audetto and Parkes will be there to oversee operations.

PREVIEW

Arkell plans a cavalcade

Hot on the trail of the Welsh Border Car Club's ETC Group stages this weekend is the Arkell Rally, based on the attractive grounds of Cirencester Park which takes place on the Sunday. It is the fifth round of the BTRDA Gold Star championship as well as a *Cars and Car Conversions*, and an association championship event. The format is again very similar to the successful formula of last year and scrutineering is scheduled in two separate sessions; on Saturday evening and Sunday morning from 07.30.

The first car is due on the first of the Park stages at 09.00 on Sunday morning. As usual the event is very compact and there are 43 varying surface stage miles with only 90 road miles to accompany them. Two of the non-Park stages have not been used before, a new piece of Ebworth and a new airfield.

The Arkell however is much more than just a rally, and this year there is a cavalcade of transport embracing everything from vintage bicycles to Rolls-Royce Camargues. This mobile extravaganza starts through the Park at 11.30, passes through Cirencester town and back through the Park to the rally lunch halt. There are a multitude of static displays here and the bar, serving the excellent Arkells real ale, is open all day. While drinking this brew spectators will be able to listen to the sounds of the Royal Gloucesters, and Barry Lee will be doing the commentary of the Park stages. The organisers have set up a speed trap on one of these stages so everyone will know just what speed the cars are doing at certain points. The course car within the Park will be the Chequered Flag Stratos.

The spectator entrance to the Park is at Two Mile Lodge on the Cirencester/Stroud A46 road (163/988018) and cars are being let in from 07.30. The 40-acre car park is open until the action finishes at 17.00 and the admission will be £1.50 per car or 50p per pedestrian. Spectators are advised to arrive early as the organisers wish to avoid any serious blockage.

The entry list includes a powerful Scottish contingent despite the reluctant non-appearance of Donald Heggie whose ribs are still not yet healed. In his absence, Chris Wathen, who is seeded number two, will be the first car away. In addition most of the *Triple C* regulars will be there including Terry Kaby's Mini, and Richard Painton's very quick Cooper S. The top ten is as follows: 2, Chris Wathen/Keven Gormley (Escort RS); 3, Willie Crawford/Donal O'Sullivan (Escort RS); 4, John Taylor/Charles Reynolds (Escort RS 1800); 5, David Stokes/Bill Andrews (Escort TC); 6, Gordon Batchelor/Peter Southern (Escort RS); 7, Charles and Alec Samson (Escort RS); 8, Pip Dale/Dave Whiteley (Vauxhall Magnum coupé); 9, Derek and Terry Evans (Escort); 10, Malcolm Smith/Keith Baud (Mexico).

Colin Barrell is at 13, Randolph Whittal Williams at 14 and Dave Jephcott at 20.



This year's team for "beat the coefficient" – Rossetti, Verini and Fiat.

Maurizio Verini the champion?

After his win on the Polish Rally (ECR coefficient 3) it seems that Maurizio Verini must now be 1975 European Rally Champion. The other major events in the championship, the San Martino on August 28th-30th (which is on the same weekend as the 1000 Lakes) and the Spanish Rally between October 24th and 26th are both coefficient 4, but neither of the other principal contenders, Billy Coleman or Simo Lampinen have any plans to enter, and they would have to win outright at least on one of these to get on terms with the Italian, who beat the son of the Polish Prime Minister, Jarosiewitz, to win the Polish event and in all probability the championship.

Future Fiat plans — World Championship scene

Fiat plans after their fine win on the Portuguese Rally seem to be to carry on with the ageing 124 Spyder with everything they have until the close of the year. They are entering two cars on the 1000 Lakes for Mikkola and Alen, and the next World Championship event after this is the San Remo where they are almost certain to enter at least four cars. Lancia's position in all this is not entirely certain, but it seems that they will almost certainly be represented on the Tour de Corse and the RAC, the last two World Championship rounds, so there is an interesting situation developing, almost in spite of the Championship's ineffectual status. Opel are well placed just behind the leaders, and may now make a big attempt to get on terms with the Italian dominated series; however our spies tell us that Ari Vatanen, their latest protegé, is to drive the 1000 Lakes in what amounts to a works run Ford, so the situation is very flexible. World Championship positions after the Portuguese Rally are as follows: 1, Lancia 55 points; 2, Fiat 43; 3, Peugeot 40; 4= Opel and Alpine 33; 5, Colt 22; 6, Datsun 20; 7, Saab 15. It is a testimony to the inadequacy of the championship that Peugeot, who are currently third in the standings have not the remotest interest in overall positions. Alpine similarly have no plans to step up their involvement though private entrants could well score for them in san Remo, and the Tour de Corse is almost certain to be tackled from the works.

Saltire support

The very popular Saltire Rally has for this year received the benefit of a sponsor in the form of Rippin Structures Ltd, of Auchtermuchty, Fife. The firm manufactures a range of sheds, office buildings, etcetera and have recently acquired a ladies tailoring shop in the high street. Consequently, the Saltire will now be retitled the Rippin Saltire Rally and is scheduled to take place on Saturday, September 20, starting from Stonehaven and finishing down in Fife after at least 50 forest stage miles. The restricted status Rippin Saltire is the penultimate round of the Gaelic Oil/*The Scotsman* Rally Championship and also counts for the "challengers" section of the series. Once again, Graham Smith is Clerk of the Course and Jim Keillour is assistant.

. . . foot fault

● Bernard Darniche, who recently fell down the steps of his hotel and damaged his foot, necessitating his withdrawl from the Portuguese Rally, has had a successful operation during which he had a small metal plate inserted in it. He is expected to be fully fit again in about three weeks' time.

● Dates for the next Bandama Rally are rather more convenient for competitiors than previously – 17/20th December. This means that everyone will be able to get back to dear old England or elsewhere in Europe should they really want to.

Evans bros lead fom the start

The Pontesbury crew of Derek and Terry Evans led from start to finish to win last Saturday's first daylight stages rally run by Telford MC in South Shropshire.

After conjuring up only a seven second lead at half distance in their RS1600 they eventually ran out winners by 54s on the 14 stage event which contained just over 23 miles of competitive motoring.

Using one of the stages included in the 1973 RAC rally — at Burwarton — this venue was the scene of a spectacular accident when a Mexico crew broke a halfshaft and somersaulted six times, fortunately without damage to the occupants. On a nearby stage, pine needles and mud combined to catch out many of the crews and the course car also came close to disaster on the stage which claimed two further rolls.

