

Complete guide to Silverstone John Player G P

AUTOSPORT



SPECIAL GRAND PRIX ISSUE

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AUTOSPORT, JULY 17, 1975

EDITORIAL

Main attraction

The dominating topic in motor racing in this country this week is, of course, the John Player Grand Prix which takes place at Silverstone on Saturday. A complete guide to the meeting can be found in this issue, but to summarise briefly, the RAC and Silverstone Circuit have lined up a really first class programme and it is a meeting no self respecting enthusiast should miss.

Undoubtedly there will be many thousands of people attending the meeting and the organisation will be fully stretched. We would ask all spectators to be as co-operative as they can be with the marshals and officials. If they are allowed to do their job without hassle then everything will go smoothly. Arguments only cause delay for you and everyone else. Undoubtedly the racing will be first class — the rest of the day will be just as enjoyable if everyone follows the carefully laid plans.

Renewed faith

At a time when commercial companies are looking very carefully at their advertising budgets with regard to such things as sponsorship, it was indeed excellent news last week that John Player and Son announced that they would not only continue their involvement with Colin Chapman's Lotus Grand Prix Team, but that they would double their investment over the next three years.

Players have sponsored the Lotus F1 team since 1968 when they came in with their Gold Leaf sponsorship and started a completely new era in professional racing. It is heartening that they have seen fit to extend their involvement to what will amount to a total of ten years.

Not only is this good for the Lotus Team but also it reflects the value of motor sport as an advertising media for commercial companies. Although motor sport would continue without sponsorship, it would be on a level well below that which we have become used to. We hope that the faith shown by Players in the sport will stimulate confidence in other companies into either renewing their association or to be encouraged to join in. The whole sport should be grateful for Players' continued support as it can only be of benefit to everyone, not just the Lotus Grand Prix Team.

Action committee

Almost everyday we receive letters or telephone calls from club competitors in this country complaining about the way their particular branch of the sport is being run or how regulations have been changed without consultation, and how can they get representation at the governing body, the RAC.

Individual unions and associations have been formed within various Formulae to try to deal with the problems but, frankly, few of them have carried much weight. There is an organisation, however, in existence, approved by the RAC, indeed created at their request, to represent the views of all Club racing competitors in this country.

Affiliated to the British Racing Drivers Club, perhaps the most respected club in the world, the British Racing Drivers' Association, was formed in 1972. Quietly it has done a great deal in three years but suffers from the apathy so dominant among drivers in this country. In the current economic climate ways and means must be found of keeping racing under strict control in every aspect to everyone's satisfaction. The RAC just do not have the facility to listen to every personal idea and suggestion, but we would suggest that the BRDA should become the only official mouthpiece for all club formulae and drivers. This would ensure proper representation at the RAC and hopefully an avoidance of the various problems that do come up through the lack of communication.

The BRDA is run by very experienced officials and is based at Silverstone alongside the BRDC. We urge competitors to make the effort to really build up this organisation for their own, and Club racing's own future.

our cover picture

James Hunt in the Hesketh 308 F1 car is the favourite to win the British Grand Prix on Saturday. Our preview starts on page 31.

Photo: David Winter

Players renew contract

"John Player and Sons have confirmed that they are entering a new three-year contract to sponsor the Lotus Formula 1 motor racing team, following talks between Lotus boss Colin Chapman and Player's chairman Geoffrey Kent.

"The new arrangements will give Chapman the money he needs over the next three seasons to run the team at peak efficiency while channelling funds into research and development.

"Both sponsor and constructor are keen to see the John Player Special cars return to the forefront of world motor racing. Under a previous three-year contract, the team won two constructors' and one driver's world championship.

"The cars now running on the world's Grand Prix circuits are the six-year-old Lotus type 72s, remarkably successful until a year ago, but now finding it tough going

against more competitive rivals.

"Mr Kent makes no secret of John Player's desire to continue sponsoring a world-beating team and he said: "This long-term contract should enable Colin and his people to plan far enough ahead to put us back on top and keep us there."

This is the press release which John Player and Sons released late last week having announced their continued support of the Lotus team at a dinner held last Wednesday. When the team went testing at Silverstone the following day, Colin Chapman was "over the moon" and "ten feet tall". This announcement is what the team have been waiting for and now that the nagging doubt of finance for the future has been lifted from over their heads, it's bound to see work speed up on the new car currently under construction at the Hethel workshops.

Ian Ashley to join Williams at 'Ring

Frank Williams phoned us on Monday morning to confirm that he would be only running one car at the British Grand Prix this coming weekend. That would be for Frenchman Jacques Laffite and he would drive the team's new car. The reason for only running one car is simply down to the lack of available engines. "I blew two brand new Cosworths in France and what with Cosworth due to go on holiday, it's meant that a bit of pressure is on. Still, it'll only be for this one race," explained Frank.

Now that Arturo Merzario has gone and Ian Scheckter has returned to South Africa, we inquired as to whether Frank had any plans of running a regular driver in the car for the rest of the year. He has, and it looks as if it will be Ian Ashley, the Formula 5000 ace who has been campaigning at F5000 Lola all season under the Richard Oaten Racing banner.

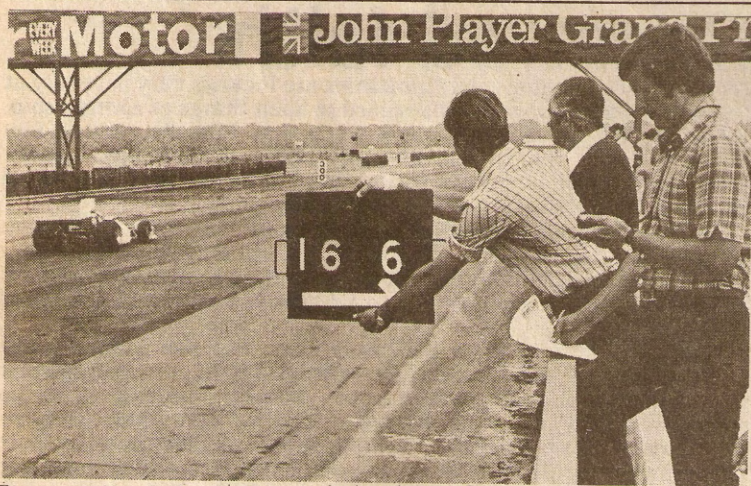
Discussions with Oaten took place on Monday afternoon and it was agreed that Ashley should make his debut in Frank's second car, certainly for the forthcoming German Grand Prix. Further talks are in progress as to whether Ashley will



Ian Ashley - F1 return.

see the year out with the Williams team.

Ashley's last appearance in Formula 1 was at the Canadian and American GPs toward the end of last year when he raced the ex-John Watson/Hexagon Brabham BT42 under The Chequered Flat/Richard Oaten banner. Previous to that, Ashley had driven the Token in the German and Austrian GPs as well.



Team manager Heinz Hoffer checks the watch, a mechanic tells the tale and Roger Penske looks closely as Mark Donohue gets his new March flying.

Donohue will use March

"When you take a new car out of a box and run two and a half seconds quicker than your old car, then it's just gotta make sense." These were the words of Penske Racing team manager Heinz Hofer on Monday evening when we inquired as to whether the team would run their brand new March 751 at the Grand Prix this weekend for Mark Dono-

hue, rather than their own car.

Donohue's rapid lap last week at Silverstone was enough to convince the Penske team that, if all their sponsors were in agreement, they would race the March after all.

This was contrary to what Penske had originally told us several weeks ago but, at that stage, the whole issue was very open and a decision could really have gone either way. It has now, in favour of the March which, having put a neat 1m 16.6s under its belt with Donohue at the helm, has suddenly brought the Penske team right back into the ball park. It will be interesting to see the confrontation between Donohue and Vittorio Brambilla's works car at least!

Arnoux again

Rene Arnoux shook off his Formula Super Renault defeat at the French Grand Prix by winning the latest round held at Magny-Cours last Sunday.

Arnoux's Elf Martini beat Jacques Coulon's Lola T410 by 10s, taking fastest lap into the bargain. Next up were the Antar Martinis of Marc Sourd and Jean Ragnotti followed by Ricard winner Didier Pironi.

Max Mosley (left) consults the bill of sale just to see there are enough noughts on it before completing the deal with Roger Penske (right). Heinz Hoffer, Mark Donohue and Robin Herd wait for the transaction to be concluded.



BRM future: "we must be competitive"—Stanley

There were strong rumours flying about at the beginning of this week that Louis Stanley, managing director of Stanley-BRM, had decided to withdraw the Stanley-BRM team from Grand Prix racing until it has become fully competitive.

We spoke to Stanley on Tuesday morning and he confirmed that unless satisfactory power and reliability could be found from the P200 V12 engine on the test-bed by Wednesday then the car would indeed be withdrawn. "We are quite clearly short on bhp with last year's engine. The development on the new engine is highly promising and I think we should find the extra 25bhp that we need. But we will not run the car until we are certain the horsepower is there. We must be competitive. I am confident we shall find it on the test-bed today and tomorrow and it is quite probable that we shall be at Silverstone."

Stanley went on to say how impressed he has been with Bob Evans during the difficult times they have had this year: "We deliberately gave him the old engine to begin with to give him experience, but he clearly deserves better now."

Development work on the P200 engine has been going on for some time now under Aubrey Woods and it has been taken to a number of races but continuing oil system problems have meant that it has yet to make a racing appearance. A number of observers have timed Evans in the P201 car round corners



Bob Evans - "deserves better now."

of GP circuits and have found that it has been among the top six fastest but all the advantage gained has been lost once the car gets on to the straight.

● The new 1976 F2 March-Renault V6 which is due to be shown to the public at Silverstone this weekend will be driven by Michel Leclere.

● All the competitors in the F1 Constructors F3 race at Silverstone, which counts towards the BP F3 championship, will be entitled to make use of a specially provided BP refreshments caravan in their paddock.

Silverstone chicane is tested

"Bloody diabolical" was how Brian Henton described the new chicane which Silverstone Circuits have installed at Woodcote for this coming weekend's John Player Grand Prix. Henton should know having had first hand experience of the new obstacle while testing one of the John Player Lotus 72s there last Thursday.

It was Henton predictably who caused hilarious uproar (whichever way you wish to look at it) when he rushed under the Daily Express bridge just before Woodcote after the lunch break. Henton reckoned he was touching around 160 mph, but, due to some confusion between several of the teams who were present, the Lotus pit thought the circuit was still clear and that McLaren's wish (at the request of Emerson Fittipaldi) to install a makeshift version of the proposed chicane after the lunch break had been delayed for five minutes. Not so!

"I came up behind Wilson Fittipaldi who started braking under the bridge," said Brian. "That's why he's so slow," I thought. "But then I saw this row of damn red marker cones." While Emerson and several others looked on to witness how the new artificial corner worked, Henton's black projectile hurtled through at breakneck speed, scattering markers like a giant pin ball. Brian had forgotten. Somehow he got the Lotus through unscathed.

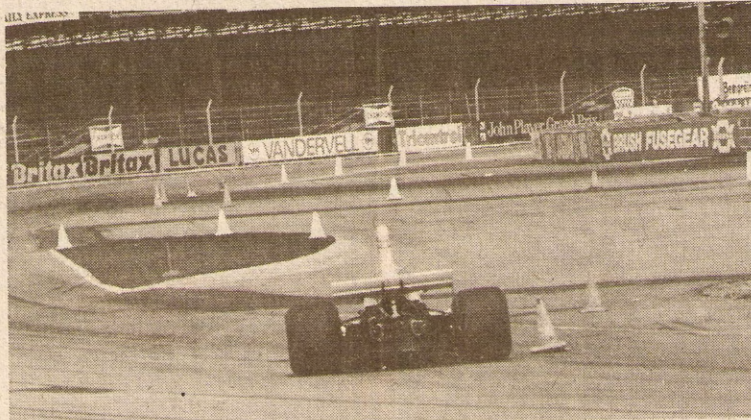
Also on hand to try the three versions of the Lotus 72s that were present (a softly set up '73 series, a stiffly sprung short wheelbase car and a stiffly sprung long wheelbase car) was Formula Atlantic ace Jim Crawford, brought back into the team following his unfortunate accident in a 72 at the International Trophy last April.

Apart from the two Lotuses, there was a single McLaren and Brabham for Emerson and Carlos Pace plus Wilson's Copersucar of course. Using the chicane, some sources say that Fittipaldi got down to 1m 19.8s or thereabouts while others thought

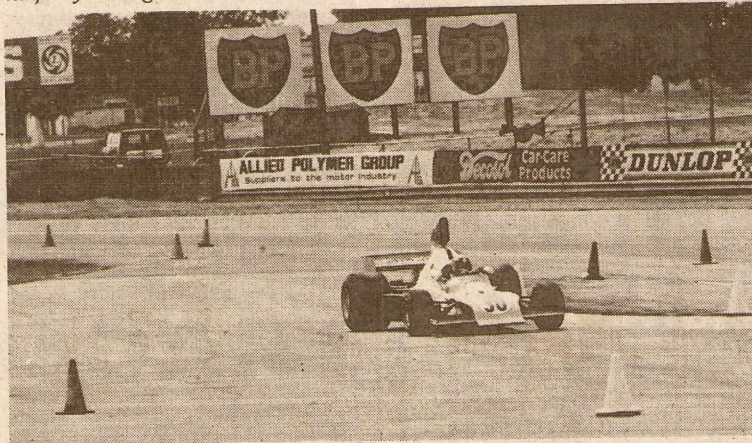
it closer to 1m 20.5s. The problem was with just a marker cone being used to mark the apex for the tight entry into the corner, it wasn't always replaced in the same spot as before and even a difference of six inches could affect a time. Despite fuel pick up problems, which meant pushing to run on half tanks, Pace pushed the Martini Brabham around in 1m 20.6s.

Of the others, Wilson managed a

1m 21.9s, a time that was equalled by Crawford while Henton was a further 0.2s slower, having spent an awful lot of time trying various adjustments and tyre combinations. One was able to see the young Lotus recruits visibly straining to achieve these comparatively mediocre times with this vintage design. One can only assume that with Player's recent injection of financial support, their new car will appear very soon.



The controversial Silverstone chicane in the middle of Woodcote corner was used in testing last week, although not in its fully completed form. Above is Carlos Pace's Brabham going in and below Wilson Fittipaldi's Copersucar halfway through.



Ickx out: Jim in?

Just as we went to press on Tuesday afternoon confirmation came from John Player and Team Lotus that Jacky Ickx would not be driving for JPS at Silverstone. The driver of the third car was undecided but it is likely to be Jim Crawford. Ronnie Peterson and Brian Henton will drive the other two cars, of course.

This decision was widely predicted at the end of last week but was strongly denied by Lotus Team Manager Peter Warr until Tuesday afternoon. Warr's statement was: "John Player Team Lotus and Jacky Ickx have mutually agreed that Jacky will be free of the obligation of his contract to participate in Grands Prix with the John Player Special until the appearance of the new John Player Special type 77 provided that the new car is competitive.

"Until then Jacky will be free to drive for any other team in Formula 1 should he so wish."



Jim Crawford - big chance?

Crawford tested the 72 at Silverstone last week with Henton, "because," we were told, "Ickx was too busy and Peterson was in America."

This will be Crawford's first ever GP, as it will be Henton's, although he did, of course, have a rather disastrous practice for the International Trophy.

SKF return

SKF (UK) Limited, part of the SKF Group, the largest manufacturers of ball and roller bearings in the world, return to motor racing at the British Grand Prix when the company becomes associated with Tony Brise and his Player's championship leading Team Modus Formula Atlantic car.

The last involvement SKF had in motor sport in the UK was the sponsorship of the national Grand Touring Car Championship in 1970.

A company spokesman said: "This is just a toe in the water at the moment, we want to see what reaction we get and will look at the project more carefully before any future commitments."

While the SKF name may have been missing from British circuits, the Grand Prix circus knows the name in connection with the World Championship leading Ferrari team who use SKF products exclusively. Other F1 teams who use SKF products are Lotus, Hesketh and Ensign while the F3 Ralts also use them.

Renewed speculation on MCD circuits' future

There were renewed stories this week that the MCD circuits, Brands Hatch, Mallory Park, Oulton Park and Snetterton were about to be bought by a consortium of businessmen to secure their future as racing circuits.

We put this to John Webb on Tuesday, who told us: "I stand by everything I said originally, Grovewood have not put the circuits up for sale. Of course they receive offers, like every other business, and if they get the right sort of offer they have to put it to the shareholders. Remember Grovewood is a public company and nothing can be done without asking the shareholders.

"There have been people talking about buying the circuits, and I can assure you that Bernie Ecclestone is not involved, but at this moment in time nothing has happened. If

anything does happen it could happen very quickly or it won't happen at all."

We had also heard that the Belgian track at Nivelles was on the consortium's list of "wanted" circuits. Webb's reaction to this was, "that's a new one on me. Just after it folded I was asked to take a look at it. And from a personal point of view, Grovewood were never involved, I said that I wouldn't take it as a gift as it is too complex and commercially not viable."

● It was interesting to note that the French are taking an interest in F3 again for Jean-Pierre Brunier of Promocourse was present at Cadwell Park last weekend, no doubt trying to stir up further interest in competitors for the European Cup meeting at Arras on Sunday.

Schuppan's F5000

Seen in the works Formula 5000 Eagle at Watkins Glen last weekend was Australian Vern Schuppan. Following his split with Francisco Mir's team, which we mentioned last week, Vern and his sponsor Teddy Yip, then had talks with Dan Gurney and All American Racers and an agreement was reached between the parties at the beginning of last week. Schuppan is now Gurney's official works F5000 driver.

This means that Bobby Unser, the USAC star and this year's Indy 500 winner and who has been racing the car so far this year, can curtail his road racing commitments and turn his undivided attentions to the USAC trail.

Schuppan's deal with Gurney is expected to last for the rest of the season and Teddy Yip's Theodore Racing stickers were evident on the car at the Glen.

Mario's USAC Shadow?

Strengthening rumours from within the UOP Shadow team at Watkins Glen last weekend suggested that Mario Andretti will be leaving the Vel's Parnelli set-up at the end of the year to join Shadow. If this happens, and the UOP PR people at Watkins Glen didn't deny the story when our American correspondent queried them on this point, then it would obviously be quite a coup for Universal Oil Products.

We understand that the UOP Shadow team are seriously contemplating a move into USAC for next year with Indianapolis their prime objective. You may remember that a Shadow USAC project was hinted to be happening late last year. This, in fact, eventually turned into their F5000 exercise.

Further stories suggest that Andretti has no intention of competing in F5000 next year and, if he was to join Shadow, it would be for USAC and Formula 1.