Second at half distance but subsequently not to feature in the first half dozen, were Martin Watson and Geoff Hignett in their Escort TC. They held a 19s advantage over Tony Phelps and Alan Phillips in their Ascona who were destined eventually to finish third only eight seconds behind the Escort GT of Mike Hutchinson and Ian Humphreys with whom they had a tight battle throughout the event.

Peter Wilbraham and John Davies (Escort) took fourth place while Peter Harris and Roger Brooke brought their Escort home in fifth place.



Telford winner – Derek Evans.

1, D. and T. Evans (Escort RS1600), 373s; 2, M. Hutchinson/I. Humphreys (Escort GT), 427s; 3, T. Phelps/A. Phillips (Ascona), 435s; 4, P. Wilbraham/J. Davies (Escort), 455s; 5, P. Harris/R. Brooke (Escort), 477s; 6, R. Padwick/Miss E. Padwick (Avenger), 479s. **Class winners:** P. James/R. Jenkins (Clubman), 547s.

● ASR's for the Lindisfarne IDEM Rally will be available as from the 1st of August and the entry list opens on the 16th of the month. Clerk of the Course will be Mike Sayer and the Rally Secretary is: Keith Gray, 59 Glencoe Avenue, Cramlington, Northumberland NE23 6EH. Telephone: Cramlington 6504. The Lindisfarne is to be run on Saturday, October 4th.

Tony Mason leaves Ford

Finally, the news-silence of recent weeks at Boreham has broken; the news in this instance concerning Competitions Co-ordinator Tony Mason who has relinquished his Ford post for the past two years in favour of his appointment as Export Manager with the Mill Accessory Group. Tony will be working with directors Bobby Longmuir, Paddy Hopkirk and Peter Riley from their Bedfordshire headquarters. His duties with MAG will involve all aspects of selling, distribution and merchandising of the group's products throughout their world markets, so Tony will still be very much a globe-trotter.

Away from motor sport, Tony's career has been in marketing and advertising, spending six years with advertising agencies before joining K Shoes Limited and being appointed sales promotion manager. Tony holds a diploma in communications, advertising and marketing.

Born in Lancaster on November 12, 1941, Tony achieved his first rallying success in 1961, winning the novice category on a Lake District event. In the following years he won numerous events at all levels and established himself as one of the country's most proficient co-drivers, with his win with Roger Clark on the 1972 RAC Rally held by many as one of his best efforts. Tony has also regularly written on the subject of rallying and has made numerous radio and television broadcasts, while his prowess as an after-dinner and forum speaker is legendary.



Tony Mason—globe-trotting job.

Tony is keen to maintain his rally involvements—his hobby effectively being his job during the past two years—and it would appear quite likely that we will see him in action on the RAC once again with Roger Clark. AUTOSPORT wishes Tony the best of luck with his new appointment.

Bryant scores on Nutcracker

Mick Bryant and John McKerrell put in another consistent performance to win Aberdare Motor Club's Nutcracker Rally, a round of the *Motoring News* Rally Championship. As usual the event was of very high standard and featured an all-selective route with 50 miles of stages on Eppynt.

Motoring News rounds this year have been attracting all the top locals but seem to lack regular participation from nationally known names that they did in the past. Leading the field, however, were those two well known characters, Kevin Videan and Peter Valentine in the Old Woking Datsun 240Z.

Others featured in the top ten were the Pierstune Escort of Frank Pierson and Colin Francis, Cyril Bolton and Dave Stephenson in the MiniSport Mini; Bill Gwynne and Terry Thorpe in an Escort BDA, Ron Shipp and Don Davidson in the Thompsons Firenza, and the not so familiar sight of Pat Ryan and Dave Richards using a standard Howell's *Western Mail* Allegro on a road event.

Starting at Mertha Tydfil, an hour's run out, took crews to the first group of four stages on Eppynt where light rain was causing occasional fog patches. The new road was used down from Upper Chapel and claimed its usual toll including leading semi-experts Tony Evans and Mike Rayner. The road section started immediately after Tirabad, where the stages finished, and used most of the yellows to the North of Llandovery before the petrol halt at Llanwrda. Early in the road section, local favourite Terry Brown was out, having lost a wheel on his Avon Garage Opel Ascona, while Videan had no rear brakes by the time he reached the petrol halt.

At halfway the general opinion was that Bryant was in the lead, but what few people realised was that Dai Roderick and Derek Tucker, starting at 25 (a late entry) had pulled out nearly a minute on the rest of the field.

The roads used this year were unusually fast, and with the intermittent weather and muddy patches, many people were having regular "moments." One of those not to survive was Ron Shipp's Firenza, which ended its night in a river, while the Howell's Allegro started to lose its clutch and Pat Ryan coasted it through to finish his first road rally in three years. The Abergwesyn selective saw Bryant set fastest time and his major opposition Dai Roderick stop for five minutes with fuel pump failure and lose what would have been a very popular victory.

The Nutcracker always manages a sting in the tail; this year in the form of a long stage over Eppynt from the top of the new road to Dixies, finishing by the Airfield. Frank Pierson was looking for petrol before starting the stage, but set fastest time, showing his mastery of Eppynt has not slipped over the years, while Cyril Bolton was never far behind and upheld Mini honours to finish the top non-Ford.

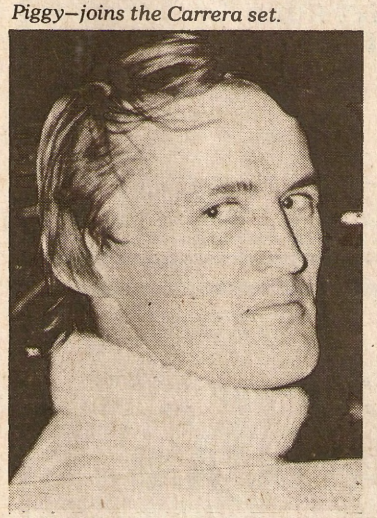
1, M. Bryant/J. McKerrall (RS 2000) 23.48;
2, F. Pierson/C. Francis (RS 1700) 25.30;
3, B. Gwynne/T. Thorpe (RS 1800) 26.36;
4, D. Roderick/D. Tucker (RS 1800) 29.29;
5, C. Bolton/D. Stephenson (Mini) 30.05.

● Dennis Cardell survived a nasty motorway accident on his way to the start of the Nutcracker rally after visiting the British Grand Prix. Cardell was accompanied by his son but although their Scimitar was badly damaged in the accident, neither of the occupants was seriously hurt.

Hungry pig-man goes Porsche

Yorkshire pig farmer, David "Piggy" Thomson is back in the news this week. He has sold his familiar "green peril" Escort RS to local man Dick Rowlands and has bought Dubliner Gerry Forde's Carrera RS from Ireland, which is at present being prepared at Jack Tordoff's garage for forestry events. Piggy reckons that since very few people have had a real go in Porsches on the loose besides men of the calibre of Vic Elford and Bjorn Waldegaard, it is high time someone did in this country. The car is being supported by Page Animal Feeds of Tadcaster, one of Piggy's largest suppliers. With Mike Greasley co-driver as usual, the car is expected to make its British debut on the ETC Group Stages this weekend.

Piggy—joins the Carrera set.



Low profile ...

In the good old days, the BTRDA were in the habit of entering teams in rallies, however at a recent meeting it was ruled that no more teams were to be entered in rallies because these revered gentlemen were so much in the habit of sweeping the board. In view of the fact that such teams include names like Will Sparrow and Jim Porter among their number this is not entirely surprising. Nevertheless the era of the team effort is not entirely at an end for the committee added a rider that the tradition was to be retained for home internationals ... and then of course there is the Tour of Britain.



Welsh award

Pictured above is Cliff Wright of the 60 and Worcestershire AC receiving the Ceredigion Tourist Trophy presented by Councillor Tom Herbert of Ceredigion District Council for the best marshalled stage on the *Western Mail* Welsh Rally. The club handled Radnor Forest. Ceredigion Council played quite a significant part with the "Welsh"; the decision of Tourist Officer, Lynn Davis proving most successful — including enlargement of Aberystwyth car park at one week's notice.

● The ASRs are now available for the Farnborough and DMC's "Summer Sort-out." Although this will only be the third time that this rally has been run as an all stage event, the Summer Sort-Out has proved to be very well accepted. This year the event will be using some Forestry Commission land (as last used on the WCR, '74) as well as some of the good local army roads. Carpet Distributors, World Wide Carpets, have helped to ensure the event's running. Entry fee is £18 and regs come from Henry Greenwood, "Teceto," Cokenor Wood, Wrecclesham, Farnham, Surrey.

● With only a week to go to the closing date for entries to the Manx in September, the organisers have so far only received 80 firm starters. Entry fee is now £45 and late entries should be addressed to J. W. L. Stott, 3 Mount View Close, Onchan, Isle Of Man.

● Chrysler GB have flown-out an engineer to supervise the final preparation of the Avenger to be driven by Andrew Cowan and Gerry Phillips on next week's Total Rally in South Africa. With 18 overseas drivers attracted this year some of the South African Airways Boeing 747 flights this week have carried many famous rallying names over. The British contingent of Roger Clark, Chris Sclater, Andrew Cowan, Gerry Phillips, John Davenport and Henry Liddon will be the last "batch" to arrive, flying tomorrow. The event starts on July 30.



Up and coming driver Dick Rollett drove sensibly all day to take a surprise victory from rally-favourite, Reg Mullenger.

LANCIA-POINTER

Reg is robbed by Rollett

The curiously timed 10 pm closure of the after-rally bar seemed to sum up what had been a frustrating day for many competitors on the Lancia Pointer stages rally last Sunday.

For once again timing problems meant that instead of a carefree, thriving party, only querying co-drivers and hopeful prize winners stayed around as the resultant arguments delayed prize presentation late into the evening.

A pity that the rally had to end that way, for its presentation was smart and imaginative, including the Chequered Flag Stratos as course car — the sign of enthusiastic sponsorship by Lancia GB and Norwich's Pointer Motor Company.

Winner for the last three years, Reg Mullenger had come to think of the event as his own, so was very disappointed to lose his title — the more so when he discovered that his time on a subsequently scrubbed stage would have given him victory. Only six seconds separated the leading three cars after 14 stages through the airfields and tracks of Norfolk. Taking first place with a smooth and consistent run through the day was the 1700BDA Escort of Dick Rollett and Neil Turvey. Just four seconds behind them came Randolph Whittal-Williams/Roger Hemmings with Reg Mullenger and Richard Goss a mere two seconds further back in third place. A tight finish after 40 stage miles. Impressive driving too from Peter Bryant who had his Imp in the lead at lunch and held on to fourth overall at the finish; and from Robin Langford, who brought his heavy Fiat 124 ST home to sixth overall.

A round of both the BTRDA Gold Star championship and the *Cars and Car Conversions* Clubman's Championship, the Lancia Pointer attracted a full entry of the leading challengers, even though the Arkell was only a week away. BTRDA leader David Stokes, third in this event last year, was at number four, with other leading contenders, Terry Kaby/Brian Rainbow's Mini at 9 and Pip Dale/Dave Whiteley in their Firenza at 11. Triple C leader Malcolm Smith was on home ground at five, while second in the championship, Randolph Whittal-Williams was a long way from home and annoyed at being down at 37.

Emerging from a very impressive starting tunnel at the Pointer Motor Co. the field had a short run out to the first stage at Hethel, but watch problems meant it was scrubbed. The entire route was well planned to keep within a sensibly tight radius of Norwich and road mileage stayed at a minimum between stages.

Stage two, Buckenham, was another airfield-and-tracks mixture like Hethel, and it was becoming clear that the later runners, were favoured – the leaders having cut through the previous day's wetness to a drier base for them. Robin Farrington's Escort was fastest here with Peter Bryant, showing signs of things to come by setting second best time, one second faster than Whittal-Williams.

Stage three was a flat out and back blind down yet another of Norfolk's many airfields and all the leaders cleaned it to move on to the total contrast of Hockering woods where many a body panel was damaged. This tightly twisting four miler ran on very slippery tracks through woods. Peter Bryant's Imp found it tailor-made, while Robin Langford's own development on his 124's rear suspension proved its worth by giving him enough traction for second quickest.