The American side of the story

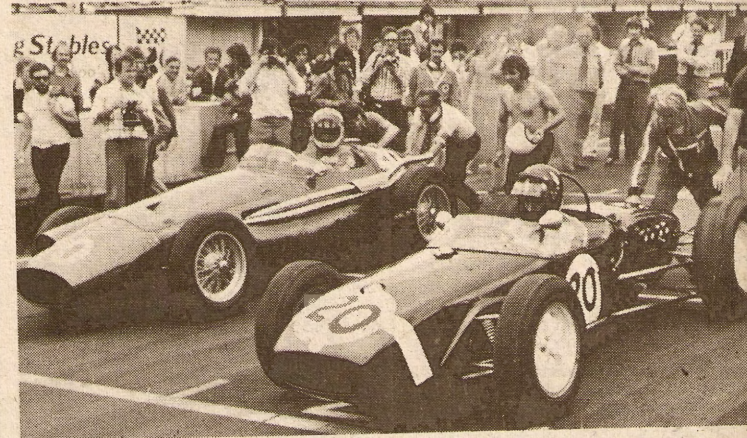


Mario Andretti — on the move?

reckoned that Andretti's appointment would leave Jean-Pierre Jarier out in the cold, or rather that Jarier would "go to Elf". The internal gossip mongering suggested a move to Tyrrell with Patrick Depailler moving elsewhere although at this stage, the whole issue seems a little nebulous.



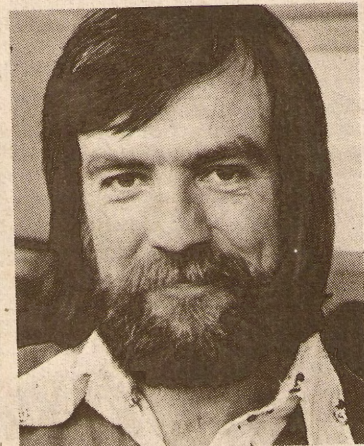
Didn't they do well! Bruce Forsyth (left) congratulates Bill Cotton Trophy winners Alan Jones, actor Ronald Leigh-Hunt and Shadow designer Tony Southgate at Brands Hatch last Sunday (above). A popular demonstration at the same meeting was Denny Hulme and Graham Hill driving two of Tom Wheatcroft's Donington Collection cars. Hulme drove the last ever 250F Maserati to be built and found the central throttle confusing while Hill managed a sub 60s lap in the ex-Rob Walker/Stirling Moss Lotus 20.



Ferrari quick in Monza test

The Monza Autodromo was the scene last week of another Goodyear tyre testing session. As in Austria a couple of weeks earlier, it was just the Ferrari and Shadow equipes that were present.

Once again the Ferraris proved exceptionally rapid on the particular type of rubber they were trying. Niki Lauda was predictably the quickest recording 1m 34.6s while Clay Regazzoni was just 0.2s slower. UOP Shadow team manager told us on Monday that Tom Pryce failed to better 1m 36.4s in the team's test DN5 chassis, although they did have niggling brake problems for one of the two days they were there.



Mike Wilds — F3 return

Flag F3 March for Mike Wilds

Making a return to Formula 3 this weekend, but only for one race, is Mike Wilds. Backing the former F1 Stanley-BRM driver's efforts in the British Grand Prix F3 race will be The Chequered Flag and Wilds will drive Danny Alderton's March-Toyota Novamotor 753 under their banner. However, the deal is strictly just for this one race. Wilds last race was in a G1 Mazda RX3 and prior to that the Brazilian GP for Stanley-BRM.

BP F3 race changes

This year's BP Super Visco Formula 3 Championship is to have a new final round which will take place at Oulton Park on October 4. The race at Mondello Park in Eire is no longer a championship round but this has been substituted by a championship qualifier at the new Knockhill circuit in Scotland on August 3.

Lights replace flag at GP

The dropping of the Union Jack to start the British Grand Prix has often been criticised in the past, but that's all history now — there won't be a flag at all.

It was announced last week that a decision had been taken to start the race using lights, although the task of pressing the button will still be entrusted to Dean Delamont.

There will be two lights, red and green. The cars will be held on the grid at the red, a 10 second board will then be shown and anytime after that the green should flash on.

The relevant traffic light will be situated on the outside of the circuit so that everyone will be able to see it.

● Seen deep in conversation with Modus designer earlier this week was South African F1 driver Dave Charlton. Apparently several prominent South Africans are over here at the moment shopping around for suitable Formula Atlantic chassis now that SA is going FAt next season.

Cheever's F3

Seen giving his virgin white Modus Formula 3 car a test run at Snetterton prior to his F3 debut at Silverstone this weekend was reigning European Kart champion Eddie Cheever. The young 18-year-old American was apparently lapping very quickly in his first ever F3 outing and wasn't that far off the pace of his fellow countryman Danny Sullivan who was also present at Snetterton testing his works car after the Cadwell win.

2-litre series virtually dead

The European 2-litre sports car championship is virtually dead. Only Brands Hatch has held a qualifying round of this FIA recognised championship this year and now we hear the news that the Salzburg race scheduled for September 22 has been cancelled. Also no longer a championship round is the Enna race on August 10. It looks as if the Hockenheim race on August 31 will go ahead but the remaining rounds at Estoril, Jarama and Barcelona all have large question marks hanging over them.

As Guy Edwards, a regular 2-litre sports car contender over the past few seasons, said: "It's a real problem, especially when you've just sold a series to a sponsor as a serious marketing package." Sad to say, it doesn't look like getting any better.

Changes to F1 March for GP

"Hmm. Oh alright" was March designer Robin Herd's comment when we asked him about the secret tests the team carried out on their Grand Prix car down at Goodwood last week. Vittorio Brambilla was reported to be putting in some very rapid laps using "Just an aerodynamic device." Various reports have come back from the Sussex circuit and all Herd would say was "it's something around the rear wheels, a kind of deflector. It works too!" confessed Herd. The device should be seen on the car this weekend at Silverstone.

● The prize fund for the American Long Beach Formula 5000 race on September 28 has been confirmed. The race will carry a purse of \$100,000 with a cool \$30,000 going to the winner. The circuit has also signed a three year TV contract with CBS and both the F5000 and the F1 race, proposed for next year, will be televised.

● On Thursday (today), there will be a meeting at Silverstone of all the competing Formula 3 competitors organised by the BARC with assistance from Les Thacker of BP, the series' sponsors, to discuss points regarding next year's championship and what should be done to keep costs down.



The Faltz Alpina and Schnitzer BMW CSLs leave the grid.

'Ring to Alpina BMWs

There was near panic in the Faltz Alpina pit at the Nurburgring last Sunday when just 3m 20s before the end of the scheduled 4 hour touring car race, the fourth round in this year's poorly supported ETCC series, the leading BMW CSL driven by Helmut Kelleners came steaming into the pits. "Please have some cold champagne ready when I've finished" said the German. It was that kind of race. There were sixty cars present, although only around 15 could be considered remotely competitive. There were no works cars from either Ford nor BMW, not even on home ground, just a pair of Schnitzer prepared CSLs and a total of five Faltz Alpina cars, two of which were smaller 2002s. Paired in the Schnitzer/Memphis cars were Britain's John Fitzpatrick with Urs Zondler while the other car, which had won the last round at Salzburg, was crewed by Dieter Quester/Albrecht Krebs.

The race would obviously rest between the Schnitzer and Alpina cars, the latter's three CSLs being driven by Kelleners/Harald Grohs, Alain Peltier/Siegfried Mueller and

Hartwig Bertrams/Thomas Betzler. Also in with a chance, considering they won the race last year, were a trio of Zakspeed Escorts, the new Mk 2 car usually handled by Klaus Ludwig being kept at the Ford factory and saved for German national events.

Pole eventually went to Kelleners at 8m 12s after a big tussle with Fitzpatrick. But there were dramas in the Schnitzer camp for Zondler crashed the car badly afterwards and it couldn't be readied in time. Thus Fitz was put into the other car with the intention of running hard the opening laps to try and gain an advantage.

The Zakspeed team was also in trouble for Hans Heyer thumped his Escort which he was to share with Martino Finotto. He was then transferred to share another car with Peter Hennige while Manfred Mohr teamed up with Finotto.

The early stages of the race, which had been shortened by two hours, saw a dice between Kelleners and Fitz, the Schnitzer car getting by on lap 2 although Kelleners' ex-works Coupe (the same car used by Stuck/



John Fitzpatrick — fastest lap.

Peterson at Norising two weeks ago) remained an ominous threat. On lap 5, Fitz was out with a broken rear axle and this left the way clear for an easy win for the Kelleners/Grohs car.

Eventually second overall were the ETCC leaders Peltier/Mueller ahead of Bertrams/Betzler in the third Faltz car, this pair being delayed with head gasket problems.

All the Zakspeed cars had dramas, Heyer with a recurrence of fuel feed problems from practice while Finotto retired the other car having lost all the oil from the diff.

With the demise of the Herbert Muller Racing BMW CSL driven by Walter Brun and Manfred Schurtti due to broken rockers, up into fourth place came an enthusiastically driven VW Scirocco but this soon retired and its place taken by an NSU TTS driven by reigning German hillclimb champion Willi Bergmeister and Wolfgang Wolf. Fifth was the fourth Faltz Alpina car in the first five, this being the 2002 driven Karl-Heinz/Tibor/Peter Ochs.

Grosser Preis Tourenwagen

Nurburgring — 28 laps ETC Championship — round 4

1. Helmut Kelleners/Harald Grohs (3.5 BMW CSL), 4hr 5m 55.7s, 155.991 kph. 2. Alain Peltier/Siegfried Mueller (3.5 BMW CSL), 27 laps; 3. Hartwig Bertrams/Thomas Betzler (3.5 BMW CSL), 26 laps; 4. Willi Bergmeister/Wolfgang Wolf (1.3 NSU TTS), 25 laps; 5. Karl-Heinz Tibor/Peter Ochs (2.0 BMW 2002Ti), 25 laps; 6. Daniel Brillat/Jean Thierry (2.0 BMW 2002Ti), 24 laps.

Fastest lap: John Fitzpatrick (3.5 BMW CSL), 8m 19.7s, 164.510 kph.

Donohue's Super Saloon?

The Silverstone organisers are hoping to be able to get Mark Donohue to drive in the Super Saloon race following on after the Grand Prix this Saturday. The car in question is David Howes' 64-litre AMC Javelin which Penske team manager Heinz Hofer told us, "is virtually identical to those we raced in the States when we saw it at Silverstone the other week."



Mark Donohue — slim chance.

However, Hofer reckoned that it would be extremely doubtful whether Donohue drove the car and thought that Roger Penske would veto the idea. Considering that Donohue's received a communique from Penske last weekend saying he wasn't allowed to take part in the Brands Celebrity race last Sunday, it may be so we're sad to say.

Kozarowitzky wins 'Ring FSV

Supporting the European Touring Car race at the Ring was the sixth round of this year's Castrol GTX FSV trophy. Victory went to Mikko Kozarowitzky in the ATS Lola T324 after pole man Keijo Rosberg in the Kern Kaimann blew up on the first lap while leading. The Finn still leads the series however but his fellow countryman, Kozarowitzky, has closed up considerably.

Initially challenging the ATS Lola for the lead was Peter Scharmann's Modus-ToJ but he too retired when his special high revving Heidegger engine blew up. Thus Mikko cruised unchallenged to a neat 11.6s win over Kennerth Persson in the works Bosch Kaimann. He became involved in a dice with the ATSLolas of Manfred Trint and Helmut Bross. Trint looking set to move ahead until he had a big moment and clipped the guard rail with his rear wing. He continued to finish fourth just in front of the Kaimanns of Prince Leopold von Bayern and Hans Royer.

● Work is progressing down at Racing Services' Twickenham factory on the 2-litre Mazda RX3 Formula 3 engine. Mazda's David Palmer told us that he hopes to get the Wankel engine into a limited number of cars next year although the project, like their saloon programme, is desperately in need of sponsorship. Power output is expected to be in the region of 170 bhp.

Alfas for Interserie

This weekend at Hockenheim sees another round of the German Interserie taking place but we hear that in a bid to make it a good race, the organisers have secured both the Willi Kaushen Alfa Romeo 33 TT 12s, fresh from their victorious one-two in America, to be driven by Jochen Mass and Derek Bell. The former will be flying home after the Grand Prix for the German race.

It was initially hoped that Hans Stuck would drive the Georg Loos entered Gelo Mirage GR7 but Jochen Neerpasch has apparently intervened. Therefore the car will be handled by Tim Schenken instead. Loos himself had threatened to drive his turbo Porsche 917-10 but the organisers have specifically asked him not to so as to make a race of it.

Sullivan closes in

Danny Sullivan's superb F3 win at Cadwell Park last Sunday in the works Modus did well to boost his championship chances in the BP Super Visco F3 series, especially as neither the current leader, Swede, Gunnar Nilsson nor Belgian, Patrick Neve, managed to add to their scores. Although Sullivan hasn't gained any places, he has pulled to within striking distance of both Neve and Nilsson.

With the big F3 thrash at the Grand Prix coming up this weekend, the series has now closed up again and so we could be for a real tough struggle. Leading positions are:

Gunnar Nilsson, 35 points; Patrick Neve, 27; Danny Sullivan, 22; Alex Ribeiro, 17; Larry Perkins and Conny Andersson, 12; Ingo Hoffman, 11; Renzo Zorzi, 9; Herve Regout, 8; Conny Ljungfeldt, 7 pts.

Ljungfeldt is F3 champ

Swedish rally ace Ingvar Carlsson, probably better known for his exploits over here in an Opel Ascona than anything else, scored a fine Formula 3 win in his native country last weekend. Driving his GRD 374, Carlsson dominated both practice and the race around the tight Falkenberg track, leading from pole all the way to the flag, breaking Gunnar Nilsson's lap record into the bargain. Second, and thereby clinching this year's Swedish F3 Championship after just three rounds was young Conny Ljungfeldt driving his ex-Conny Andersson March-Toyota 743. A subdued Andersson was third, though many expected the Rotel March 753 to be far more of a threat especially as he is so experienced at this track.

Tom bags the Glen FSV

Driving his Kent Oils Zink, Tom Bagley totally dominated the American Gold Cup FSV race which took

Howdy Holmes — second



place at Watkins Glen last weekend. Bagley qualified on the pole and led from start to finish winning by 2.2s, netting fastest lap as well.

If it was an easy win for Bagley, then there at least was a scrap for second spot between Richard Melville's Lola T324, which had qualified next to Bagley, and Howdy Holmes, who was having his first race in the new Easy Wider (cigarette papers!) sponsored Lola T324. Holmes managed to oust Melville into third spot with just two laps to go.

Fourth and fifth were a further two Lolas, these being handled by Benny Scott and Bob Lazier while Billy McConnell's Tui was sixth.

Championship leader Eddie Miller, driving his regular Carl Haas Lola T324, suffered engine problems and could only come home 8th. Also taking part, and having his first FSV race this year, was reigning champion Elliott Forbes-Robinson. He was driving one of Fred Opert's Tui BH5s (Nee Supernova) but engine problems eventually caused his retirement while lapping in company with Miller.

BRIEFLY...

● Sad news for those who were, like us, hoping to see the Matra-engined F1 Shadow at Silverstone. It won't be there as it isn't finished.

● Jeremy Rossiter, who is entered to drive an F3 version of Adrian Reynard's FF2000 car at the Grand Prix this weekend, will not now be going. The team have had problems with their FF2000 engines and feel that they ought to concentrate on getting them right rather than take in an F3 race.

● Harald Ertl confirmed at Mugello last weekend that he would be driving a second works Hesketh 308 alongside James Hunt at the German Grand Prix. The car will be painted gold after the British GP this weekend in the colours of Ertl's Warsteiner beer sponsors. The bearded Austrian had hoped to organise the car for the Austrian GP as well but Hans Binder has also found substantial backing and is interested in hiring the Hesketh for this GP as well.

Hans Binder — F1 Hesketh?



Opert's Atlantics

American Chevron importer Fred Opert confirmed at the recent St Jovite Formula Atlantic race that he will be running two Chevron-Hart B29s at the Trois Rivières Atlantic race on August 31 for Frenchmen Jean-Pierre Jaussaud and Jean-Pierre Jarier. Both cars will be backed by Gitanes cigarettes, as in 1974, when Fred ran Jaussaud and Tom Pryce at the race held through the streets of the French-Canadian town. There is a possibility that Opert will run a third car for a European driver, presumably a Frenchman, but that has yet to be determined.

It is thought that March will again bring Patrick Depailler over for the race, but as yet, no decision has been made about either their drivers, or which team will run their car.

As in 1974, there will be \$25,000 prize money for the race, \$5,000 more than at a Player's Canadian championship event. The race will again be sponsored by Molson brewery and does not count for the Player's series championship.

F3 Cup at Arras

The day after the British Grand Prix, a large contingent of Formula 3 competitors will be taking part in the European Cup meeting at the French Croix-en-Ternois circuit near Arras. One problem that has already affected several competitors, including the Rotel Marches of Conny Andersson and Gianni Savoia, is that they are unable to secure definite boat bookings across the English Channel on Saturday night because of the customary holiday pilgrimage to the continent.

Expected to be going are the two works Moduses for Danny Sullivan and Fritz Stehlin, the two Ralts for Larry and Terry Perkins, two Erlich entries for Patrick Neve and Tony Rouff, Stephen South (Ray), and the Marches of Chris Barnett, Rupert Keegan, Dyfed Roberts and Ken Silverstone to name but a few. The size of the entry will no doubt rest heavily upon the outcome of the GP race itself.

Butch backing

British Leyland will be sending a four-car team to the Spa 24 hours this year in an effort to break the Alfa Romeo stronghold on this award which they have had since the current regulations were adopted.

All the cars will be prepared by Bill Shaw Racing and will run in the colours of Butch, the Belgian tailoring concern. According to Leyland ST PR supremo Simon Pearson the cars will run virtually to RAC G1 regulations rather than the more permissive Spa regs in the interests of reliability. The drivers will be John Hine/Brian Muir, Jenny Birrell/Christine Beckers, John Handley/Claude de Wael and Julian Vernaeve/Rene Metge.

● Seen in earnest conversation for a very long time at Brands Hatch last Sunday were Graham Hill and Modus designer Jo Marquart. They were later joined by Tony Brise — could Modus find their way into F1 by building the Hills?

Ingliston

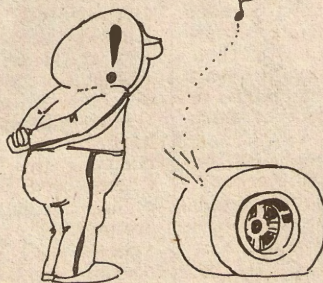
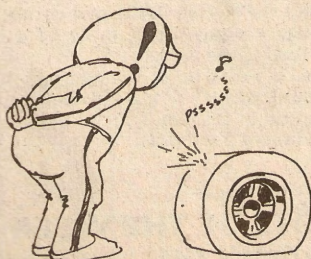
The only race meeting other than Silverstone this weekend is at Ingliston near Edinburgh where the main race is a round of the LEC Clubmen's Supersports Championship where Geoff Friswell will undoubtedly be after yet another win and possibly another outright lap record. The meeting is sponsored by Calor Transport and other races include Special Saloons, Formula Ford, Production Saloons, Libre cars and Sports and GTs.

Racing starts at 2pm.