At stage five the second half of the field waved goodbye to the first, thanks to a huge delay at the start when several midfield cars got bogged down in the, by then, very cut-up track at the startline, and a huge queue built up before the start marshal eventually decided to scrub the stage. However, by this time Malcolm Smith had long been through and broken a halfshaft to put him out. Reg Mullenger also had taken 35 seconds out of all his rivals, so was justifiably annoyed to find it scrubbed and (as it turned out) his victory gone. Meanwhile the second half of the field, having sat in a huge queue at five, all arrived at the last two stages before lunch together and had to queue for 30 minutes at each of these – the queues at the final stage not being improved by a very soft uphill bend on which many of the later cars became stuck as the going deteriorated.

New land had been found for stages six and seven, the spectacular six starting on open ground tracks, twisting down an adverse cambered grassy slope and through a wood beside a lake. The drivers provided spectacle, too. David Stokes getting caught out by the grassy slope and rolling down the hill to finish between two trees. He managed to get through to lunch but retired soon afterwards. The Lancia Fulvia of David Scheldt and Barry Waterhouse also rolled on six and continued, but retired with a broken constant velocity joint on seven. Peter Bryant was leading at lunch, but oil pressure problems caused by a suspect pump made them a little wary in the afternoon.

Three shortish, rough farm track stages after lunch kept top times close, Whittal-Williams setting best time on nine, but with Dick Rollett only six seconds behind for another top placing. On the two-mile Pickenham stage, Reg Mullenger, now minus a rear screen which had popped out on a bump, tried to recoup some time, but though quickest, had Whittal-Williams only two seconds behind with Ivor Jones and Dick Rollett both right there as well. Whittal-Williams was quickest again on Pickenham airfield, but still could not take more than a second out of the rest, Pip Dale being second quickest after a mixed day in the Firenza.

Back to Hockering woods for stage 13, but the Escorts were getting their power down better now, and John Priestley came out quickest, though looking a little the worse for wear on his nearside wing from a previous encounter with a tree. Keith Brennan in his 1300 BDA drove well for a second time round the stage to take third fastest. Finally at Hethel Dick Beeby was quickest.

But the problems all arose after the event as several leading crews, despite, presumably, the checks of their co-drivers, appeared to have lost minutes and went off to harangue the organisers. They in turn were sensibly flexible and corrected the obvious faults, but it all took a long time and everyone who didn't have something at stake gradually drifted away in a sad anti-climax.

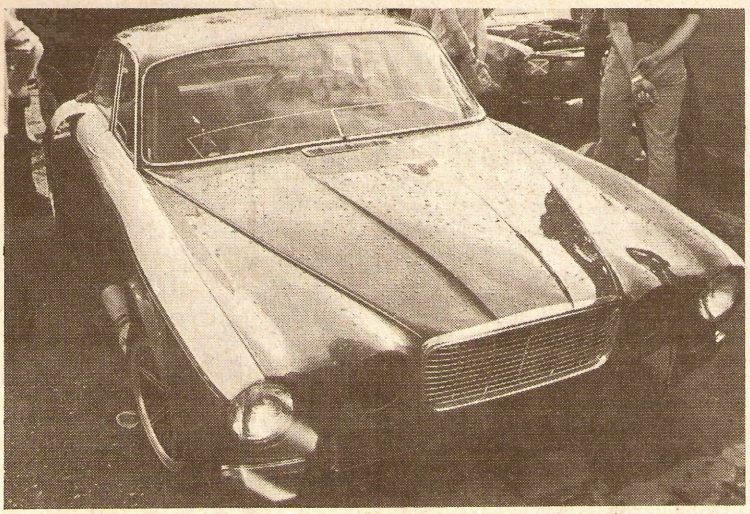
Dick Rollett's win came after a good drive, always in the top six, though without setting any best times. Since changing his Firenza for a 1700 BDA he has gradually come into the reckoning, taking third place on the Shenstone Stages in May. The car has been gradually improved – an L.S.D. was fitted for the Shenstone, a Rocket box for the Lancia-Pointer, with some sponsorship coming from co-driver Neil Turvey, whose Turvey's Hideyhole is not as it sounds a night-spot, but a leather furniture company in the pair's home town of Rotherham.

KEVIN BLICK

It is all beginning to come together for Robin Langford's Fiat, taking a well deserved sixth place.



1, Dick Rollett/Keith Turvey (Escort RS) 688; 2, Randolph Whittal-Williams/Roger Hemmings (Escort RS) 692; 3, Reg Mullenger/Richard Goss (Escort RS) 694; 4, Peter Bryant/Colin Wilson (Hillman Imp) 703; 5, Adrian Reeves/Norman Ward (Escort RS) 729; 6, Robin Langford/Graham Freeman (Fiat 124 ST) 732; 7, David Bell/Derek Brader (Escort RS) 744; 8, Keith Webb/Keith Evans (Escort RS) 755; 9, Michael Lowe /David Lowe (Escort TC) 765; 10, Geoff Lobb/Ray Crowther (Opel Ascona) 766.



Making an impressive if not competitive debut at Silverstone was Tony Hazlewood's new Jaguar XJ8 Super Saloon. It attracted a big crowd, but didn't race as it's still about a week away from completion. Using Surtees suspension parts and an ex-Surtees Chevrolet, the XJ8 will be on the tracks soon, but Hazlewood still seeks a sponsor.

Brighton sprint off?

The Brighton and Hove Motor Club are in trouble over their classic Brighton National Speed trials to be held over Madeira drive at the Sussex town. It seems that following the financial loss last year, their forecast of costs for this year, taking into account a full entry and an average gate, could indicate a deficit for the club approaching £1,000.

Not surprisingly then, they are currently looking for a sponsor for the event. The regulations are currently being printed, but unless the funds can be met, the event will have to be postponed for this year, and possibly cancelled for good.

Any inquiries or help should be addressed to John King, Brighton and Hove Motor Club at 296/7, Madeira Arches, Brighton BN2 1DZ.

Fuell topped up

Redditch autocross driver Dave Fuell scored his first outright win of the year when he led a strong contingent of BTRDA championship entrants to almost complete domination of the classes at last Sunday's Longton and District MC autocross at Charnock Richards.

Fuell returned a best run of 107.5s beat the field by exactly three seconds. Nick Garner scored his first win with his big engined Mini beating Terry Smith and Bob Duthie but Smith apparently suffered trouble on his second run when most of the best times were established. An outstanding drive was that of the Audi driver John Granville who was fifth overall in his road going car and who beat Graham Harper's rapid Honda Civic by more than seven seconds.

BTD: D. Fuell (Escort), 107.5s.
Class winners: C. Holland (Mini), 118.3s; R. Gibson (Sprite), 122.4s; J. Cotton (Imp), 117.5s; J. Jones (Mini), 121.4s; J. Clarkson (Escort TC), 110.5s; N. Garner (Mini), 110.6s; N. Peatfield (Special), 122.4s; J. Granville (Audi), 117.3s.

Wood wins

Burton on Trent sports car driver Alan Wood was a surprised and delighted winner of the Morgan Sprint Trophy at the club's annual sprint at Curborough, near Lichfield on Sunday. Wood, in his Elan, owed his victory to the fact that neither of the two racing cars among the 75 strong entry contested the event. Both were in mechanical trouble during practice. But he still had a fight on his hands for the Lichfield Clubmans sports car driver Alan Hinds was within one tenth of a second of claiming outright victory.

The Carvell family of Dave and Ron wiped up the up to 1600 cc modified saloon class in their Mini, Dave beating Ron by 0.4s. Wridgeway Horton eventually managed to split the two 4.0 supercharged Capris of Wayne and Basil Wainwright in his 2.3 Firenza. And in the modsports to 1600 cc class, Peter May beat Doctor Sammy Tibbetts by 0.7s in their Arkley and Turner cars respectively.

After being third in the over 1600 cc class, John Berry improved by 0.5s in his Morgan 4/4 and won the up to 2138 cc class for Morgans, beating Ray Meredith by almost a second. Mike Hall took the class for Plus 8 cars with Peter Garland second in his first ever sprint.

Always an attraction, a full complement of nine Morgan three-wheelers proved very competitive and class winner Bill Turner in his Morgan/Jap put up a time which put several of the four-wheeled brigade to shame.

BTD: A Wood (Elan), 35.8s.
Class winners: M. Wood (Escort), 43.8s; W. Skill (Mini), 40.3s; D. Carvell (Mini), 36.4s; W. Wainwright (Capri), 36.6s; J. Bradburn (Datsun 240Z), 42.9s; P. May (Arkley), 40.1s; C. Baxter (Marcos), 37.4s; J. Berry (Morgan 4/4), 37.5s; M. Hall (Morgan Plus 8), 37.7s; A. Hind (Mallock U2), 35.9s; B. Tuer (Morgan/JAP), 41.0s. **Ladies:** Mrs J. Rutherford (Morgan 4/4), 39.6s. **Best Morgan:** P. Fay (Morgan Plus 8), 37.3s.

● David Heale, well known for his efforts in the Harlequin Paints sponsored Dulon, will be running one of Adrian Reynard's Formula Ford cars at Oulton on Saturday.

Spencer Courted

Geoff Spencer suffered a rare defeat in a non-championship production car trial last Sunday. Victory at the Kidderminster MC event at Dunley near Stourport went to the Coventry and Warwicks driver Stephen Courts in his Skoda.

Dropping 34 marks on the 32 sections, Courts was a narrow winner on index and headed a good entry of 45. Spencer (Cooper) won his class by 15 marks from Kevin Caley and Dave Slater (Escort Sport) scored a similar margin win in his class beating Dennis Wells (Skoda).

Malcolm Brown was an easy winner for once of the sports car class, his Sprite having a margin of 80 marks over Mike Harrison's Midget. John Hodgson took the rear engined class in his Imp beating Rob Main and Robert Gilhooley, both in similar cars.

Overall: S. Courts (Skoda), 34 marks lost.
Class winners: G. Spencer (Cooper), 54 marks; D. Slater (Escort Sport), 56 marks; M. Brown (Sprite), 66 marks; J. Hodgson (Imp, 57 marks. **Best Clubman:** S. Bradbury (Sprite), 90 marks. **Clubmans class winners:** R. Warrington (Cooper), 134 marks; I. Hill (Skoda), 96 marks; A. Bennett (Imp), 105 marks. **Best Kidderminster:** Miss C. Pearson (Renault 8), 143 marks.

Dancing home

Winner of the Enniskillen Motor Club's sprint at St Angels airfield on Sunday was none other than dance band leader Sean Harten in a Crossle Atlantic car fitted with a clubmans engine. Second was Paddy Heron's Atlantic powered Brabham BT30, and third Harold Hagan, who borrowed Ronny White's 1.4 lightweight Mini to chase home the single seaters.

Truscott sent home

Australian Renault 5 driver Peter Truscott will not be contesting any more races this year as the Home Office has unfortunately decided it is time he went home.

Truscott, who currently lies fourth in the championship, has been running under the Pinewood Garage, Sevenoaks, banner and it is possible that his R5 will be raced in future by Chris Bruce, a regular competitior in the series last year.

● The newly established Moskvich and Lada dealers, Heeley-Alden Ltd of Northampton, will sponsor the ex-Peter Jopp Moskvich 412 for Tony Hepworth in the Britax and Radio One championships.

● The RAC speed events committee has made a pointed note in the Motor Sport News about changing cars in hillclimbing and sprint championships. This points out that a competitor may only change a car with the permission of the Stewards of the Meeting, provided this is before the start of competitive runs, although they also note that regs may be changed for 1976.



Lorina Boughton – good F4 results

FSV for Lorina?

Keen to enter Formula SuperVee next year is Britain's most successful single seater racing lady currently, Lorina Boughton. Lorina has been pedalling her GRD 373 with considerable speed over the last two seasons in Formula 4 and currently lies fourth in the championship after experiencing some early season problems. But her real aim now is to get into FSV for next year, a girl who wants to go places.

● Calling off his engagement party to do the Nutcracker last weekend, Graham Baker had a double celebration on Sunday night after he and Nigel Barrett collected the best Aberdare members trophy on the championship event. Competing together for the first time in Barrett's 1.5 Morris Minor, they defeated a strong club entry on the club's major rally of the year.

BAC expand

Things are happening with the newly formed Bury Automobile Club in Lancashire. They can now be found at the Lord Raglan and Nangraves on Monday nights, and their next event, the Mother of Wales Rally on Anglesey, has been uprated to restricted. It takes place on October 25/26.

Their secretary Mrs Gill Mansley, has retired, and Mrs Lorraine Haworth takes her place. She may be contacted at 219 Holcombe Rd., Greenmount, Bury.

Airey modernisation

Far from being a resident in a tin shack, Bill Airey, of New Cheriton Garage has written to tell us exciting news following up our recent story. They are currently expanding their nine year old premises to include a rolling road dynomometer, a dyno brake tester, two lifts, and full Crypton diagnostic equipment for their rallycross and road customers. The whole investment totals £18,000.