● Pop star Alvin Stardust, currently appearing on the Green X Code safety posters throughout the country, will be attending the Grand Prix this coming weekend. The leather clad Alvin will be seen in company with Richard Lloyd's Simoniz Camero Z28, both of them colleagues from the days when Lloyd was in the pop managerial business.

CATCHPOLE

By Barry Foley



PRIVATE EAR



NICK BRITTAN

"We have a fully legal product and until it is declared illegal we shall continue to promote it and advertise it in the conventional ways."

Geoffrey Kent, Chairman of John Players, chose an odd week to announce his three-year increased budget contract with Colin Chapman and Lotus. Only the day before the Commons had been the scene of a heated debate on tobacco sponsorship in sport. Responsible heavyweight papers conjectured with headlines like *Cigarette Advertising Ban Looms* after Dr David Owen, Minister for Health, made very clear his intentions to take tobacco companies out of sport.

Dr Owen is a man thought by many who have worked with him not to have a great belief in facts or research. But he does believe that fags are bad and fag advertising is a social evil.

He is on record saying that many tobacco companies have overcome the TV ban on advertising by sponsoring a sports occasion — particularly motor racing.

Be sure of one thing — Dr Owen is pushing for legislation that will ban cigarette sponsorship of all sports. Even more disturbing is the support he gets from within the House. Of the six MPs who engaged in the debate it was sadly noticeable that only one of them challenged Owen and suggested to him that before he made any swingeing moves he should be armed with much more fact and research and that he should consider the damage that would be done to such popular sports as cricket, tennis and motor racing.

Geoffrey Kent's attitude is forthright. "We have a fully legal product and until such time as it is declared illegal we shall continue to promote it and advertise it in the conventional ways."

Until now restrictions in sponsorship activities have been voluntary — the industry has written its own rules. A highly satisfactory affair.

I have the feeling that what Players have done is to say to the Government, we're there and we're there in a big way and if you wish to stop us you must stop mimsing about and come up with legislation.

Will the three year contract have any bearing on possible legislation? Have Players, by making a long term contract, given themselves a legal lease of sponsorship life? "No," says the distinguished soft-talking Kent, "There's a clause in the contract that let's us out in the event of Government legislation."

Voters should note that the move to abolish tobacco sponsorship in motor sport is a Labour inspiration. Stern opposition comes from the Tory benches.

Not up to scratch

When Geoffrey Kent stood up to make his announcement to guests around his dinner party table it was with a masterly piece of theatrical timing. He starts off with the advantage of an attention-getting voice; like a soft crunch on wet gravel. And it's soft so everyone leans forward and listens.

With the tone of a disturbed headmaster he said, "Being on the tenth row of the grid and finishing tenth is not a situation we are prepared to put up with."

Then came the theatrical pause. For a split second glances were exchanged across the table and for a brief moment certain of us imagined we were about to witness the historic public termination of the Players/Lotus contract.

If the Chairman was not prepared to put up with the Lotus team performances what was he about to do? He recalled that the last time the Team was in trouble was in 1971 when they went all season without winning a race. Players doubled the budget and the JPS cars won the title in '72 and '73.

And that was what he planned to do again. Double the money and guarantee it for three years. Chapman was predictably grateful — you'd stand up and say thank you nicely if someone gave you a million quid over three years too. He promised a lot of the money would be spent on research and development and that the new car would be on the track at Monza. He spent an entertaining 30 minutes discussing his new car and answering questions while skilfully avoiding saying anything about the car.

I am, however, in a position to reveal that it will have four wheels and will be black and gold.

Pass the Port

As the port decanter made its second lap of the table Players man George Hadfield and I were discussing drivers.

"I think you'll be quite surprised at our choice of drivers for next year," he said.

"Drivers plural?" I said.

"Pass the port," he said. Did he mean that he'd be having two new drivers on the team for next year?

He hedged and suggested that it was, in his opinion, possible to get star performance without having to pay six figure retainers.

He recalled with more than a hint of nostalgia the day when Jochen Rindt won the American GP in a Lotus 49 and admitted that it was so easy... "a monkey could have won in that car."

"It makes sense these days to put money into metal rather than flesh. If the metal is good the flesh will come and offer to drive it," was his summation.

"Ickx to retire and Ronnie to join another team," I asked.

"Have another glass of port," he offered. End of conversation.

Players man George Hadfield — port drinker.



Animal Farm?

No truth at all in the rumour that, following his antics in Sweden and Monza, the London Zoo have put in an attractive bid for Brazilian F3 driver Alex Ribeiro. However, a spokesman for the Unusual Animals Division did suggest that they would be keeping a close watch on his performance at Silverstone this weekend.

Late night movie

Is Le Mans finished as one of the great classic events in the motor racing calendar? According to film maker Tony Maylam the answer is yes. He regards the 1975 event as the end of an era and is making a one hour special for world-wide television distribution titled "A Fast Drive in the Country" to commemorate its passing.

He's currently on location in the States shooting sequences with such past winners as A. J. Foyt, Dan Gurney, Phil Hill, Carroll Shelby and Henry Ford II. In addition he has over 60 hours of footage going back to the early 20's to select clips from, much of it never seen publicly before.

The film reveals just how much major manufacturers have ploughed into Le Mans victories. In the old days when Jaguar won (1951) their car sales increased the following year by 30%. In those days it cost thousands. In more recent years the cost has been counted in millions of dollars.

Maylam will have his film ready for the tiny screen by Christmas and will spend his time between now and then cropping down over 100 hours of film to make the one hour special.

How about scooping up clips from the cutting room floor and making a 24-hour version of the film and showing it at Le Mans one day next June instead of running the 1976 24 Hours of Endurance and Boredom?

Lancia in F1?

Will Clay Regazzoni retire at the end of the year? A recent interview with Clay in a semi-reliable Italian newspaper says that he won't.

Why then is Ferrari management going through Machiavellian moves to speak to other drivers about next year? Could it be that a third Ferrari will be run alongside the two from Maranello?

Understand if you will the Fiat-Ferrari relationship and consider that while Fiat own Ferrari they also own Lancia. Might it make sense to run one, or even two, Ferraris in Lancia guise as a separate team in an effort to boost flagging sales?

A neat idea since it would put Lancia in the unique position of being the only Formula One car which could be related directly in name to a showroom product on sale to the public at an affordable price.

Sub-standard

Hexagon boss Paul Michaels, who ran a Brabham for John Watson last year, was standing in his plush Highgate showroom clucking over his latest showroom exhibit. A magnificent 250F Maserati, "driven by all the right people, winner of the 1955 French GP and yours for only £25,000," he said.

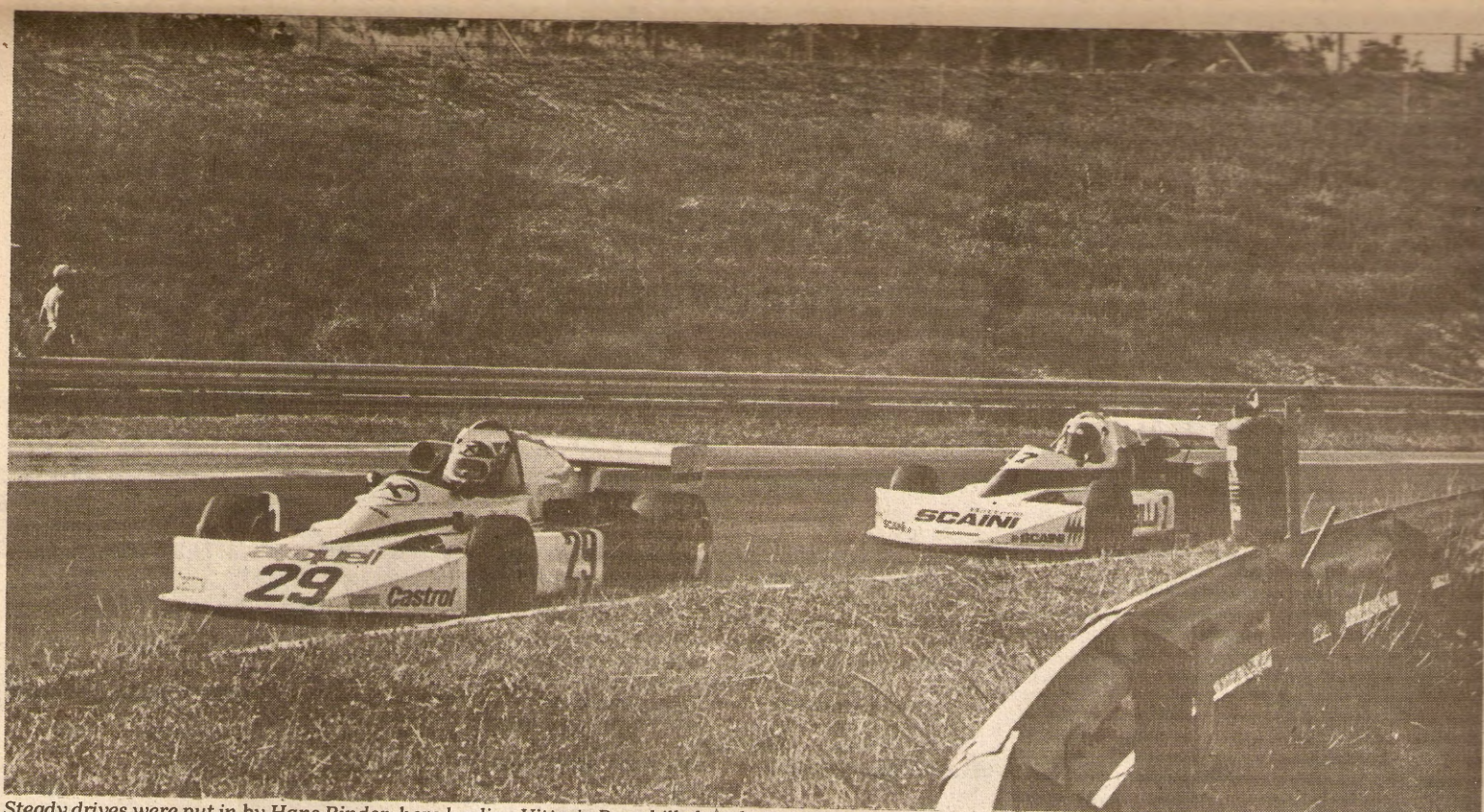
What did I think of the paintwork, he asked. It was red, and frankly nothing special, I suggested politely.

It transpires that the man who does his paintwork spent hours and hours getting it into that "nothing special" condition. "If we'd painted it properly it just would not have looked authentic. That's just the way they looked authentic. That's just the way they looked when they left the factory in the mid-fifties. I don't think they had a spray shop; more of a colour it red department," he mused.

I said it would do the same to my bank account and slunk away leaving him polishing it lovingly and putting "Do Not Touch" notices all over the sub standard paintwork.

QUOTE OF THE WEEK

George Hadfield waxing lyrical about his man Ickx, "You know Jacky is the most cultured of all the racing drivers. It's possible to spend a whole day with him without talking about racing cars."



Steady drives were put in by Hans Binder, here leading Vittorio Brambilla but the Austrian's luck ran out in the second heat when the engine blew.

MUGELLO

Mamma Mia, Maurizio

Story and Photos by BOB CONSTANDUROS

Any race from which 33 competitors take home 12 battered cars, mostly with tubs wrinkled, and 7 blown engines, mainly with holes in the side, deserves the title disaster, not race. Sadly, this was the score at Mugello in Italy on Sunday. The weekend was mainly hot, which created both engine and tyre problems, but the twisty nature of the course, the heat and an instance of poor marshalling contributed mainly to this appalling number. Even if the first points scorer in the championship to finish was Duilio Truffo, who had a paltry six, there can be no denying that the victor of both 25 laps parts, the 26-year-old Roman student Maurizio Flammini, drove a superbly controlled and well adjusted race. He wasn't flustered, he conserved his tyres, he drove smoothly all weekend. And fortunately for him, he kept out of the accidents. A remarkable fact is that he headed a March 742 one to four, for second was F3 driver Alessandro Pesenti Rossi, who only had one engine for the whole meeting, third "Gianfranco", a sports car driver, and fourth Carlo Giorgio, flying the flag for Brian Hart.

So what, one might ask, happened to the fancied runners? Well, a blow up in Vittorio Brambilla's engine in the first heat claimed six one way and another. The oil flag was late out and first Jean-Pierre Jabouille went off, then Loris Kessel in a car only bought that morning, then Michel Leclere rooted a works March, and finally, Claude Bourgoignie found the oil too. In it all, Patrick Tambay hit a shock absorber, holing his radiator and a water pipe, and while the latter was found, the former was not and finally the engine overheated and blew apart. Which leaves, of the regulars just Jacques Laffite. In the first heat, a plug stripped and he went out for the second after Josef Schnitzer had salvaged what he could. The car was running strongly until the spark box needed changing, and he was nowhere too. Gabriele Serblin spun out in the first heat, and had a big accident in the second when coping with handling problems. Brian Henton, back in the fray, went fractionally wide at one of the Esses, and then found Harald Ertl alongside into the next turn where there simply wasn't room. Both cars went through the catch fencing, and 'our Brian' vented his feelings in no uncertain way. Poleman Truffo had a deflating tyre in the first heat and simply lost too much time. But no one could deal with the flying Flammini, who put in sensible work, sensible drives and came away with a fine result, despite the lack of challenge in the later stages.

ENTRY AND PRACTICE

To include Mugello or any other Italian circuit in the Formula 2 calendar is a natural step for any organiser, for with the strong Italian participation in the Formula this year, there is every chance of a full, if not top class entry.

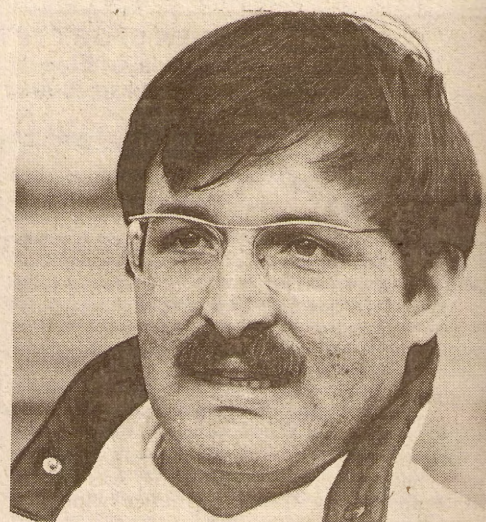
The 3.2 mile circuit of Mugello, situated 20 miles north of Florence in what seems fertile but remote country, hosted the first of the Italian double with Enna. The circuit nestles in a valley, with the pits and pit straight running down the bottom of the valley, and some sixteen corners clambering up and around both sides of the valley. The circuit owners have done much to make this a safe circuit with lots of catch fencing, lytag and a constantly patrolled perimeter road. Apart from the main straight, though, there are very few straight pieces of track where one driver can nip past another, and the builders of the circuit seem to have gone out of their way to make sure that there are lots of twists and turns — but eliminated the passing places. While there's certainly a lot of interest with these twists, the actual main corners are very much constant radius, so that to get the maximum

from the car, handling is all important, and all important to set it up for a corner, and just keep it constant throughout. But equally the constant radius was hard on tyres, just one factor.

Another major contributory factor to practice and tactics for the race was the weather. Italy at this time of year, is nothing short of hot, and the temperature in Florence is a constant eighty degrees or more. Up in the dusty little bowl, there was always a wind, but always, equally hot.

It was in these conditions, mainly, that the entry of 33 practised. Mainly is an operative word, for after untimed sessions on Thursday and Friday, attended by some teams, the very first timed session on Saturday, early in the morning, was kept cool by overcast skies, and even the very occasional droplet of rain. This then, with no tyre temperature problems from the hot track, was the vital session and to be unprepared for this 1½ hour session was to settle for a relatively low grid position.

The 'well prepared' side of the coin was ably demonstrated by poleman Duilio Truffo, back with the Osella team and their sole representative at the circuit, with Francia's wrist still in plaster. For lap after lap, Truffo ground round the track



Maurizio Flammini — dominated Mugello

doing back to back tests with a new car and their original prototype on Friday. Driver or cars were going to be exhausted but it was interesting to note that "for some reason" the old car was faster, and thus officially practised. His 1m 48.31s compared with what is generally accepted to be the record, set by Jacques Laffite last year. Although this is recorded in the FIA yearbook as being 1m 46.5s, even Laffite recognises this to be wrong, putting it at some two seconds slower. Thus Truffo's time was commendable. The car seemed ideally suited to the circuit, for the tyres temperatures didn't approach those of other cars and the Italian was well satisfied with this time not to even try in the second, much hotter afternoon session on Saturday.

Sharing this front row position with him on 1m 48.63s was another Italian, Maurizio Flammini in his March-BMW 742. This might seem unlikely to the casual reader, beating so many fancied runners but he certainly looked smooth. For the second session, he had an even better engine fitted, but this effort was thwarted by a deflating tyre and then with trouble with the fuel pump which kept pressure down.

Heading the second row was Patrick Tambay in the first of the works Marches on 1m 49.92s, and this was a credit to him for it was set during the hotter afternoon session. This followed a drop in oil pressure during the morning session in his Rouen engine, and even earlier than this, the tyres went off. For if anybody was in trouble with their tyres, it was the works Marches. After a minimal number of laps, the tyres would blister, and it was a real problem for them to sort the cars. To get

more camber change, both works Marches had a lower mounting position for the top link and while this had one desired effect, it also ripped the tyres to pieces. The softer and quicker G50s were out of the question, and drivers were experiencing problems with both G51s and G54s, both considerably harder compounds. There was much head scratching.

Beside Tambay was F2 championship leader, Jacques Laffite in the Ambrozium/Elf sponsored Martini with Schnitzer power. One felt that he might have been a bit higher on the grid, but on the Thursday, his Schnitzer engine in the car blew, and the championship leader had to wait until late Friday before an engine arrived from Salzburg. Thus Saturday's early session was spent finding out about gear ratios and his 1m 48.95s was a good effort. In the afternoon, the Martini team also stumbled across the tyre problem with their G51s blistering and reaching a temperature close to boiling point.

But the record temperature was held by the next man on the grid, Michel Leclere, the Rouen winner in a works March. In the previous day's practice, Leclere's Goodyears reached the fantastic temperature of 320 degrees F, and should by rights have chunked. However, much of this heat was coming from a build up of rubber on the shoulder of the tyre, which was cut away by the Goodyear men on both March cars, but after setting his 1m 49.21s in the morning session, the blistering reappeared in the afternoon.

Sharing this third row with Leclere was Giancarlo Martini in his Everest March-BMW 752 on 1m 49.33s. Martini had the car well sorted out early on, and spent lots of time in convoy with his teammate, Lamberto Leoni.

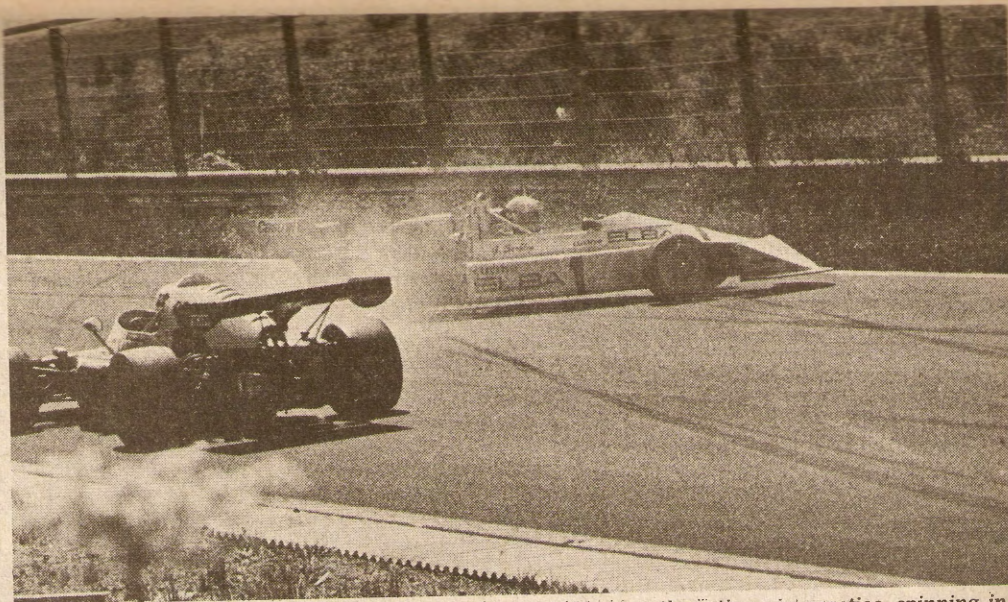
Heading row four was Hans Binder, back again in the circus, still with a March, but now with works BMW power. Binder's 1m 49.55s, was set in the second session after rear roll bar sorting to cure understeer. He shared this row with Vittorio Brambilla's Project Three entered March-Schnitzer 752, this a brand new car. It was a busy time for team manager Ron Dennis, for after Brambilla went off slightly crinkling the tub on Friday, all was repaired for Brambilla to take advantage of the cool session to set a 1m 49.72s. However, as team member Sandro Cinotti holed an engine after a conrod broke, engines were swapped around and Brambilla got a new screamer which was to have been reserved for Enna, the next F2 round. Although Brambilla didn't improve on his time in the afternoon, he was well pleased with the car set up on G54s, the harder compound.

Brian Henton, back from an enforced lay-off in the Formula, headed row five, being Britain's sole representative as usual. Brian arrived in a bit of a low state, following a rather disappointing Silverstone F1 tryout, but as other factors blotted out the memory, and he bought Jabouille's Rouen race tyres, so things improved. "They've bloody transformed the car" said a happier Henton, "we've had to tighten it all up again." A good dice with Brambilla in the second practice helped the Derby man to his 1m 49.78s.

Sharing this row was Gabriele Serblin in his usual March-BMW 752. Serblin was 0.2s slower than Henton. But in Friday practice, he ran out of petrol; after deciding on harder springs in the first session he ran out of petrol; and in the second session he ran out of petrol. He wasn't too pleased with all this, as this was when he hoped the car would be at its best.

Serblin's teammate Alberto Colombo, similarly mounted, was next, setting 1m 49.85s before a small 'off', sharing this row with Alessandro Pesenti Rossi's March 742 with Novamotor tuned BMW engine, the only one he had, and consequently, too valued to be overused.

Back on the seventh row of the grid, surprisingly, was Jean-Pierre Jabouille in the Swiss Cheese sponsored Elf, Jean Pierre on his own this weekend, but expecting his new car later in the week. Jabouille's clutch bearing seized after a mere two laps in the cool morning session, and when he went out in the second, he managed six laps before the water pump belt came off. When refitted, it came off again, due to the actual mounting being bent in the first place, so Jean-Pierre Jabouille's 1m 50.60s was by no mean representative. This was just in front of both Bang and Olufsen cars, headed by De Dryver on 1m 51.17s with Claude Bourgoignie next on 1m 51.17s. These times both came in the afternoon session, but Bourgoignie spoilt it by going off at one of the Esses where surface breakage was making extra "marbles," through the catch fencing and bent the tub. The B and O team worked hard all night to get the March fixed for the race, and this included rebuilding part of the monocoque, an effort which typifies team manager Brian Lewis' enthusiasm.



Gabriele Serblin had an eventful weekend, running out of petrol three times in practice, spinning in the first part (above) and crashing in the second. Here, eventual second placed man Alessandro Pesenti Rossi passes as Serblin spins to a halt.

Harald Ertl, on 1m 51.44s, looked to have quite a handful with Fred Opert's Chevron and one place behind came Bruno Pescia's Technitub sponsored March, which had a nut come out of the oil deflection system in the sump and hole the sump in the Schnitzer engine. But the damage was not as bad as it might have been.

Sports car driver "Gianfranco" in a March 742 and Lamberto Leoni's March 752 were the only others under 1m 52s. Loris Kessel should have been on the grid after the B and O cars, but after Chuck Graemiger rushed the car to the circuit having modified it considerably and tidied it up since Salzburg, the throttle cable stuck open and he visited the catch fencing. Unfortunately, the mods meant that it couldn't be repaired because it was hybrid, even though the tub was OK. But developments saw him on the grid.

Of the others, Carlo Giorgio couldn't get his March started for the first session, Jo Vonlanthen went off and bent his tub, and the two ROC Simca-engined Chevrons overcame their cooling problems with an extra radiator but couldn't manage more than 1m 53s. Sandro Cinotti had a con rod break in his Schnitzer in the first session and in the second, Brambilla tried to cure an understeering problem, but went off when the throttle jammed open and damaged the car quite badly when flat out in fifth. Brambilla escaped unhurt despite being trapped for a while. Hans

Walther was another to go off and didn't race and the others consisted of Roland Binder, Marcus Hotz, Max Bonnin, Willy Deutsch (his car overheating) and Louis de Almenara who didn't qualify.

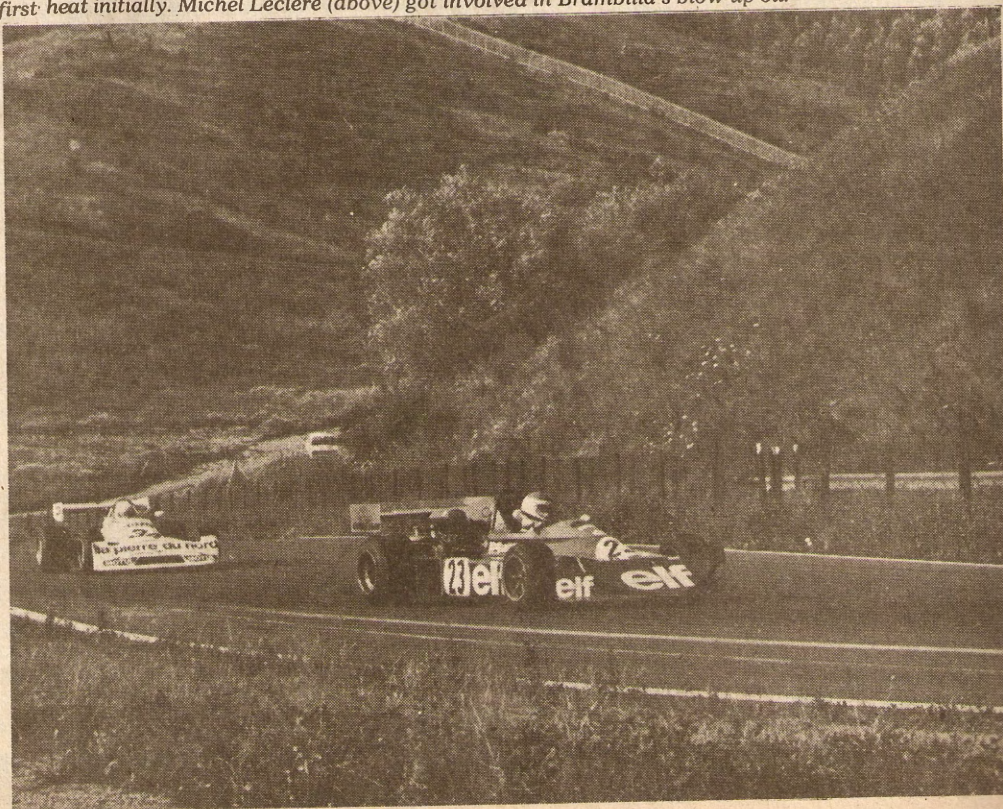
As usual, before the race, the cars had some untimed practice and there were three developments in this. Jabouille added another hole to the Schnitzer count when another con rod bolt let go. Goodyear provided a little trump by releasing some G44 sports car tyres, which are generally thought to be too hard for single seaters, and the Marches tested these and decided to race part one on them to at least get a good position without problems. Finally, Loris Kessel appeared in the Hotz March which he bought during the evening and would race it.

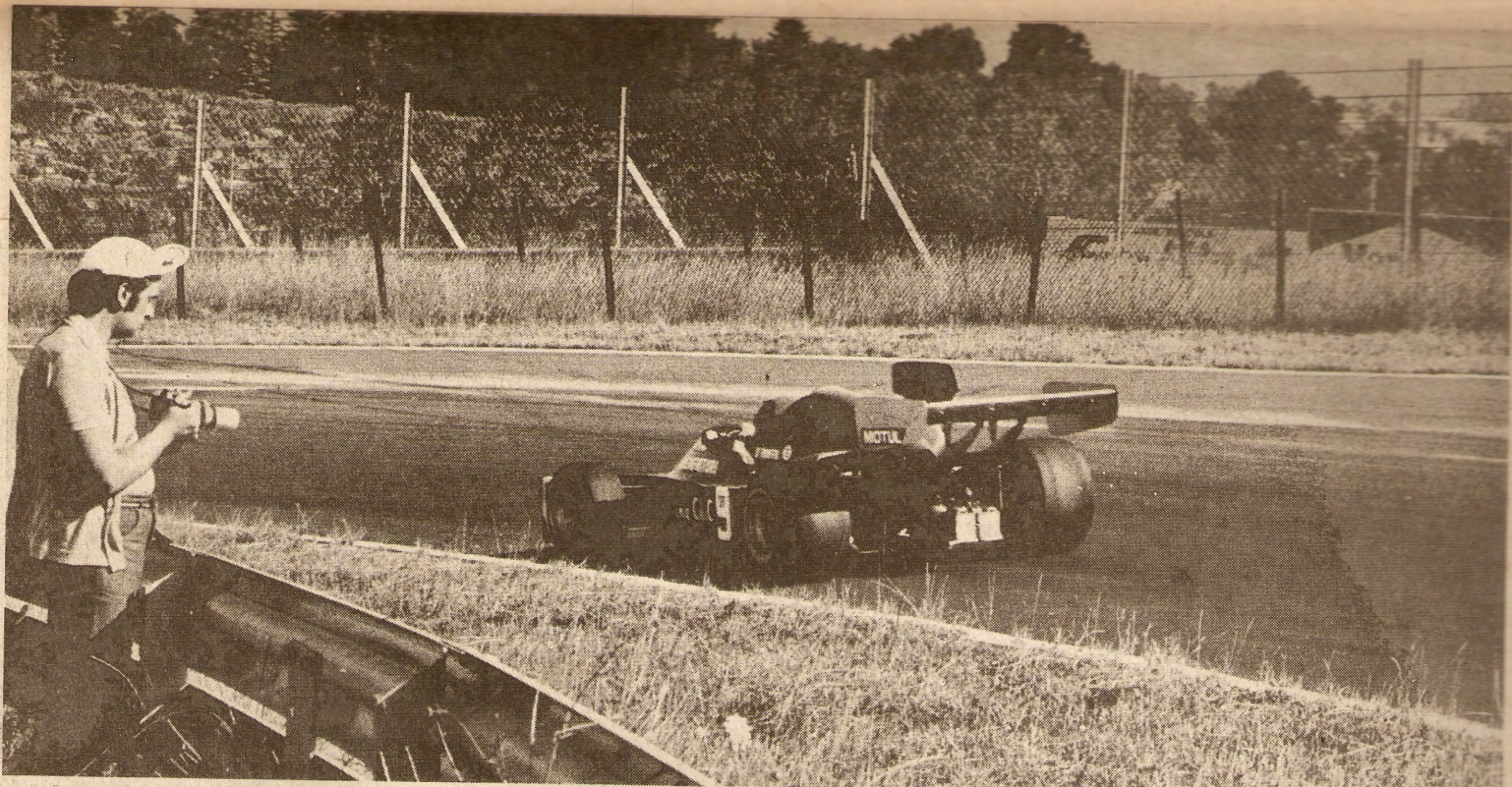
PART ONE

Sunday was even hotter and clearer than the previous two days and the first heat was due to be run at 2.30 pm. Only unofficial practice had been held in the heat of the day, so it was going to be hotter than the previous day's practice. In fact, a thermometer on the pit wall registered 110 degrees, although estimates privately reckoned it closer to the nineties. Anyway, it was hot.

Twenty minutes late, the cars came round on their pace lap, sandwiched by a Ferrari Boxer at the front, and a Maserati at the back. Some

Not their day: neither of the works Marches lasted the first heat, despite Patrick Tambay leading the first heat initially. Michel Leclere (above) got involved in Brambilla's blow up oil.





Duilio Truffo put in a lot of hard work with the Osella during practice and ended up with fastest practice time. A deflating tyre slowed him in the first part, but he finished a strong second in the other heat.

delaying tactics at the final corner failed to give any advantage and as they rushed past the pits at the start, Tambay used all the road and more to nip by the two front row men to the first corner, with Flammini, Serblin, Leclere and Truffo following. One of the ROC Chevrons was an early casualty as the race settled down. At the front, Tambay had Flammini right up his chuff, then a gap of a couple of car lengths to Leclere who'd demoted Serblin to fourth and then the Italian. Brambilla was next and was gathering a bunch behind him consisting of Henton, Ertl, Laffite, Hans Binder, Rossi and Martini. The latter was an early visitor to the fencing at one of the Esses, but at the same time, this on lap four, Ertl and Henton went missing. Just before Martini's misdemeanor, Henton had run wide at the same corner, and at the next downhill right hander, Ertl thought he could slip by the Englishman. But there wasn't the room nor was the Derby driver in the mood to let him by, and Ertl hit the right side of Henton and the two slid into the catch fencing, crinkling "Cassius" Henton's tub and causing him to take out his frustration on the German domiciled Austrian.

By lap seven then, the story was still the same at the front, Flammini really pressurising Tambay, then Leclere, Serblin, and now Truffo closely followed by Laffite, moving up nicely, Rossi and then Brambilla, who'd dropped back. Hans Binder, in ninth, lead Jabouille next.

But on the next lap, eight, Flammini was in front, by quite some margin still followed by the Marches, and while Laffite was up to fifth, he was not to come round on lap nine as his plug blew out and that was that. A lap later, the tenth, Flammini had 5 seconds lead on the Marches, the second of whom was being re-challenged by Serblin with Rossi now leading the next bunch from Brambilla. Truffo, Binder and Jabouille.

Then Truffo began to drop with a slowly deflating tyre and then on lap thirteen, Serblin did the same as Martini, spun at the Esses, but just allowed it to spin away from the fencing and not fighting it. The car wouldn't start however, and everyone moved up a place. By lap fifteen, the two Marches had closed up, some four seconds behind leader Flammini, then came Rossi who'd just come through really well, leaving behind Brambilla, Jabouille and Binder.

But then it was all to change. At a long constant radius right hand hairpin, Brambilla's engine blew, leaving a very large hole in the engine. A long oil slick was left on the circuit round the corner. This immediately caught out Jabouille who went off, not to seriously, and as marshals dithered whether to use cement dust or oil flags first, Kessel came a cropper too, dinging his "new" March. Claude Bougoignie went off too, more seriously than the others. Then next time round, Leclere was another to find the oil and he disappeared but teammate Tambay, while escaping the accident, ran over a

shock absorber and while he continued to lap eighteen, six seconds behind the leader, he had in fact kinked an ally water pipe and came in for this to be repaired.

So on lap eighteen, the story was very different. Those left had escaped. Flammini had escaped and was more than ten seconds ahead of Rossi, at one time a mere eleventh. Following him was an elevated Binder with Truffo, slowly dropping with a still deflating tyre, but still holding his place. De Dryver and Gianfranco disputed the next place, fifth.

As the final laps reeled out, Binder really had the bit between his teeth, closing right up on Rossi, who in turn closed up on Flammini. In fact, Flammini's cushion to the second placed bunch reduced dramatically from 14 seconds to a mere four seconds. Behind them, some way behind, came "Gianfranco" who realised his position and came charging through De Dryver to narrowly take fourth. Pescia also vanquished the Belgian and Carlo Giorgio found himself in seventh, not far behind the others.

Truffo soldiered on with his punctured tyre, finishing a lowly tenth, although it would seem that a stop to change it would have been much more beneficial. Tambay reappeared too, but following his problem, it transpired that his radiator had been holed too, and not fearing water problems, he'd soldiered on, only to have the engine overheat and ultimately throw a rod out of both sides of the bed. There were just eight cars on the same lap, Willy Deutsch, his engine overheating but healthy being the last. Without considering another heat, it had been a real race of attrition, and few people seemed to have much interest in the next heat.

PART TWO

After the catch fencing had been replaced, the cars removed and the track swept, there was no time for any supporting races to be run, and even so, the second heat was late starting. Perhaps a consideration should be placed on the fact that in the paddock, there were fevered brows over Brambilla's undamaged car. The engine was being whipped out by Ron Dennis' lads in the Scaini team, and finally round went the car on its warm-up lap.

When the flag dropped after the pace lap, into a very quick lead, from row two, went Binder, but by the end of the lap, Flammini was again in front, this time with Rossi in third. A lap later, Brambilla had demoted Rossi and was making a real effort to get into second, and of course, ultimately, first. But by lap four, once by Binder, he made little impression on the leader, and Binder, and Rossi were close behind with Truffo and then Laffite, his engine back together again, the next up in sixth.