As well as all those countries we listed where Airey products are imported, we can now addd South Africa. New Cheriton marches on.

Turpin beats Seymour . . .

The BTRDA four abreast autocross championship staggers on. Last Saturday, West Suffolk MC — faced with running the first Saturday autocross and clashing with the British GP — attracted only 37 starters for their event at Hawkeden, near Bury St Edmunds.

The battle for BTD was resolved in favour of Mike Turpin who defeated Nick Seymour by exactly two seconds on the aggregate time from two best runs while Nick Garner suffered a rare reverse in the 870 Mini class.

Graham Hathaway (Escort TC), had a walkaway win after the demise of Bob Merridale's Escort with a seized engine and Rob Gibson — thrown in with the rear engined brigade — took his Sprite to a 0.7s win over Peter Harrold's VW.

The battle of the big Escorts went to Tony Merridale who beat Nobby Creswell by 3.6s with Dave Fuell third by 0.5s.

BTD: M. Turpin (Turpin Special), 163.7s.
Class winners: I. Thompson (Mini), 190.4s; G. Hathaway (Escort), 181.3s; R. Gibson (Sprite), 174.7s; B. Male (Mini), 179.7s; T. Merridale (Escort), 175.2s; M. Smith (Mini), 186.9s; N. Seymour (Volnik), 165.7s; M. Barnard (Datsun 240Z), 196.8s.
Clubmans Class winners: G. Lobb (Ascona), 186.3s; B. Wright (Elan), 187.6s.

Ian Thompson took another class win in his Mini.



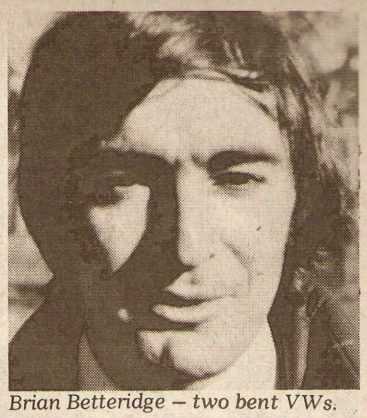
. . . Seymour beats Light

Nick Seymour took his Volnik Special to a comfortable BTD — by three seconds — at the South Bucks and Aylesbury autocross at Askett near Princes Risborough on Sunday. Beating southern expert special driver Bob Light in his Scorpio, Seymour scored an easy victory but Light was probably in trouble for he only finished fifth fastest in a field of 89 competitors in this London Counties and ASCMC championship event.

There were two lively class battles. Alan Davies took the up to 1300 cc front engined rwd class by 0.2s in his Anglia defeating Ian Turner's Escort while Howard Murray took the sports car class with his thundering TVR Tuscan from Hugo Tippet (Elan) who had an identical time with Tim Duffee (Davrian). Duffee might have improved but his steering broke on his second run.

BTD: N. Symour (Volnik), 1m 25.4s.
Class winners: M. Thompson (Mini), 1m 29.2s; A. Davies (Anglia), 1m 31.6s; D. McDine (Mini), 1m 28.6s; S. Hill (Escort), 1m 28.4s; H. Murray (TVR Tuscan), 1m 32.0s; D. Humphreys (Mini), 1m 28.6s; B. Light (Scorpio), 1m 29.4s.

● Formula Three driver Mike Tyrrell takes over an MRE for this Sunday's FF2000 race at Snetterton, although this is not thought to be a permanent seat for Antiguan.



Brian Betteridge — two bent VWs.

Betteridge problems

Brian Betteridge had a disastrous day on Sunday when both his road VW and his VW autocross special were damaged in an accident on the M6.

Betteridge had mechanical troubles in practice at the Longton and District Autocross and left before lunch. Soon after getting on the motorway, an overtaking car suffered a burst tyre and Betteridge collided with the swerving vehicle. His towing VW was damaged front and rear, the damage at the back being the result of his autocross car moving forward under the impact. Fortunately the Betteridge family and the occupants of the other vehicle were not hurt.

Lion changes

Lion engines, well known Formula Ford, Monoposto and Imp engine builders, have recently changed their name to Anglo Dutch American Engineering, ADA for short. Partners Gerard Sauer and the American, Woodie Harris, built Brian Jordan's successful Monoposto engine last year, and have built Formula Ford engines for the Jamun cars of Rob Newall and Fred Sigafoos. They've recently built a Group One engine for an Imp in Holland, and have also been building an engine for Simon Watson's successful Group One Imp which he races in the Radio One series in this country.

ADA may still be reached at their Shepherds Bush premises on 01-743 4477.

Lots of Llandow loot

The South Wales Automobile Club have attracted phenomenal sponsorship for their August Bank Holiday meeting, where the minimum first prize in any of the seven races is £100. S. A. Brain will be contributing not only £100 in prize money for the first man past the flag in their special saloon car event, but also will be adding class winning prize money and, as a local brewery, will be giving free beer to all marshals and competitors.

The British Airways Cambrian rally car event has the maximum prize money available on the day with £150 for first prize down to fifth place. Brunell are a civil engineering firm sponsoring the Allcomers event with prize money of £100 for first, £50 for second and £25 for third. The Catnic cup for the *Formule Libre* race has the same prize money, as has the GKN Rolled and Bright Steel Division sponsored special saloon handicap event. This company are also sponsoring a powerboat event in the Cardiff docks shortly after the race meeting. Howells Garage have donated the same prize fund for a rally car championship event and Urwin Autospares sponsor the Formula Ford race with a £100, £50, £25 prize scale.

There will be many other attractions, including side shows, a trade ring, an Army battle and a hot air baloon. Entries for the meeting can be obtained by writing to the circuit office at 5, Meteor St., Roath, Cardiff or telephoning Cardiff 25417.

Halliday easily

Bath Motor Club member Mike Halliday scored BTD by just under three seconds at Harwell last Sunday at the July Junket autotest run by Invaders MC. He beat the Harrow expert Peter Cox, the pair driving Sprites.

On the sixteen tests Halliday totalled 419.4s with Cox on 422.0s. Alan Stagg caused a surprise when he beat John Calton by five seconds in the big saloon class.