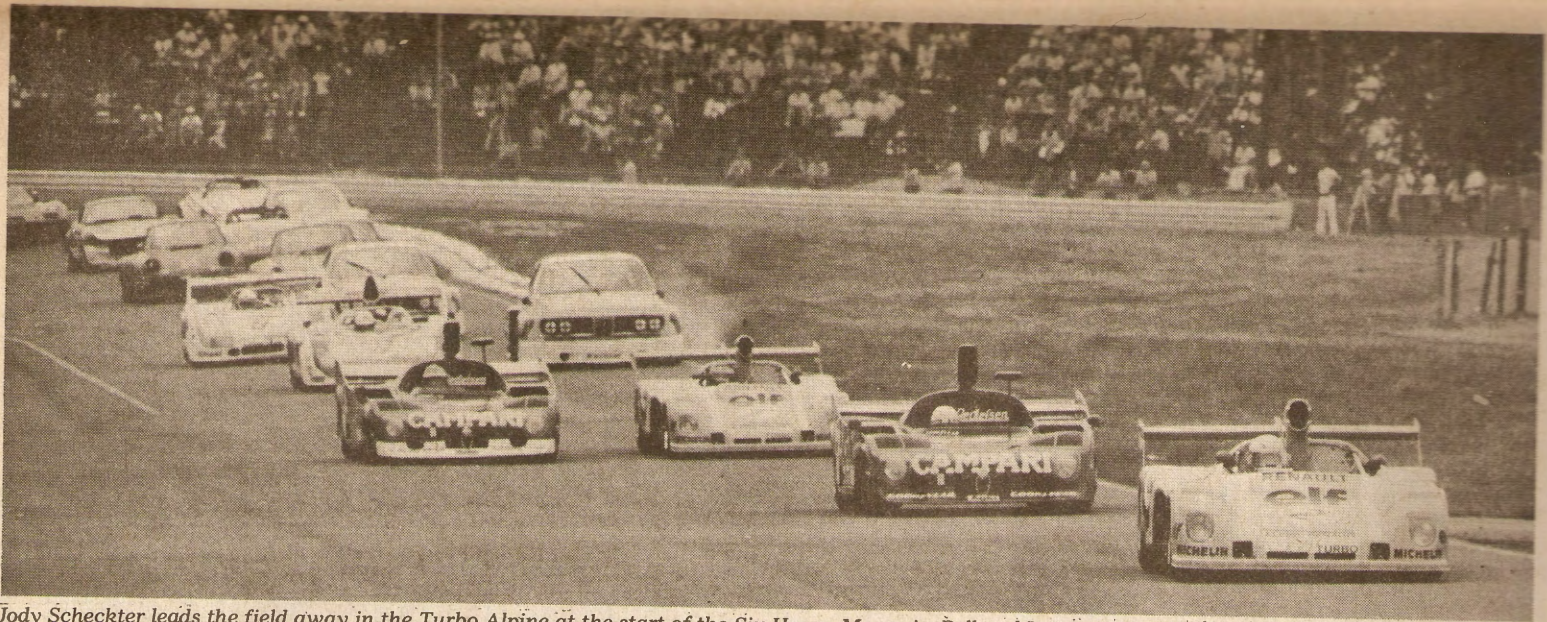
A lap later, Flammini was away by 3s but

Brambilla now had Rossi making a real effort, and a couple of lengths back, and Binder holding Truffo at bay. Serblin, looking a bit hairy with obviously bad handling, and was now ahead of Laffite, who was about to stop in his Martini, this time when the spark box needed replacing. Rossi's great effort paid dividends on lap eight to lead Brambilla and then slowly draw ahead and this is how things stayed, the gap to first to second and second to third being just 3.4s. Serblin's handling finally got him into deep trouble which left a very strange shaped tub.

The man who was making a real difference around mid distance was Truffo. Binder slowly dropped, the engine beginning to tighten and while he caught Brambilla, so it was obvious that something was wrong with the Italian, Brambilla's car. The exhaust was breaking up and by lap twenty, it was trailing on the ground and growling in a horrible way. Thus, it wasn't surprising to see Truffo closing up, and Rossi was now dropping away from Flammini, again driving sensibly. By lap 22, Truffo had taken and well passed Brambilla and was now closing on Rossi. He passed Rossi a lap later, and while they both closed on the leader, and it was less than a second to the leader at the end, Flammini wasn't flustered. He kept a cool head from the time he was leading works Marches, to the moment he was leading such impoverished drivers as Rossi. He was the hero of the day. The man who came second, was possibly close, but Flammini wasn't bothered. He'd held off greater mortals during the day, he worked out his capabilities and he had a sensible victory in front of his home crowd. He could be proud of himself, and it was a good moment to show up the sophistication and engines of some of the works teams. He'd held the works Marches at bay with their exclusive G44s to his G50s, which the works team couldn't run without blistering. But could he do it again? We'll see at Enna.

European Formula 2 championship, round 9 Mugello, 2 x 25 lap parts

1. Maurizio Flammini (March-BMW 742), 1 hr 34m 26.2s, 166.613 kph;
 2. Alessandro Pesenti Rossi (March-BMW 742), 1 hr 34m 37.1s;
 3. "Gianfranco" (March-BMW 742), 1 hr 36m 49.3s;
 4. Carlo Giorgio (March-Hart/BDA 742), 1 hr 37m 30.4s;
 5. Duilio Truffo (Osella-BMW SA2), 49 laps;
 6. Bernard De Dryver (March-BMW 752) 49 laps; 7. Willy Deutsch (March-BMW 752), 49 laps; 8. Xavier Lapeyre (Chevron-Simca 829), 47 laps; 9. Max Bonnin (March-Hart/BDA 742), 46 laps. Only classified finishers.
- Part One (25 laps):** 1. Flammini, 47m 24.6s, 165.945 kph; 2. Rossi, 47m 28.3s; 3. Hans Binder (March-BMW 752), 47m 29.2s; 4. "Gianfranco" 48m 40.5s; 5. Bruno Pesca (March-Schnitzer 752), 48m 43s; 6. De Dryver, 48m 44.4s; 7. Giorgio, 48m 47.4s; 8. Deutsch, 49m 29.8s; 9. Lapeyre, 24 laps; 10. Truffo, 24 laps.
- Fastest lap:** Rossi, 1m 50.7s, 170.569 kph.
- Part Two (25 laps):** 1. Flammini, 47m 1.6s, 167.293 kph; 2. Truffo, 47m 2.5s; 3. Rossi, 47m 8.8s; 4. Vittorio Brambilla (March-Schnitzer 752), 47m 13.3s; 5. Gianfranco, 48m 8.8s; 6. Giorgio, 48m 43s; 7. De Dryver, 24 laps; 8. Deutsch, 24 laps; 9. Jacques Laffite (Martini-Schnitzer Mk 19), 24 laps; 10. Alberto Colombo (March-BMW 752), 24 laps.
- Fastest lap:** Truffo, 1m 50.5s, 170.877 mph.



Jody Scheckter leads the field away in the Turbo Alpine, at the start of the Six Hours. Merzario, Bell and Larrousse head the rest of the pack.

WATKINS GLEN G5

Alfa's seven out of eight

By GORDON KIRBY

Photos by CHARLES LORING

Alfa Romeo again dominated a World Manufacturers' Championship round last weekend, scoring their seventh straight win of the season. Derek Bell/Henri Pescarolo led the majority of the race, taking the lead when Jody Scheckter retired his turbo Alpine-Renault in the early laps because of a blown engine. Bell/Pescarolo managed to lap their team-mates Mario Andretti/Arturo Merzario fairly early in the race and maintained much of their cushion to the end. Andretti pushed the second Alfa back onto the winner's lap in the last ninety minutes so that both Alfas completed the same number of laps well clear of the surviving Alpine, driven by Jean-Pierre Jarier/Gerard Larrousse.

Otherwise it was not much of a race. The entry was decidedly weak and with no two litre cars to bolster the field there were left only a handful of decent IMSA cars to race for most of the other places. In fact, much of the field was made up by club racing Corvettes and Porsche 911s. Hurley Haywood/Bob Hagestad drove their Porsche Carrera to fifth overall and first in Group 2 a lap ahead of the BMW of Brian Redman/Sam Posey but each team protested the other and by Sunday morning the results were still undecided. The other BMW, driven by Hans Stuck/Ronnie Peterson was put out as a result of damage incurred in a shunt with a Corvette as a heavy rain storm moved across the circuit and brought the race to a stop for more than an hour just past the half-way mark.

ENTRY AND PRACTICE

With the Championship decided in Alfa Romeo's favour and there being insufficient money to transport any two litre cars across the Atlantic, there was not much of a field of prototypes at Watkins Glen. It had been hoped that a brace of IMSA machinery would arrive but as they had Camel GT events both the previous and the coming weekend only half a dozen or so of these came up to the Glen. There were in all only 29 cars ready to take up grid positions for the Saturday afternoon start and six or seven of these had struggled just to get through practice.

Quite happily faster than any other kind of car were the pair of 2.2 litre turbocharged Alpine-Renault A442s driven by Elf Tyrrell team-mates Jody Scheckter/Patrick Depailler and Gerard Larrousse/Jean-Pierre Jarier. Scheckter put his car on pole with a lap of 1m 42.890s, about a second quicker than Depailler. Jody reported that he found the Michelin-shod car "nice to drive," and suggested that it was rather similar to his Porsche CanAm experiences of two years ago, "although you can't slide it around like I could with the Porsche." The other Alpine blew an engine on Friday morning which restricted Jarier's time in the car. As it was then Larrousse was two seconds faster than his team-mate, recording a very smooth 1m 43.462s to fill the outside of the front row.

Behind the small, yellow, French front row came a larger, red, Italian second row. This comprised the pair of Willi Kauhsen's Championship-winning Alfa Romeo 33TTs, supported by a vast brace of enthusiastic Italian mechanics who seemed to spend as much time investigating the Glen's nic-nac booths as they did watching over their cars. Derek Bell/Henri Pescarolo took up the inside place on this second row, Derek having managed the fastest Alfa lap in 1m 46.450s. He was very chuffed about being able to pip Mario Andretti's best efforts in the other car as the Glen is one of Mario's favourite places — you might recall his startling practice effort at last year's US Grand Prix. Andretti lapped his Alfa in 1m 46.623s which was nearly two seconds quicker than carmate Arturo Merzario.

Like the first two rows the third and fourth were ultimately filled by similar machines. The third row belonged to Porsche in the form of Reinhold Joest's Turbo 908/3s. Joest himself was easily the fastest of the four drivers, doing a best of 1m 48.222s with his car which he would share with Mario Casoni. The other car, driven by Jurgen Barth/Mike Keyser was much slower. Keyser, perhaps surprisingly doing the faster time of the two in 1m 55.347s. The Martini 908/3 driven by Herbert Muller/Leo Kinnunen/Eppie Wietzes would have filled the outside slot on the third row with Muller's 1m 48.290s but the team's only engine expired so the car was scratched.

Row four belonged to the pair of IMSA BMW's running to Group Two specifications for this race. Hans Stuck put his Daytona-winning 3.0 CSL on the inside of the row with a best of 1m 55.647s, which was a couple of seconds faster than Ronnie Peterson who was having his first run in the team in a couple of months. Brian Redman worked out a few changes to Sam Posey's CSL and got it around in 1m 56.980s so that Jochen Neerpasch's cars were comfortably quicker than their Porsche protagonists. As usual however, they were rather worried about their relative rate of brake pad wear and were hoping that they would be able to run at their own pace, clear of the Carreras.

Fastest of the Carrera contingent was Hurley Haywood who returned a neat 1m 57.311s in co-driver Bob Hagestad's machine. Hagestad was over three seconds slower than Hurley so it looked as if the combination would be hard-pressed to maintain pressure on the BMWs. It seemed that the strongest Carrera should be Al Holbert's car which was being co-driven by arch-rival Peter Gregg. In fact, it was Gregg who returned the faster time of the two, in 1m 58.654s. Completing the Carrera contingent was Ludwig Heimrath's Henninger Beer example which he had lapped in 2m 1.076s, considerably faster than co-driver Rudy Bartling who has long years of Porsche experience.

Fastest American car was the 7.0 litre Braun Corvette driven by John Greenwood/Bill Adam. Greenwood managed a best of 2m 1.653s which was handily the fastest time among the Trans-Am

class machines. Steve Behr joined up with Warren Agor in the latter's self-built IMSA Chevy Monza, with Agor recording 2m 1.715s. Bob Sharp/Jim Fitzgerald qualified Sharp's Datsun 280Z second fastest in the Trans-Am class with Sharp's 2m 3.422s, while the better runners were completed by Maurice Carter's immaculately-presented Chevrolet Monza which was brand-new and untested. Canadian veteran Carter who will shortly be retiring and entering the political forum, was partnered by his usual Camaro mate Tony DeLorenzo and it was the latter who set the best time of the two in 2m 6.518s. The grid was filled out by nine Corvettes of varying quality and vintage, a single Pantera (co-driven by Elliott Forbes-Robinson), a couple of Porsche 911s, an Alfa Romeo Alfetta and a Mazda RX3.

RACE

The start of the Six Hours was delayed for a little more than an hour while a couple of lengths of guardrail were replaced after an extensive shunt in the final, late-morning F5000 qualifying session. The field finally fired up just past one o'clock and as the lavender suit of Tex Hopkins bounced into the air and brought the flag down Scheckter droned away on his own down into the first corner. Larrousse muffed his start and both Alfas were able to get by him before they braked into the first turn, so that for a couple of corners they held second and third places. But Gerard simply drove by them down the long straight and the two yellow Alpines hove into view at the end of the first lap in comfortable control of the first two places. Pescarolo led Merzario in the tight Alfa train with Joest hanging onto them and Stuck pushing his way brashly ahead of Barth in the other turbo 908/3.

Scheckter and Larrousse drove easily away on their own during the opening laps, Jody holding a comfortable cushion to his team-mate and running through the first of the backmarkers on the third lap. On the seventh lap however the leading Alpine came by alone as Larrousse stopped at the pits to inspect a power-loss problem. It was discovered that a hose clamp had worked loose on a rubber fitting in the turbocharger manifold and the time was taken to fasten four extra clamps into place just in case the problem cropped up again. Just over a lap was lost in carrying out this repair with Larrousse returning to the track just clear of the Alfas on the road.

Scheckter, lapping easily in the leading Alpine, continued to run away from Pescarolo who slowly edged clear of Merzario and Barth. It wasn't long before Jody had lapped all save these three but then, on the 27th lap, he came into the pits. It was a few laps before his first scheduled fuel stop and when he did make it to the Renault pits at the far end of the row it was soon obvious that he was in major trouble. After a few moments of fiddling beneath the engine cover Jody climbed out and the car was wheeled away, it's engine broken. Scheckter explained that he had been relaxing so much he had found it hard to concentrate and the additional problem of spending so much time working through slower cars had caused him to miss a couple of shifts and over-rev the engine.

So already, even before their first fuel stops, the Alfas had assumed control of the race. By this time Pescarolo had pulled well clear of Merzario who

for a long while actually trailed Joest. When Bell took over the leading Alfa and Andretti the second red car the race settled into its form for Derek was able to maintain and extend the long lead pulled out by Henri and Mario was able to push past the 908/3 Porsche and go away on his own. By the time the second hour came up the Alfas were firmly in control of the first two places, Bell/Pescarolo soon lapping Barth/Casoni and Andretti/Merzario settling into second over a minute behind the leader.

Meanwhile Larrousse/Jarier were making up ground rapidly on all but the two Alfas and not long after the second hour they worked their Alpine past the pair of Joest Porsches to take third place. Further back the BMWs were having a good tussle with Haywood/Hagestad, Stuck/Peterson holding the upper hand for most of the time. Until the first fuel stops Stuck, Posey and Haywood had run in close formation with the Porsche then going ahead for a while because of better fuel consumption.

The race carried on that way for some time, only the second Joest Porsche, driven by Barth/Keyser dropping back with what were to prove terminal turbocharger troubles. As the halfway mark began to approach however the sky to the south began to darken and it became more and more obvious that a hard rainstorm was in the offing.

Within minutes a heavy storm had erupted and as the rain grew stronger and stronger the first cars started to slip into the pits. But before many of them were fortunate enough to get around it was raining with almost hurricane intensity and for a few long minutes the pits were filled only by the noises of bouncing wheels and tyres as mechanics pulled their rain tyres to the front of the pit wall and peered through the driving rain waiting for their car.

A Corvette came creeping along the pit lane, searching for its pit, overshot and almost clouted the outside wall as its driver tried to stop the big car. Then Pescarolo came slithering out of the last turn and worked his way slowly down to the pits. Just as the leading machine made it to the Alfa pit a clot of cars worked their way drunkenly out of the last turn and in a few moments the pits were frantic as mechanics laid their bodies against cars to help bring their machines to a stop and jacks were thrown about through the air from man to man. All the time the rain came pounding harder and harder.

Stuck came in with the right rear stoved in and though the BMW mechanics changed the car over to wet rubber, Hanschen took the car back to its garage to retire. As he did so Brian Redman, standing gleefully on the pit counter watching all this said, "They must stop the race. It's impossible to drive when it's like this, you can't imagine how hard it is. You probably can't get up the hill out the back." Two minutes later the red flag came out.

For a while the rain continued to beat down but then it started to subside and just as quick as it had started, the rain stopped. By now there were swarms of people all through the pits and some cars were visibly being worked on more than they should have. The loudspeakers tried to inform everyone that the race would probably be restarted, that a decision would be taken as soon as possible. But for a while there was nothing but confusion. Acknowledging the situation the Chief Steward came down to the pits and told the Alfa Romeo team that they could make any repairs they wished to effect to their cars. Whether he continued along the pit row and told any other teams the same things is not really known, but it seems that he didn't. Nevertheless the BMW team had pricked themselves up and were hammering and banging away at Stuck's bent car, hoping to make it a runner if the race was restarted.

Within 30 minutes of the red flag it was announced that the race would be restarted when the track had drained a little more and that the time between the red flag and the restart would be counted as part of the six hours. Work continued on Stuck's car and the leading Alfa was fitted with new rear shock absorbers — its right rear shock had begun to go spongy just before the rain.

Finally the cars were taken out onto the starting grid and lined up in order behind the pace car. Just as they did so Stuck brought his BMW wailing down from the garage and the mechanics left about making final checks of their roughly repaired car. Its right-rear fender was beaten clean of paint, the oil radiator on that side was left exposed to the air and bits and pieces of wire were strung everywhere in an effort at holding the thing together. Hanschen sat excitedly at the wheel, waiting foxlike to dash into line.

As the cars began to roll off again Stuck fired up his BMW and snaked down the pitroad to take up



The class winning BMW CSL of Redman/Posey makes its way through the infamous Glen Armco.

his place in the line. A few minutes later the pace car brought the field around and ducked immediately into the pit lane. Down came the flag again and the first six or eight cars spread themselves across the pavement, slammed past the pits and vanished down towards the first corner in clashing balls of spray.

A few short minutes later they came creaming into view again, Jarier leading them all in the surviving Alpine, with Stuck pressed hard up behind Pescarolo and Merzario nosed in behind the BMW! Jarier immediately went away on his own while Stuck hung on tenaciously to the Alfas and Joest's Porsche for a few laps. Here was a new race on a damp road which really meant nothing but Jarier and Stuck were enjoying themselves no end, each of them pitching their vastly different machines about and putting on a fine display.

But after just three laps it began to dry out and soon cars started peeling off and coming in for dry rubber. It looked as if the race would again settle down into the same shape as before. However there was some final excitement waiting. Stuck had been trailing out some kind of liquid from beneath his BMW and when he stopped for his tyres it was obvious that the fuel tank had also been damaged in his shunt and was leaking badly. A couple of plastic jugs were stuck underneath the leaking tank and the BMW mechanics again left into trying to work out an on-the-spot cure for some extensive damage.

For a long while they fiddled about with the leak while gasoline trickled steadily onto the ground and out across the pit lane. For five or ten minutes Stuck remained in the car and the trail of fuel grew steadily but finally his mechanics gave up and the relieved pit marshals were able to sweep up the mess.