BTD: M. Halliday (Sprite), 419.4s.
Class winners: N. Yoward (Mini), 438.3s; M. Flux (Clubman GT), 433.6s; C. Chandler (VW), 496.6s. A. Stagg (Escort), 476.8s; M. Jones (Avenger Tiger), 524.7s; P. Cox (Sprite), 422.0s. **Novice:** R. Patterson (Spitfire), 5.30.7s. **Ladies** Mrs. P. Barney (Mini), 475.3s. **Best Invader member:** K. Wheeler (Mini), 525.5s.

● Miki Dee, who has been campaigning an elderly Merlyn Mk 11A for some time, has decided to sell the car to Chris Gilbert, a former Classic Car racer. Dee, who was second in last year's TEAC Formula Ford championship, is on the lookout for another chassis to borrow or possibly buy. He has Rowland engine.

● Due to the Formula 3 round at Knockhill on the same day, the practice day at Ingliston on August 2 has been cancelled.

● Would anyone who saw someone tampering with Rob Newall's truck at Brands Hatch on July 13 please contact him at 01-622 0550. Newall, who races a Jamun Formula Ford, had a full set of watches nicked from the truck.

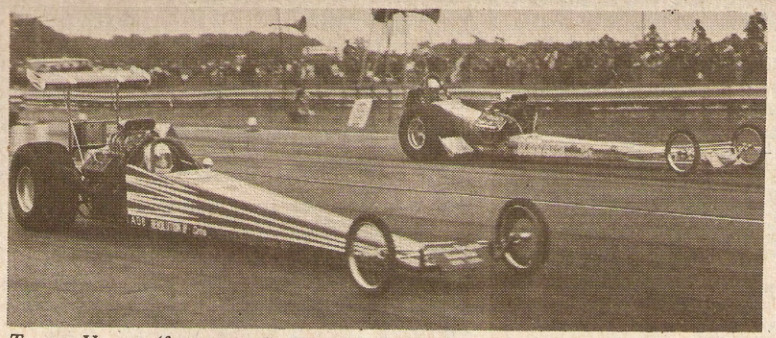
Swedish drag

There's quite a strong British entry at this year's main Draghappening in Sweden, the Drag-festival on August 1/2/3 at Mantorp Park, the race track which now includes grandstand accommodation for 8,000 fans. In Top Fuel, Roz Prior and Trevor Young are on the list and for the third round of the Tor Line Funny car Cup, Clive Skilton, leading the series, Liam Churchill and Roland Pratt will be up against a similar Swedish field.

Procomp will see the Page Brothers and the rear engined funny of Pete Barnett, and there'll also be some Altereds and Prostocks headed by Sheavill's Stage Coach and Goggin's new Camaro. Last year, this event was attended by some 25,000 spectators.

Our man Chris Witty makes another assault on the Penthouse Escort Championship this weekend at Cadwell Park in his Shellsport supported, Adlards sponsored Escort Sport.





Trevor Young (foreground) fractionally leads Roz Prior's Miss Revell in qualifying for their match race.

Rain causes problems

Highlight of the weekend meeting at Snetterton was the four car match race between the funnies of Clive Skilton and Liam Churchill and the dragsters of Trevor Young and Roz Prior, and it was Roz who ended up with the fastest time in the morning qualifying at 7.4s and 204 mph. Trevor Young in the Revolution Three car got a bit crossed up in the right hand track for the surface had a few drops of rain on it, and he had to be content with a 10.6s. Clive Skilton and Liam Churchill qualified their funnies together with times of 8.08s and 8.09s, though as Liam had judged the lights perfectly, he was there first.

Rain at midday and then at intervals through the afternoon upset the schedule somewhat, but during the dry spells, the four car match saw Trevor Young turning a 7.79s to catch Churchill in the closing yards after Liam had two car lengths on him at the start. The change of surface that caused trouble last year still caught some out, and the next to suffer as he crossed the point where the racing circuit enters the straight was Clive Skilton, running against Roz Prior. Possibly trying to stay to the left of the tricky patch, he crossed the centre line for an automatic foul, but Roz had already red-lit, which caused a minor problem until the rule book was consulted. As crossing the centre line is considered the worse offence, the run went to Roz, who powered on to a 7.36s at 200 mph as Skilton trailed with a 9.9s after shutting off to get back on his side.

Pro Comp was predictably dominated by Gerry Andrews in the awesomely powerful blown Chevy rail; though he only qualified in the nines owing to the weather. Martin Rowat and Pat Cuss qualified their dragsters at 9.17s and 9.18s, while Clive Page made up the field to four in the absence of any opposition in Senior Comp for his Chev/T.

Andrews started off by driving away from Cuss to a 7.9s to 10.0s as Cuss saw the task was beyond him, while despite a tremendous start, Clive Page could not hold off Rowat's amazingly rapid small block Chevy at 8.5s to a 10.5s as Page too lost time a few yards out. In the final Rowat was the underdog, and this time it was his turn to put daylight between himself and the opposition. But soon cubic inches told and the big 427 in Andrew's car was storming past the 350 of Rowat to a 7.62s 183mph to 8.5s at 163mph.

Middle Comp as usual proved to be a well supported class with everyone trying in vain to topple 'Strip-teaser' from its unbeaten position. Sue Coles was back after her recent blow up with her fast Chev/T, but despite showing strongly in early rounds, when it came to the semi-final against Messent, he was away first handily, though her 125mph top end was beginning to tell. Kevin Harvey's Chev/Vauxhall narrowly beat Pete Smith in the Sachs Motors Jag/Falcon in the other semi, but he too trailed in the final to Messent 10.7s to 11.9s.

The rain that came through the day spoiled the event really, but a surprisingly large number of people attended nonetheless for what would have been a respectable 'clubbie' had the weather stayed fine.

Leary joins rotary club

Mick Leary, former 50cc motor cycles champion — and former school mate of one Gerry Marshall — is making his debut at Snetterton this weekend in a Mazda RX3 supported by Marshall Wingfield racing with Grand Prix models. This despite the fact that Marshall used to beat him cycling home from school.

Leary was testing the car at Brands Hatch on Wednesday last, but joked that he kept hanging his knee out as he went round corners, and that he'd have to fit some foam on the door to protect his knee. Leary will contest the BBC Radio One production saloon car rounds, and the Britax series.

Lyons talk

The London Special Builders Group of the 750 Motor Club have a reputation for procuring the best people in the field of motor sport to speak to them, and it might be of some interest to our readers that our very own American confrere, Pete Lyons will be addressing their next meeting. Pete will be at the Craven Arms, 45, Lavender Hill, London SW11 on July 28, and unless he's late, things should swing into action at around 8.15 pm.

● Dimi Mavropoulos, the Cypriot born grape grower, won't be seen on autocross events for the next few weeks as he's busy dealing with the incoming grape harvest.

Popular 750MC

The popular state of the 750 Motor Club, the specialists in low cost motor racing, is reflected in a quick perusal of their National championship tables. No fewer than 65 drivers have scored points in the Reliant 750 National championship, a series that must be the cheapest to enter in this country. Kim Perry leads this series by 11 points from Rob Wells' 68.

Further indication of the popularity of the sport that the club has to offer is that 60 drivers have scored points in the F1300 series, where incidentally, there's a very good battle brewing between Brian Cocks and Philip Lloyd at the head of the table. They're separated by just one point at this stage. Some thirty drivers have scored points in the Formula 4 National championship, and here, Fergus Tait has a lead of 6 points over Bruce Coate-Bond's 74 points. Tait has won seven out of the ten rounds held in his Delta.

The full championship positions are:

Formula 4 National championship: 1, Fergus Tait. 80 pts; 2, Bruce Coate-Bond, 74 pts; 3, Ian Briggs, 52 pts; 4, Lorina Boughton, 45 pts; 5, John Brown, 40 pts; 6, Roy Lewington, 34 pts.

Formula 1300 National championship: 1, Brian Cocks, 73 pts; 2, Philip Lloyd, 72 pts; 3, Bob Davis, 61 pts; 4, John Allan, 47 pts; 5, Dick Miller, 41 pts; 6, Paul Webb, 40 pts.

Reliant 750 Formula National championship: 1, Kim Perry, 79 pts; 2, Rob Wells, 68 pts; 3, John Giles, 63 pts; 4, Chris Hague, 50 pts; 5, Richard Stephens, 47 pts; 6, Bob Dimpson, 39 pts.

Other series

Penthouse Ford Escort championship: 1, Steve Thompson, 55; 2, Mike Freeman, 39; 3, Nick Weir, 27; 4, Graham Hollis, 26; 5, Gordon Bruce, 22; 6, Geoff Evans, 12.

Renault 5 Elf challenge: 1, Neil McGrath, 99; 2, Dave Hedges, 63; 3, Keith Collier, 58; 4, Stuart McCrudden, 48; 5, Trevor Peckham, Mick Hill, 46.

Ginetta near target

For their annual Goodwood sprint last Sunday, Farnborough and District MC attracted 87 competitors in 13 classes. This regularity sprint over the full 2.4 mile former Formula One course was run on a handicap for each class. Best performance of the day was that of David Beams in his Ginetta who was only 4.5s off his bogey time. Paul Birch finally got his revenge over Dacre Harvey in production saloon class to two litres. It has taken Birch three years and several cars to score his first victory over Harvey and he did it by 0.6s in his Avenger.

The fastest time of the day was credited to Robin Funnell in his immaculate Escort who recorded 1m 41.5s for the standing start, flying finish lap. On a day when intermittent showers on various parts of the circuit slowed all competitors at least once on their three runs, the second best performance against bogey was that of the Imp sport of Dave Scargill who was 12.2s over target.

Overall: D. Beams (Ginetta), —4.5s.

Class winners: D. Scargill (Imp Sport), —12.2s; A. Longhurst (Cooper), —14.0s; P. Birch (Avenger), —17.2s; M. Chenery (Mini), —14.2s; J. Davies (Mini), —29.7s; R. Funnell (Escort), —22.5s; J. Welch (Escort), —22.3s; I. Pickering (Ginetta), —17.9s; T. Straker (Sprite), —19.9s; B. Curd (Elan Sprint), —18.2s; P. Burham (MiniJem), —18.4s; D. Wilson (Silhouette), —28.0s; D. Lewis (Mallock U2), —34.8s. **Ladies:** Mrs J. Rothwell (Mexico), —34.9s.

DTV efforts

Bill Dryden's overwhelming win at Ingliston on Sunday helped to make up a good weekend for DTV, for after Gerry Marshall's phenomenal win at the Grand Prix Silverstone meeting, Jennifer Birrell won the production saloon race in the SMT Magnum Coupe also at Ingliston.

Dryden's result was courtesy of the DTV mechanics, for after the Tricentrol round where he suffered overheating in the 2.5 engine, the 2 was fitted and this is what took him to his win.

Magic Carpet blown off

The Hurricane beat the Magic Carpet down at Egerton, Kent last Sunday. In other words, Steve Sudlow put up BTD at the Ashford (Kent) MC autocross. In his ex-Dick Noble Special, he had a best time of 1m 27.6s to head a field of 61 competitors.

In fairness, Magic Carpet driver Louis Davidson did not come second overall, this honour falling to Derek Batt in his 1.4 Mini who was only one second behind Sudlow.

Best class battle was among the 850 Minis where Paul Grant and Terry Field were level after the first runs but Grant took the class subsequently by 0.4s.

BTD: S. Sudlow (Hurricane), 1m 27.6s.

Class winners: P. Grant (Mini), 1m 34.0s; G. Smith (Escort) 1m 34.8s; G. Homewood (Sprite) 1m 32.0s; T. Law (Mini), 1m 30.8s; M. Musso (Escort), 1m 30.2s; D. Batt (Mini), 1m 28.6s; L. Davidson (Magic Carpet), 1m 29.0s; A. Jewiss (Mexico), 1m 35.8s.

Burley's Simca

Rod Burley will be at Snetterton this weekend with a new Simca competing in the Radio One Prod Saloons.

Older brother Mike Burley, co-driving with Chris Boswell on a rally in Wales, had a huge accident 100 yards from where Noel Edmonds crashed on the Tour of Britain last year — the Escort flipped four times — and both drivers had bruising and shock.

Mike Burley competed in the rally especially to assist his brother for the coming Tour of Britain as the stages are the same.

Rod Burley is competing on the Tour of Britain in his Capri.

Emery back

Following the success of the Santa Pod Funny car meeting, the Chadderton and Okazaki Vega will be staying in this country for a while, and driver Dale Emery is coming back in September to drive it. With luck, he'll be accompanied by another car and driver to make an even more spectacular show of it. Master engine builder, Ed Pink, who donated the trophies for the Funny car event, hopes to come over and have a look at how his engines are faring. He might even tweak Pete Crane into the five second bracket.



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