Back on the track the Alfas were pulling further ahead for the Alpine was now running into engine troubles and as they ran on into the last hour the red cars pulled ever further away. Andretti was able to unlap himself during his final stint although he remained in sight of Bell until the end, Derek not wanting to let his very comfortable cushion dwindle at all. He carried on untroubled to

the end, winning his third race in his last three starts for Willi Kauhsen. It was just the kind of consistently fast, undamaging drive for which Derek Bell and Henri Pescarolo are known. It seems a shame that there is a dwindling demand for that particular type of driving skill these days.

The Larrousse/Jarier Alpine, losing power through a cracked exhaust return pipe slipped another lap behind the Alfas but remained clear of Joest/Casoni's fourth-placed Porsche. Into fifth and first in the IMSA class came Haywood/Hagestad and the latter's Carrera. They had made up a lot of time on the Redman/Posey BMW by stopping just as the rain began and then having the good luck of passing the starter just before the decision was made to bring out the red flag.

Into sixth and second in class came the BMW, Redman driving very quickly at the end to catch and re-pass Holbert/Gregg, Ludwig Hiemrath/Rudy Bartling/Gregg and four behind Redman/Posey. However the outcome of the protest regarding Hagestad's Carrera having excessive fuel capacity and BMW using too many men during a change of brake pads could alter these positions. Of the others, Greenwood/Adam went out towards the end with engine failure, Agor/Behr's Monza blew a tyre and crashed while Behr was bringing it back into the hunt after early delays, Bob Sharp stopped his Datsun with a blown head gasket just minutes before the end and the Carter/DeLorenzo Monza lost time with electrical troubles and finally stopped with a broken wheel stud.

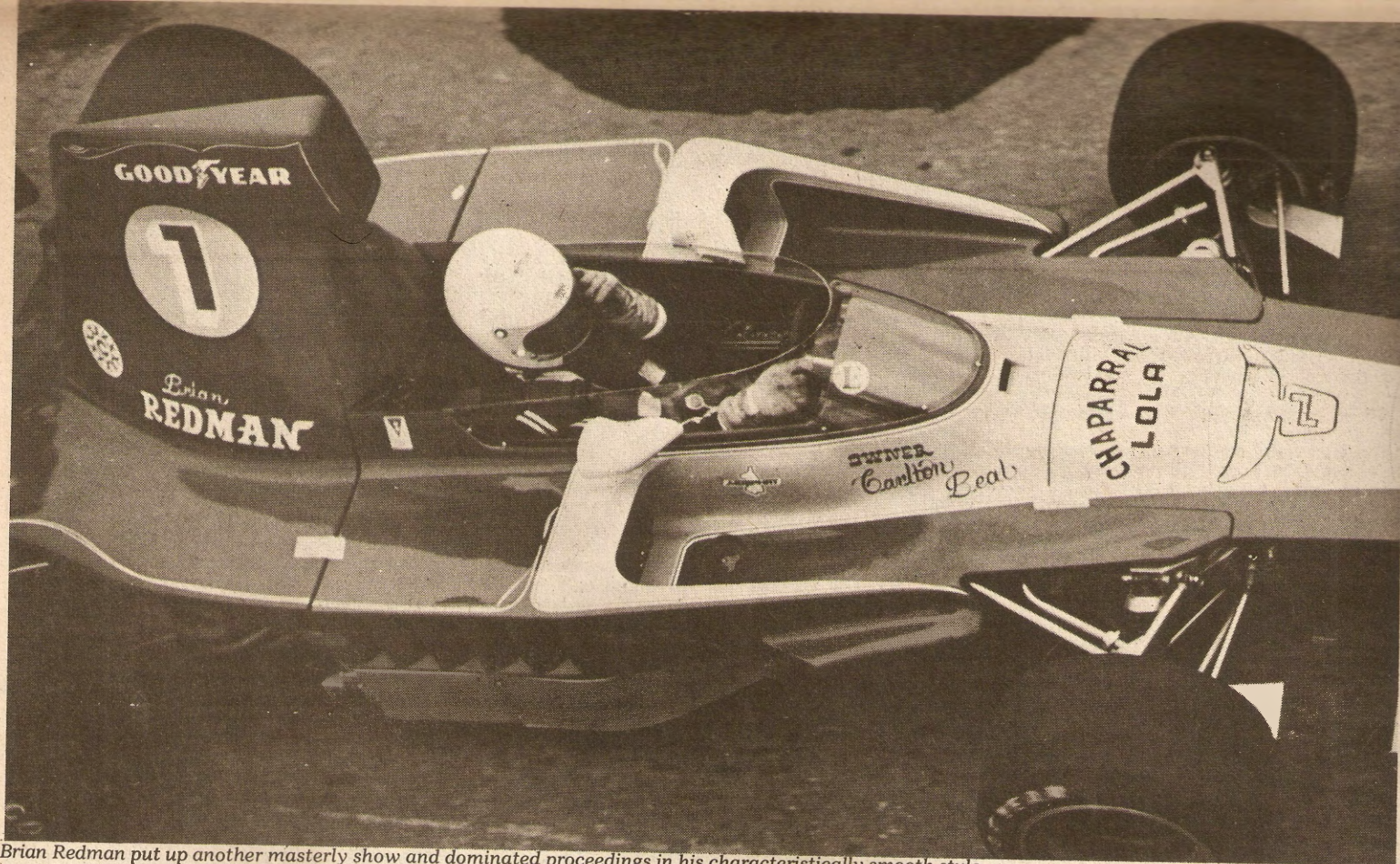
Watkins Glen 6 Hours

World Manufacturers Championship, final round

1. Henri Pescarolo/Derek Bell (3.0 Alfa Romeo 33TT), 152 laps, 6h 1m 23.9s, 85.220 mph.
 2. Arturo Merzario/Mario Andretti (3.0 Alfa Romeo 33TT), 152 laps, 6h 2m 43.9s.
 3. Gerard Larrousse/Jean-Pierre Jarier (2.0 Alpine-Renault turbo A442), 149 laps.
 4. Reinhold Joest/Mario Casoni (Porsche 908/3), 149.
 5. Bob Hagestad/Hurley Haywood (3.0 Porsche Carrera RSR), 143.
 6. Sam Posey/Brian Redman (3.5 BMW CSL), 142.
 7. Al Holbert/Peter Gregg (3.0 Porsche Carrera RSR) 141; 8. Ludwig Heimrath/Rudy Bartling (3.0 Porsche Carrera RSR), 138; 9. "Babe" Headley/Paul Misuriello (7.0 Chevrolet Corvette), 126; 10. Bruce Jennings/Bob Beasley (2.7 Porsche 911S), 123.
- Fastest lap: Larrousse, 1m 45.956s, 114.74 mph.
* Class winners.

The Duane Carter/Tony DeLorenzo Chevrolet Monza leads one of the many Porsche Carreras.





Brian Redman put up another masterly show and dominated proceedings in his characteristically smooth style.

WATKINS GLEN / F5000

Brian's out on his own

By GORDON KIRBY

Photos by CHARLES LORING

He did it again! Brian Redman last weekend won another American F5000 race, his second of the year and tenth ever for Jim Hall and Carl Haas. This time he qualified on pole, the first time has had done so since Ontario last year, and after winning his qualifying heat with ease Brian found himself on the front row for the final beside, you guessed it, Mario Andretti. But Mario had some kind of fuel flow trouble during the pace lap and pulled off to the side of the road as the field carried on raggedly around to the starter. Despite their disorder the cars were sent away by the man with the flag and Jackie Oliver came shooting through inside Redman to lead into the first turn.

For 15 laps Oliver and his Shadow held off Redman's Lola but Brian finally found a way through and three laps later the Shadow blew a head gasket. So Brian rolled on to the end winning by over half a minute. "I can hardly believe it," he said later, "but the car ran perfectly again."

While Andretti staggered around to the pits to have his troubles cured and came charging through the field to sixth place setting a new circuit record, team mate Al Unser held up the Viceroy colours well by finishing a good second. For much of the race Unser was under close pressure from B. J. Swanson, who drove a fine race to finish third with his Bay Racing Lola T332. Not bad at all for a young man starting only his third professional motor race.

After getting stuck behind the midfield after the bad start and losing a lot of time in the early laps, Warwick Brown came through to finish fourth in his Talon, well clear of Eppie Wietzes extensively modified Lola T400. A spate of engine failures eliminated most of the other quick cars although none of them had been able to come at all close to the pace of Redman and Andretti. For some reason, the series as a whole is having a difficult year. There are many people who are beginning to compare the still unfulfilled dream of F5000 to the old days of the CanAm. Hopefully they are being too quick in their condemnation.

ENTRY AND PRACTICE

With the competition growing ever stronger at the very front of the USAC/SCCA Formula 5000 field and there being the convenience of a full month between the last round at Mosport and this, the third round at Watkins Glen, everyone had taken the opportunity to work some detail changes — and in a few cases some very extensive changes — to their machinery. But while the intensity of technical interest seems to be picking up in Formula 5000 the depth of the field is not expanding. In fact, the tailenders who for years have filled out the grids of both F5000 and CanAm, are rapidly disappearing. Unfortunately their places are not being taken up by any other kinds of cars or drivers so that North America Formula 5000, after a few years of rapid growth, seems to be settling into some kind of stasis . . .

After Brian Redman's fine race-long chase of Mario Andretti at Mosport, Jim Hall and his men

sat down for a serious rethink of their position. They decided on two things. First they would take the general configuration of their T332C back to standard specs ("Sometimes you end up chasing your tail a good bit") and second they would search for a little more straight-line speed ("If you're not right behind at the end of the straight your not ever gonna get past"). So it was that they returned their oil radiators from positions at the tail of the gearbox to conventional side of the tub places and reverted, for the first time in over a year, to single-section nose fins. But on the other hand, there seemed to be some funny angles and lengths comprising the suspension both front and rear. Hmmm . . .

The Haas/Hall T400 remained firmly within its transporter throughout the meeting as did the Viceroy T400. Like their protagonists the Vel's Parnelli team had been concentrating solely on their T332s and funnily enough, they had gone in precisely the opposite direction. Both of their cars — Mario Andretti's usual chassis and Al Unser's

brand new one from the tub forward (replacing his Mosport write-off) — displayed oil radiators relocated from the conventional position to either side of the gearbox and for the first time ever carried split-section nose fins complete with small dams.

At UOP the month's work had been twofold. They had finally completed their second chassis ("Yes, Jean-Pierre will probably practice it, but he won't race it. A back-up car is a back-up car") and they had finished both cars in new paintwork. That familiar jet-black sheen continues to recede in the Shadow image so that the rainbow colours have now taken over much more of the car so that much of the wing, all of the airbox and most of the right side of the cars are now (wait for it) bright, virgin white!

The Eagle was unchanged save for Bobby Unser and Dan Gurney deciding that BU would be best off if he forgot about this road racing business and concentrated on the rest of the USAC Championship. So there, looking thoughtfully out through a maze of popping flashbulbs and thinking ahead on his first full-scale North American effort, sat Vern Schuppan.

Warwick Brown's Talon MR1A showed signs of development (and continuing thoughts of fitting a DFV) with relocated oil radiators, and airbox that extended more towards the rocker covers and a slimmer nose with longer and thicker fins. The oil rads had been moved to the back of the gearbox and it was claimed that by using lighter units and less plumbing some 50 pounds had been saved.

A brand new Talon showed up in the black of Interscope Racing. This of course was Jon Woodner's which was still being screwed together on Friday morning. Jon's T400 Lola had been taken over by teammate Danny Ongais, now well recovered from his Mosport shunt. The T400 was one in name only for Carroll Smith and his men had grafted on T332 suspension, front and rear. Not a sign of bell cranks and rising rate. And good riddance to all that you could hear them whispering.

A similar approach was echoed by Eppie Wietzes and his mechanic who had transformed their T400 even more. They had fitted T332 rear suspension, retained the rising rate at the front, although they had lowered the roll centre there by means of dropping the lower wishbone and extending the upright (beautifully engineered and executed), fitted Rockwell-built springs of much tighter tolerances to the front and finally, constructed an aluminium airbox, cockpit nacelle and rad shrouds. There was also a biplane wing to try. Needless to say the car had not turned a wheel

since Mosport.

Otherwise things were pretty well as usual. David Hobbs' Hogan T332 had been gussied up with some red and white paint, John Cannon's March was now striped with yellow and Graham McRae arrived with a bog-stock T332, last driven by Jerry Grant at Riverside last year and fitted with one of Graham's Tasman engines and his stock of Firestone tyres. "No use in complaining about not having 'any' money," said Graham ruefully, "we're here to have a go." B. J. Swanson was pleased to report that his Mosport crash had been caused not by his error but by a broken halfshaft and that his mechanics had also discovered a pair of too-stiff springs and had replaced them along with fitting his Bay Racing T332 with Koni shockers. Twenty-one cars mustered themselves for practice with the notable exception of a couple of problematical backmarkers.

There were three practice sessions, each of sixty minutes length, two on Friday and one on Saturday before the Six Hours. Friday was a fine warm day, not too hot as is often the case for most American F5000 races. As it turned out the conditions were apparently just perfect for quick laps for Brian Redman and Mario Andretti returned some startling times which made their F5000 machines look even more impressive than they had at Mosport.

By the end of the day Redman was fastest with a startling best 1m 38.316s, half a second better than both last year's F1 pole and Mark Donohue's turbo Porsche qualifying best. It seemed that Jim Hall's search for more straight line speed had worked. Employing very little wing Brian reported that the car was a little loose down the straights but he was getting wheelspin in the most unlikely places (third and fourth gear corners). Certainly Redman himself was driving extremely well, looking all the time to be on the very edge of throwing the car raggedly about, but never quite going over that edge. There is no question that Brian is driving better than ever this year and that he and Jim Hall are working more closely and more enthusiastically than ever before.

The USAC technical men spent much of the day, to Brian's eminent satisfaction, sniffing about the team's fuel supply and measuring wing positions. All he could say, beamingly, at the end of the second session was, "Not bad for an old guy is it?" No, not bad at all.

Mario Andretti tried extremely hard ("This man is working.") all day but he couldn't quite match Redman. Nevertheless he too was under the old F1 and CanAm marks with a best of 1m 38.423s and at the end of the day he told his team manager that the car was perfect.

The remarkable pace of Redman and Andretti brought up the old discussion of whether an F5000 could match an F1 in a race to which Mario replied, "I'd take my F5000 car any day. I reckon I could lead a Grand Prix with it." Mosport partners Harvey Hudes and Bernie Kamin were listening when Andretti suggested this and you could see their eyes twinkle with the thought...

Everyone else was left thoroughly in the wake of the two aces of F5000. Until Sunday's session in fact, nobody else was within three seconds of the two Lolas. But on Sunday two men showed lots of class, one of them is known for it, but the other is barely out of Formula Ford.

As he had been promised Jean-Pierre Jarier was given a run in the second Shadow DN6 and in a total of fourteen laps he got down to 1m 40.869s for third best time. Jarier's quicker times were done at the very end of Sunday's practice after Warwick Brown had crashed, so that there was a thick coat of oil on the exit to that particular corner. "Jumper" looked very easy and within himself through the faster turns, although he was pushing the car to the very limits of its braking capabilities at the tighter corners and doing so immediately. "It is a very nice car," he said simply, "very easy to drive." It didn't take Don Nichols long to decide that Jarier was going to race his Shadow the next day.

The other man who went quickly on Sunday was B. J. Swanson. Practicing for only his third ever F5000 race he was sixth fastest on Friday and looking tidy and sensible about it as well. On Sunday B.J. knocked almost another second off his time, ending up with a best of 1m 40.878 s. "And he had about eight pounds of air left in one of his tyres as well," said his chief mechanic excitedly. Then his face loosened up and he said, "Ya know we're gonna win one of these before the year's out." B.J. just smiled wide and long.

Fifth fastest was Al Unser, again looking smooth and neat in the second Viceroy Lola T332. He did his time on Friday for the next day the engine tightened up and his mechanics had to replace some broken pieces in the rear suspension, "because he was running up on the kerbs." Al's best was 1m 41.286s.

Jackie Oliver came next on 1m 41.348s, generally perplexed about the vague balance of his Shadow and losing all of Saturday when the engine dropped a valve. Most of Friday was spent chasing a braking problem which turned out to be a porous master cylinder.

Next was Warwick Brown who got down to 1m 41.388s with the Talon and was pleased with the new nose and other mods. Late in Saturday's session he went off and badly damaged the rear subframe and gearbox and admitted quickly and honestly, "I just made a mistake."

David Hobbs got down to 1m 41.806s in only a few Saturday laps but suddenly his just-installed McLaren engine dropped a valve. David felt he could have gone perhaps a little faster had he been able to try one more combination of gears.

Despite a lack of horsepower and no airbox Graham McRae managed a decent 1m 42.226s with his T332, clear of Eppie Wietzes who had to rely on his Friday time of 1m 43.014s after his engine also dropped a valve on Saturday. Wietzes had not managed very many clean laps at all after finding his biplane wing didn't work, then having to realign the car. But he was much happier than he has been of late, "It's beautiful" he said, "now I just have to get my confidence together in the



Jarier soon fell off, breaking an oil line in the process.

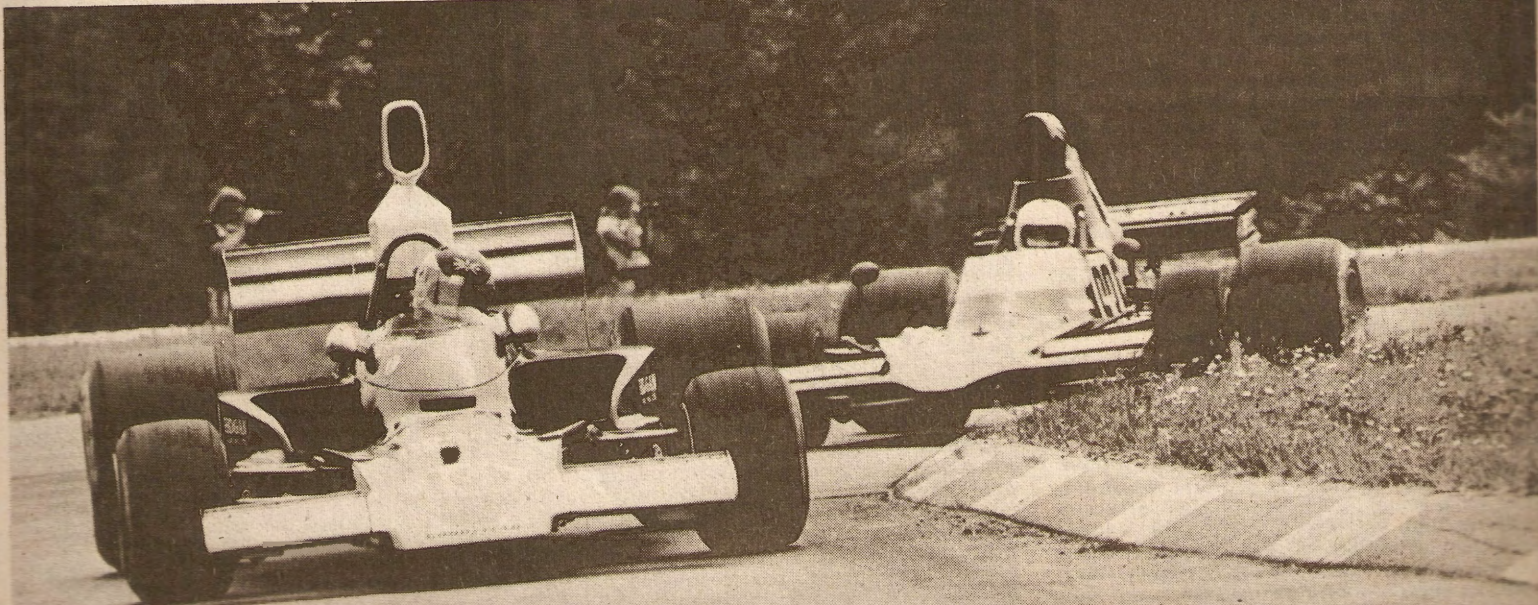
car."

Vern Schuppan played himself in easily to the circuit and his new car and returned a 1m 44.048s. He was very pleased with the approach of both Gurney and the team, saying that they had told him they would do whatever he wanted of them. Complaining of a lack of horsepower, but affirming that everything else was fine, John Gunn got down to 1m 44.057s. Tony Dean returned a 1m 45.802s with his Chevron, while Danny Ongais took things easily with his new car and a tight financial outlook for the rest of the season to return 1m 46.049s. "Don't worry about him," said his mechanics, "he'll get quicker."

John Cannon managed only a few laps after a spate of engine failures, while Jon Woodner never managed a single flying lap with his new Talon due to the failure of two oil pumps and then losing all his oil pressure.

After a couple of bursts of rain on Saturday a heavy storm settled in for much of the night and Sunday dawned with an unsettled, overcast sky. Nothing was scheduled to happen until after midday when a brief 15 minute warm up was staged immediately before the first heat. Due to the decidedly thin entry the heats were shortened to 10 laps.

Hobbs and Ongais in action. Hobbs' crew had to change three engines over the weekend while Ongais ran into magneto problems.



The warm up gave Warwick Brown a chance to run his rebuilt Talon, Jon Woodner the experience of his first lap in his new Talon and Jackie Oliver the opportunity to discover that his Shadow still had a braking problem. Fortunately Oliver was in the second heat and his mechanics leaped into changing the front calipers as a last chance hope for a cure. David Hobbs stopped with a distinctly weak engine and a plug check revealed a burned piston so the Hogan crew rushed back to the garage to change their third motor of the weekend. One hour and ten minutes later the two mechanics, Tom Anderson and Doug Schnieder, had completed the job.

HEATS

The shortened heats were even more of a disappointment than those at Mosport. Redman led the first from start to finish pulling out nearly two seconds on each lap. Jarier held a comfortable second for half of the race but then he began to fade back and was finally passed by Al Unser. Jean-Pierre drove the Shadow straight into its garage for an engine change.

Warwick Brown chased Unser for eight laps but then his shift linkage jammed and the Talon finished its heat slowly stuck in fourth gear. Despite a broken oil line Graham McRae came through to finish fourth between Jarier and Brown while Vern Schuppan started the Eagle late from the pit lane after a couple of broken rocker arms had been discovered and replaced after the warm up. Schuppan finished eighth restricting himself to a maximum of 7000 rpm.

The second heat was all Andretti's. He drove away on his own to win by more than 25s, lapping a clear second a lap faster than Redman's first heat. Jackie Oliver struggled with his Shadow, its braking problems finally cured but excessive oversteer resulted from a trimmed wing tab which had been adjusted in anticipation of the front tyres going off as they had at Mosport, but which, in fact, did not happen in the brief ten laps around the Glen.

Despite brake balance trouble B. J. Swanson drove tidily to third place just clear of David Hobbs who came through the field from the back after rushing out to join the end of the grid after his demon engine change. Danny Ongais was a comfortable fifth with his T400 Lola while Eppie Wietzes struggled to sixth after an injector cube broke off on about the second lap. Jon Woodner's second brief run in the Interscope Talon was upset when the car's shift linkage slipped out of line although he was able to jam the box into fifth gear and cruise to an eighth place finish behind John Cannon's March.

FINAL

Almost everyone save the Hass/Hall and Vicetroy teams spent almost all of the time before the 30 lap final toiling with some major problem. Somehow an atmosphere of struggle seemed to have gripped this meeting and it became even more of that when Andretti's car suddenly stopped as the 22 cars drove through the pace lap.

The others streamed around the Viceroy Lola upsetting their order and coming down to the starter in a very disorganised manner. Despite this Tex Hopkins dropped his flag and almost before the first few rows had belled beneath him Oliver, accelerating hard from the second row had shot into the vacant space where Andretti would have been and led into the first turn.

After the field had disappeared through the first corner and bellowed out of earshot, Andretti came into view, blipping his throttle furiously. He stopped opposite his pit and after a few frantic, waving moments between him and his mechanics Mario dropped the clutch and accelerated hesitantly out in pursuit of the others.

Oliver and Redman broke clearly away from the field during the first lap with the rest breaking up into a couple of tight little groups ahead of the stragglers. For a few laps the race remained that way but the rot soon set in and other than the fight for the lead it was soon a dull procession.

Redman stayed hard beneath the Shadow's wing for a couple of laps, darting out earnestly under braking but always finding the leader's tail edging across into his path. But after only a few laps Brian saw the first wisps of water trailing from the Shadow's exhaust pipe, "so I settled in behind him and waited for him to blow up, but when he didn't I became a little disturbed so I started trying to get by again."

Finally as the two cars steamed down the back

straight and Oliver began to tighten up into an early, door slamming entrance into the long right hander that follows, Redman thought he saw enough room to get by on the outside. He drove for a hole, pulled even with the Shadow and nosed through on to the inside line as they curved down the hill and into the left hander that follows. The Lola immediately pulled out a small gap and now that he was ahead Brian was able to pick up his pace by half a second or so a lap.

The Shadow however, remained well within range, but then three laps later, a cloud of vapour suddenly filled Oliver's cockpit as he swept past the pits. Jackie pulled down to the inside of the first turn and stopped at the end of pit road. The Shadow had blown a head gasket so Oliver climbed out and walked back down the pit accompanied by the applause of the crowd after his strongest F5000 showing.

This left Redman over a dozen seconds clear of Al Unser, who had led a good four car chase from the start. But this fight lost first Hobbs, after eight laps because of yet more burned pistons, then Jarier disappeared after going off the road and tearing off an oil line. So it was left to Swanson to chase after Unser having held his place steadfastly in the face of strong pressure from Jarier.

Meanwhile Andretti, after completing one lap, stopped at his pit with his engine still running, then carried on after a quick check by engine man Ryan Falconer. Nothing obviously wrong had been discovered and on his second lap the problem seemed to cure itself so that Mario pressed on through the field, picking off car after car and steadily reducing the lap record. Falconer surmised that a fuel check valve must have jammed briefly and then released itself.

Others, however, had run into more serious problems than Andretti's. Woodner's miserable weekend (he recalled that his race here last year was equally as bad) ended abruptly on the first lap when the oil pressure disappeared completely. His team mate Danny Ongais ran into magneto problems almost immediately and after a few laps at restricted revs he too pulled off. Graham McRae had a valve cover gasket blow out which allowed a large dollop of oil to pour across his back tyres so that he spun into the guardrail. John Cannon pulled off around the same time, his March's oil pressure sinking, then the Shadows both stopped, so that the last half hour of the race saw just ten cars circulating on their own.

There was a slight hint of rain during the closing laps but it never actually came so that Redman

drove to the end of another remarkable chapter without any bothers in the story of he and the Hass/Hall team. They have now completed, including heats, 38 races without a single mechanical failure and to the obvious satisfaction of Redman, Hall and his chief mechanic Frank Weis, this year they are winning their races from the front.

Unser finished his second F5000 final of the year in second place, just as he had at Pocono, although he was a little displeased at how quickly Andretti had been able to catch him and drive away as he worked up the lap chart. For most of the race Swanson held steady pressure on Unser but a wheel weight flew off BJ's car and then he found fifth gear growing more and more balky so that he dropped away in the closing laps. Nevertheless it was a fine performance from a driver with such limited experience.

Brown and Wietzes both completed the full distance, each of them having uneventful races after losing time behind some slower cars with the consequence of the ragged start. Warwick was a little frustrated by the whole race but Eppie, although far from pleased with his engine, felt he had made immense progress with his T400 and that finally he is on the right tack. Behind Andretti came Vern Schuppan who nursed the Eagle all through the race for fear of breaking any more rocker arms. He was also bothered by a broken front anti-roll bar adjuster. Tony Dean gained his eighth place even though he ran out of fuel on the last lap and didn't make it to the flag. For all but Brian Redman and B. J. Swanson an entirely forgettable race.

Watkins Glen F5000 US F5000 Championship round 3 30 laps, 101.31 miles

1. Brian Redman (Lola Chaparral T332), 50m, 59.071s, 119.22 mph.
 2. Al Unser (Lola-Falconer T332), 51m 32.998s.
 3. B. J. Swanson (Lola-Chaparral T332).
 4. Warwick Brown (Talon-Malloy MR1A).
 5. Eppie Wietzes (Lola-McLaren T400/332).
 6. Mario Andretti (Lola-Falconer T332), 29 laps.
 7. Vern Schuppan (Eagle-AAR 75), 29; 8. Tony Dean (Chevron-Whitehurst B28), 28, dnf; 9. Roger Bighouse (Chevron-King B24), 28; 10. Evan Noyes (Lola-Bartz T332), 26.
- Fastest lap:** Andretti, 1m 39.021s, 112.77 mph.
- Heat (10 laps):** 1. Redman, 16m 56.088s, 119.65 mph; 2. Al Unser, 17m 14.222s; 3. Jean-Pierre Jarier (Shadow-Shadow DN6), 17m 20.660s; 4. Graham McRae (Lola-McRae T332), 17m 40.80s; 5. Brown, 17m 58.860s; 6. Dean, 18m 00.179s. **Fastest lap:** Redman, 1m 40.433s, 121.05 mph.
- Heat 2 (10 laps):** 1. Andretti, 16m 42.629s, 121.25 mph; 2. Jackie Oliver (Shadow-Shadow DN6), 17m 8.028s; 3. B. J. Swanson, 17m 18.415s; 4. David Hobbs (Lola McLaren T332), 17m 20.408s; 5. Danny Ongais (Lola-Falconer T400/332), 17m 42.763s; 6. Eppie Wietzes, 17m 48.0s. **Fastest lap:** Andretti, 1m 39.317s, 122.408 mph.

Warwick Brown finished a rather frustrated fourth after an uneventful race.



Sherry outlines

First details of the Sherry Rally have reached us courtesy of Henry Inurrieta. The rally is scheduled for September 17-21 and it will be run in three main sections. Scrutineering will take place on the 17th in Jerez and the start will be at 12.01 the following day. The first section lasts until 9pm on the first night before a compulsory four hour neutralisation halt. The restart is at 01.00 and finish at 05.00 on the morning of the 19th at Puerto Banus where the main nine hour half-way halt is scheduled. The restart is at 14.00 on the 19th. There is a four hour halt back on at Ronda before the return to Jerez. On the last day there is a five hour thrash which is scheduled to return to Jerez by the early afternoon. Results should be available from 7 pm and the entry fee will be about £40. There are 35 stages on the agenda of which 24 are tarmac. The route totals 1,200 miles of which 250 are stage miles. Regulations, queries, etc, to Henry Inurrieta, 38 Stokenchurch Street, Fulham, SW6. His telephone numbers are 01-622 5182 between 6 and 7pm only, and 01-736 7502 after 7pm.

Hauch clinches the Vorderpfalz

Last weekend's 14th international Vorderpfalz Rally, a German championship round, was won by Wolfgang Hauch/Horst Blesinger in their Porsche Carrera. Second was Walter Smolej/Willy Pitz (Opel Ascona) and third was the Altenheimer/Menne Carrera. Achim Warmbold retired the KWS Alpine A310 on the first stage when the flywheel broke. Heinz Walter Schewe had a minor

Horst Rack again damaged his Porsche with an off.



● Being run in the south Shropshire area this weekend is the Telford AC's Telford Stages rally. Top three starters are as follows: 1, D. Evans/T. Evans (Escort 1700); 2, R. Craggs/— (RS2000); 3, R. Clark/R. Laking (the former presumably no relation!) (Escort TC). The rally

Lombard in for second year

Happy news this week is that Lombard have just announced that they will again be sponsoring the RAC Rally in November. This year the event starts from York on November 22 at 9 am and finishes back in York at the same hour of the day on Wednesday, November 26. There will be over 70 stages this year and at least four of them are being used for the first time. Dean Delamont is currently negotiating with the Forestry Commission for the number of starters to be increased from 200 to 250. If the Commission agree, it will mean that the Clubman's Trophy can be abandoned and the additional fifty starters can run in the event proper.

The RAC have said that the rally will again go north of the Scottish

border and it will also venture into the south west around Bristol for the first time in many years. Jim Porter will again be deputy Clerk of the Course and he starts his initial "recce" at the end of this month.

Apparently senior officials from the Russian sporting body recently informed the RAC that there would be an official Moskvich team entered. This poses a problem for the RAC, who, according to Police and Home Office regulations must obtain special permission for Russian visitors who intend to venture more than 35 miles from London. The Russians are nevertheless taking the entry very seriously... ten of their people were reported to be hard at work at the Racing Drivers' School recently(?)... Regulations for the rally will be available on July 21.

● We have received our first communication from IDEM, the sponsors of the Lindisfarne Idem Rally, scheduled for Saturday, October 4. Predictably, this popular RAC round will be to the same all daylight (nearly) Keilder format and the Tynemouth and District organising club have once again arranged the Park Hotel, Tynemouth, as the start venue and the Gosforth Park Hotel, Newcastle, for the finish celebrations. Incorporated will be 100 miles of loose stages. We are told that the prize fund has been substantially increased.

off during the night which broke the battery connection and wrecked the alternator; while Horst Rack went off thirty yards down a bank in his Porsche. The weather stayed dry for this almost all-tarmac stage event. First G1 car was the KWS RS 2000 of Achim Kowalski despite driving throughout the night with just the headlamps.

Triple Crown

The RAC Rallies Committee recently met and agreed to introduce the "Triple Crown" Competition in 1976. Basic Regulations are that a team of four cars plus one reserve will be chosen by a member of the RAC Rallies Committee to represent England, Wales, Scotland and Ireland (North and Eire combined) for each of the major home Internationals. A points system relating to the position of three of the competitors will determine the winning team from each event. Points will then be allocated to each team in relation to their overall position in each event. At the end of the year winners will receive a trophy kindly donated by the Right Honourable The Earl of Elgin and Kincardineshire and they will receive mementos of the award at the annual RAC Motor Sports Awards Presentation.

The committee also confirmed that they would wish to receive notification from all organisers who are expecting to organise events utilising Forestry Commission land in the first three months of 1976, as soon as possible.

Total Rally: top seeds

The seeded top ten for the South African Total Rally which takes place over the weekend of the 26/27th July boosts a Marina starting at number one and the first Ford starting at six. It is as follows: 1, Lampinen/Van Heerden (Marina V8); 2, Mikkola/Todt (Peugeot 504 G2); 3, Walfridsson/Casselman (Datsun Violet); 4, Kallstrom/Drews (Datsun Violet); 5, Andersson/Hertz (Toyota Corolla); 6, Clark/Pegg (Escort RS 1800); 7, Waldegaard/Thorselius (Toyota Corolla); 8, Warmbold/Davenport (Peugeot 504 G1); 9, Leibenbert/Kriek (Escort RS 1600); 10, Cowan/Phillips (Dodge Avenger G2); and at 16 are the local favourites, Sarel Van der Merwe/Mike Hooper in an Alfetta GT. This car is one of the first Alfettas in competition which has not been run from the works and its engine is the 8-valve type.

The Fiats set for a Portuguese win

The top ten seeded entries of the Portuguese Rally this weekend are as follows: 1, Mikkola/Todt (Fiat 124 Abarth); 2, Warmbold/Davenport (BMW 2002); 3, Rohrl/Berger (Opel Ascona); 4, Alen/Kivimaki (Fiat 124 Abarth); 5, Waldegaard/Thorselius (Toyota Corolla); 6, Paganelli/Russo (Fiat 124 Abarth); 7, Mehta/— (Datsun Violet); 8, Darniche/Mahe (Fiat 124 Abarth); 9, Andersson/Hertz (Toyota Corolla); 10, Aaltonen/Billstam (Opel Ascona).

As can be seen from the above, Fiat are going all out to repeat their recent 1-2-3 success on this rally when it was run under the TAP banner. Meanwhile running at number 20 in his Mk 1 Escort RS is Chris Wathen, who is no stranger to the Portuguese; his co-driver on this occasion is Martin Holmes. The next British entry is found down at 62 where Keith Billows/Don Davidson are starting in the Manchester Liners Escort RS.

Hannu Mikkola — great form.



The running format of this year's event is similar to previous "TAP" rallies, with an evening start from Lisbon and such classic tests as the Sintra tarmac stage run under floodlights and attracting thousands of spectators. A halt in the north of the country precedes a run back down, with many of the predominantly sandy-forest stages visited for a second time, including the daunting Arganil car wrecker. The rally finishes on Sunday. Full report next week.

Chris' script

"The Unknown Forest" that is the name of the new film of last year's RAC Rally made by Leyland's Unipart film unit and scripted by Chris Sclater. Chris also shares the commentary with your very own Dickie Davis, host of ITA's World of Sport programme. The film has been produced in its final form by Lombard North Central, and Derek Darwent, Lombard's Marketing services manager, describes it as a "Driver's eye view," so it promises to be really interesting. Copies of the film are on free loan to Motor Clubs and other interested bodies through the services manager of the local Lombard Regional Head office.



Gold Star Rally Championship



Reg Mullenger — another win?

The fourth round of the BTRDA Gold Star stage championship gets under way this Sunday from the Pointer Motor Company in Norwich. July 20 is the date for the return of the Lancia Pointer, which this year is also a counter in the Triple C series and counts towards two association championships for good measure.

The start is scheduled for 9 am from the Pointer Motor Company as usual and the first car is expected back there at approximately 5.30pm.

This year the rally is being run as a sole promotion by the Sporting Car Club of Norfolk and the hitherto joint organisers, the Chelmsford MC have dropped out owing to the sheer distance involved between the territory of the two clubs.

There will be some spectator information available at the start but since many of the stages are being held on private land, the organisers naturally wish to keep their exact location secret. There are 14 stages totalling 38 miles in the compact route which involves less than 120 road miles. The stages embrace a mixture of surfaces which include almost everything besides soft arable. From Norwich the competitors head for the first stage at Hethel, and then north west to Shipdham (144/978073) where the first car is due at 10.40am (SS 3). The cars then head north east back towards the lunch halt area where the first car is due at 12.30 pm; 132/993257; (this last reference is also the finish of a stage). There will be an outside catering unit handling the catering facilities. During the afternoon the competitors head off towards Swaffham for two stages in that area before turning north for the return to Norwich.

Reg Mullenger has all but made

this event his own in recent years, and in fact has scooped the top position no less than four times out of the past six, so he is naturally enough seeded number one with co-driver Richard Goss in his RS 1600; the rest of the top ten is as follows: 2, Gordon Batchelor/Peter Southern (RS 1600); 3, David Bell/Derek Brader (RS 1600); 4, David Stokes/Bill Andrews (Escort TC); 5,



Gordon Batchelor — starts at no. 2.

Malcolm Smith/Anthea Lerner (Escort Mexico); 6, Dick Beeby/Peter Maskell (RS 1600); 7, Colin Barrrell/Roger Briscoe (Escort); 8, Richard Walker/Simon Cross (Escort RS 1600); 9, Terry Kaby/Brian Rainbow (Mini); 10, Keith Webb/Keith Evans (Escort RS 1600). The entry in fact has some depth to it, for seeded 11 are Pip Dale/Dave Whiteley in the Leedhams Magnum and down at 37 is Randolph Whittal Williams. Car number 31 is the ex-Tony Pond G2 Ascona driven by Geoff Lobb, the eldest son of DOT's treasurer, Alec Lobb. This car is available for Geoff as part of a loan deal which involved Alec lending a G1 Ascona for Ari Vatanen to drive in Donegal. Also in the entry list are Peter Bryant, Ivor Jones and Geoff Crabtrees's Carrera. The Chequered Flag Stratos will also be acting as course car, driven by John Lyon.

● With a nipper on the way, top Finnish female rally driver Eeva Heinonen will not now be tackling the RAC as planned. Eeva, wife of Pertti Lehtonen, was to have driven a works Escort.

An Opel for Terry

Former Ford rallyman of the month, Terry Brown, of Llanddarog, near Carmarthen, who totalled his Escort on the Hi Fi stages rally a few weeks ago, has been loaned an ex-Ari Vatanen 1.9 litre Opel Ascona by Avon Garage, Maesteg.

Terry, and John Thomas, entered the car on the Welsh Championship Central Tyres Rally and will be out again this weekend on the Nutcracker Rally in South Wales.

The Group Two car was used by Vatanen before he took part in this year's Welsh, as a "practice" car. Brown and Thomas will enter selected stage and road events during the season and could pose a real threat to established names.

Bilingual PR

The Derw Woollen Mills supported Cilwendeg Rally, a round of the Motoring News, BTRDA Silver Star and Welsh Rally Championship (the night of September 6/7) has an extremely compact 190 mile route planned, all within a 12 mile radius of the start/finish location of Newcastle Emlyn.

The event's sponsor, a woollen mill near Llansysul, will be providing cash and goods to £300 value while the Emlyn Arms Hotel can offer reasonably priced accommodation. A bilingual public relations leaflet has been printed which should help towards a better understanding. Regulations will be available from August 1. You are requested to enclose a large SAE to: Megan Lewis, Rhydonnen, Pentrecwrt, Llandysul, Dyfed SA44 4DG.

● Martin Holmes' long awaited book is now complete — it is entitled "Rally Navigation" and is available now, resplendent with a colour sleeve incorporating a picture of Andruet/Biche in a Stratos. We have not managed to read it yet, such had been the state of the weather; however it promises hours of stimulating entertainment, though definitely not for all the family.

Can you do it in an MG?

A surprise British Leyland built car joining ranks with the Dolomite Sprint and Austin Alligator as a rally weapon turns out to be the MGB GT V8. Leyland ST's marketing manager, John Kerswill and ex-Saab club driver, Ian McKean recently took an example of the marque to fifth place on the Cheltenham MC's Uniflo Stages Rally, achieving the quickest aggregate time over the last three special stages, once earlier shock absorber problems were sorted. The only changes to the car from standard

specification are Girling gas-filled dampers, a lower axle ratio and twin rear radius arms. The car used a standard engine and road tyres.

Leyland ST are assisting with development of the car and plans are in hand for a bhp increase from 140 to more than 200 bhp in conjunction with the use of a limited slip differential. Ian McKean and John Kerswill plan to try the car on this weekend's Lancia Pointer Rally before tackling the Welsh Border and, later, some RAC nationals.

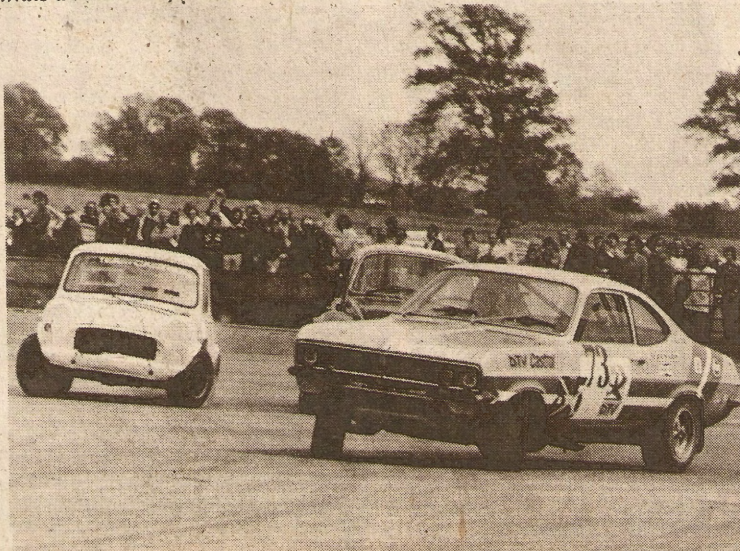
Barry Hughes

We very much regret to record the most untimely death of one of rallying's staunchest participants, Barry Hughes. An industrial photographer for many years, Barry recently branched out with his own photography business in Wrexham and the "King of map 117" had planned to compete on this year's Tour of Britain in addition to a rally programme with long time partner Gwyn Pritchard.

Barry had, over the years, competed in all forms of rallying, from local Welsh road events where his knowledge was most highly respected to major internationals. His services and thorough knowledge was often used by factory teams in various capacities and his friendly easy-going nature made him one of the country's most popular rally personalities, with frequent requests to appear for talks and forums. Barry Hughes will be sadly missed.

● In the same week, we also have to report the death of Malcolm Gibbs. Malcolm, an ex-Welsh Rally Champion, was a well liked and highly respected road rally driver and did much to promote the family business, Gibbs of Tregedar.

Understeer, oversteer... Will Sparrow works hard in the unwieldy Magnum, while a Mini tries for the inside line.



Calderford Trophy

Yet another rally to use the infamous Selby Fork Hotel (rating a triple 'X' in AUTOSPORT'S completely unofficial guide to rally hostilities (1974 edition, never published)) will be the Wakefield & DMSC's Calderford Trophy Rally, destined for July 26/27. This popular road event kicks off at 11.01 pm from Selby Fork — where a list of spectator vantage points will be available. A first class entry has been received for the event. The club are, however, short of marshals at the time of going to press and anyone willing to help should contact Terry Orme on Wakefield (0924) 56335. Top entries will be published next week.

● After a gap of some years the Ross and District MSC have again planned to hold their Traders Trophy Rally. Of 120 miles, the event will take place in the Welsh Borders on 16th/17th August.

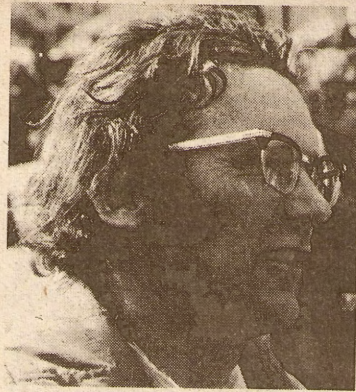
Perusse the winner?

The Fiat 124 Abarth team of Jean Paul Perusse and John Bellefleur have virtually clinched the Castrol Rally Championship of Canada after scoring their fifth win out of seven events held to date when they took the Piston Les Wapitis rally in Quebec.

Their cars finished two minutes 39 seconds ahead of the Toyota Celica of current Canadian champion Walter Boyce driving with Robin Edwardes. Third, almost ten minutes behind the Toyota was a Datsun 510 driven by locals Jacques Demers and Carroll Roy.

The British Leyland works Austin Marina of Kim Philip and Jean Monette was running well in the event's early stages but a two minute penalty for jumping a stage start dropped them to sixth at the finish. Another front running team, the Gary Neil/Don Ramsay Datsun 510, rolled on the opening stage and could not continue.

After seven of 12 events, Perusse and Bellefleur lead their respective divisions of the championship with 100 points, 60 more than Boyce and Edwardes. The Neil/Ramsay com-



Seen on Monday at a most unusual venue was Adrian Boyd — he was smelling roses! The Ulster driver was a personality guest at Belfast's 'choose a rose' competition.

bination is currently third with 31, while in drivers' standings, Randy Black is fourth with 30 and Doug Leverton fifth with 26. In co-driver points Ken Humphrey is fourth with 26 and Tom Burgess fifth on 25.

The next event in the Castrol Championship is the Nova Scotia Highlands Rally on July 26.

Mick Bryant takes Eagle

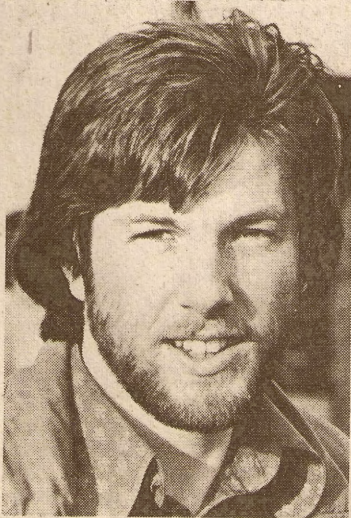
Last weekend's Eagle Uniflo Rally, a Welsh Road Rally counter, was won by Mick Bryant/John McKerrell in their RS 2000. The event was organ-

ised by the Newtown District AC and the start and finish were in Newtown. The event used similar roads to previous years, utilising the old Map 117 (now 125 and 136). The 150 mile route was split into three sections with two selectives, the second of which being the famous footpath road now shown on the new maps. The top five were 1, Ted Cowell/Julian Chitty (RS 2000); 2, Mick Bryant/John McKerrell (RS 2000); 3, Robert Fisher/Roger Powley (I.p); 4, Les Watkins/Dai Davies (Escort 1700 BDA); 5, Steve Courtney/Peter Watts (Escort 1800). The sickness of both Robert Fisher in car number three and Dai Davies in car number four forced both crews to retire. Parts of the route were very rough and the crews were on occasion asked to traverse fields on their way, but in general the rally route was well chosen and the marshalling very much up to the standard of the Welsh road rally championship. Results were delayed by three hours over a protest involving a departure

from a control which the first four cars were alleged to have got wrong; and the conflict was not resolved until the stewards of the meeting were forced to go out and measure the position of the control relative to the map reference. The result of these deliberations was that the control was eventually cancelled. Gwyn Pritchard, having only his second rally for some time, had a successful outing in his Ruthin Castle Cooper S, and with David Richards co-driving, scored a worthy second overall.

Results: 1, Mick Bryant/John McKerrell (RS 2000), 36.30 penalties; 2, Gwyn Pritchard/David Richards (Cooper S), 43.25; 3, Howard Davies/Phil Jones (RS 2000), 45.00; 4, Steve Courtney/Peter Watts (Escort 1800), 46.56; 5, Geoff Loos/John Cappler (RS 2000), 48.15.

Dave Richards — in demand.



● Britain's youngest rallying sensation, Glen Mitton, will be mixing it with the stars on the Tour of Britain in his new G1 RS2000, recently purchased from Roger Clark Cars and prepared by Lloyds of Stafford.

Ireland answers for Zambia

This year's seventh Zambia National Rally will again form part of the celebrations marking the anniversary of Zambia's independence. Main sponsors of the event are Consolidated Motors (Zambia) Ltd in conjunction with Fram Filters and Lodge Spark Oluqs.

The country's premier motorsporting event will be leaving the Lusaka Hotel on the morning of 24th October to embark on 2,800km of tough and exacting route designed to test the durability of both crews and machines.

Competitors will find that the format of the rally has been altered by this year's organisers to provide a faster, more interesting event,

devoid of the usual tough car-break-ing sections.

Although servicing will be allowed on designated sections as usual, the event has been planned to include much longer sections between service points. The emphasis being on crews carrying out their own 'running repairs' in their own time, thus equalising the chances of the private entrant with the more professional crews.

The organisation of the event is being co-ordinated by the very capable team of John Ireland, Nick Montgomery and John Price.

Any further information regarding the rally can be obtained by writing to John Ireland, PO Box 373, Kitwe.

Ari Vatanen scores for Ford in Finland

Ari Vatanen the latest Finn to be branded in the "superstar" image, scored his first Ford-mounted win recently on a Finnish national event, the Itaralli, based on Joensuu. Ari, co-driven by Ford Finland's Timo Putkonen, set fastest time on all eight stages — totalling 200km of competitive loose. Simo Lampinen's

Scan-Auto Saab was forced to retire at half distance with a sheared distributor shaft. The Opel Ascona of Hanna Vataharju finished in second place, ahead of the Saabs of Tapio Rainio and Jari Vilkas. In the junior classes the Escorts of Markku Matikka and Keijo Mustonen took groups one and two.

1750 G1 car for Pat Ryan

Following Pat Ryan's unfortunate accident on the SL Motors Bridgend Stages with the 1300 Howells Allegro, which resulted in a written off bodyshell, Pat is to drive the Nutcracker this weekend in the Allegro 1750 G1 car which has been specially developed for road rallying by Terry Donovan and Dave Ross. Pat will be navigated by David Richards, who is very much in demand these days. Another Allegro, a 1300, in Team Howells-Western Mail colours is entered for Chris Harris/Peter Southern. Chris is an ex-Boreham mechanic and is in charge of rally car preparation and servicing at Howells.

All change again

Eric Silbermann, having rediscovered the delights of successful stage rallying on the Jim Clark with Andrew Dawson, will be taking to the fields and hedgerows next weekend when he rejoins forces with old stalwart Alan Cadogan. This time the "flying spanner" will be competing on the Telford Stages rally, and... surprise! Mr Cadogan has yet another make of car in which to do battle... the most recent Saab has been put away in favour of a trusty Volvo.

Dawson's Datsun parts problems have still not been resolved and so he is at present without a rally car to drive. Assuming that there are any philanthropic garage owners left in this country, doubtless Mr Dawson would be overjoyed to hear from them.

After the Bridgend Stages, the Howells Allegro was in need of a new shell.



Ted Cowell — out of luck.

ised by the Newtown District AC and the start and finish were in Newtown. The event used similar roads to previous years, utilising the old Map 117 (now 125 and 136). The 150 mile route was split into three sections with two selectives, the second of which being the famous footpath road now shown on the new maps. The top five were 1, Ted Cowell/Julian Chitty (RS 2000); 2, Mick Bryant/John McKerrell (RS 2000); 3, Robert Fisher/Roger Powley (I.p); 4, Les Watkins/Dai Davies (Escort 1700 BDA); 5, Steve Courtney/Peter Watts (Escort 1800). The sickness of both Robert Fisher in car number three and Dai Davies in car number four forced both crews to retire. Parts of the route were very rough and the crews were on occasion asked to traverse fields on their way, but in general the rally route was well chosen and the marshalling very much up to the standard of the Welsh road rally championship. Results were delayed by three hours over a protest involving a departure



KEN'S HUMAN

For me the high point of the French Grand Prix weekend was the discovery that Ken Tyrrell can't walk on water. Elf threw a superb Tahitian-style party at the Ile Rousse Hotel at Bandol. The fact that Ken wound up trying to walk across the swimming pool was directly related to the strength of the punch and my inability to judge its potency. I am delighted to be able to report that much like all other mortals he sank straight to the bottom after I threw him in.

It was a super party at which everyone let their hair down and had a good old fashioned bawdy time. Elf imported a Polynesian band to play that swishing grass skirt sort of music and everyone was out their swiveling their hips and having a good time.

The race was one of those that I'd rather forget all about. It was a complete contrast to practice. The Tyrrell was handling really well in practice and during the entire weekend I was always up in the fastest three runners.

On the first day I was jousting with Jarier for the pole. At the end of the day he was fastest and I was next up. James made the running and snatched pole early in Saturday's first session until I managed to ease the Tyrrell around just three hundredths of a second quicker to displace him from the pole. With just about ten minutes to

"It was a super party at which everyone let their hair down and had a good old fashioned bawdy time. Elf imported a Polynesian band to play that swishing grass skirt sort of music and everyone was out swiveling their hip and having a good time."

go it looked as if I was settled on pole position. But Niki zapped in a quick one and moved me over to second place.

It had been one of those really very competitive sessions. Obviously all sessions are competitive but this was one of those where everyone was watching the others, times like a hawk and relaying the information to the drivers so that they could stir themselves up to find that extra hundredth of a second. Really very enjoyable.

The race itself was less enjoyable. I lit off from the front row alongside Niki and tucked in behind him into the first corner. For five laps I managed to hold onto that second place but right from the start I knew that it was going to be an uphill battle maintaining second place. Very early on the car began to show a really bad oversteer problem. And it was one that got progressively worse.

First Clay came through but his engine exploded just after that which put me back into second place by the skin of my teeth. James Hunt had been queuing up to get past me and two laps

later he went through and that was really the start of my sad slide back through the field to an eventual ninth place.

My engine had bags of power, in fact during practice the Heuer timer gave me the outright fastest time down the Mistral straight — 306 kph. Fairly certainly I was holding people up during the race but I was in one hell of a tricky situation.

Should I have waved everyone through? I never made it impossible for anyone who had the initiative to get past. I was on the racing line going as fast as I knew how and coping with the mighty oversteer situation. All that any racing driver can do is stick to his line and go as fast as he can. Those capable of going faster will get by.

Just because you've got a problem you don't stick your arm up in the air and wave everyone and his brother through. You stick with it, doing the job you're paid to do. Strange things happen in motor races and cars in less than perfect condition have been known to win races. But only if they're being driven hard at the finish.

I know that Jochen Mass got the *Prix Rouge et Blanc* for his drive into third place — and well he deserved it — but I think a special mention ought to go to my team mate Patrick. He fried his clutch at the start and ran around in 19th place for the first few laps waiting for it to cool and became operative again. From 19th he carved his way back through the field into sixth place to score a point. Some going!

James Hunt and the Hesketh team must stand in for a big bouquet — a win at Zandvoort and now a second place here must be a real boost for them at the time when they needed it most. It's nice that Alexander and his men have proved their point. I think a lot of people thought they were only in it for the larks and champagne at first.

You've got to give Niki full marks for his performances too. Last year he admits that he blew a couple of good results with his own mistakes. If he's made a mistake this season nobody has seen it yet. Although I'm a Ford-powered person I honestly don't think it will do the sport any harm at all for a Ferrari to win the championship — in fact it can only be a good thing for the sport if Niki and Ferrari do collect the title this year.

The front end of the grid where the action is

Tyrrell pre-race planning with drivers Jabouille (left of Tyrrell), Scheckter and Depailler (centre) and the design team.



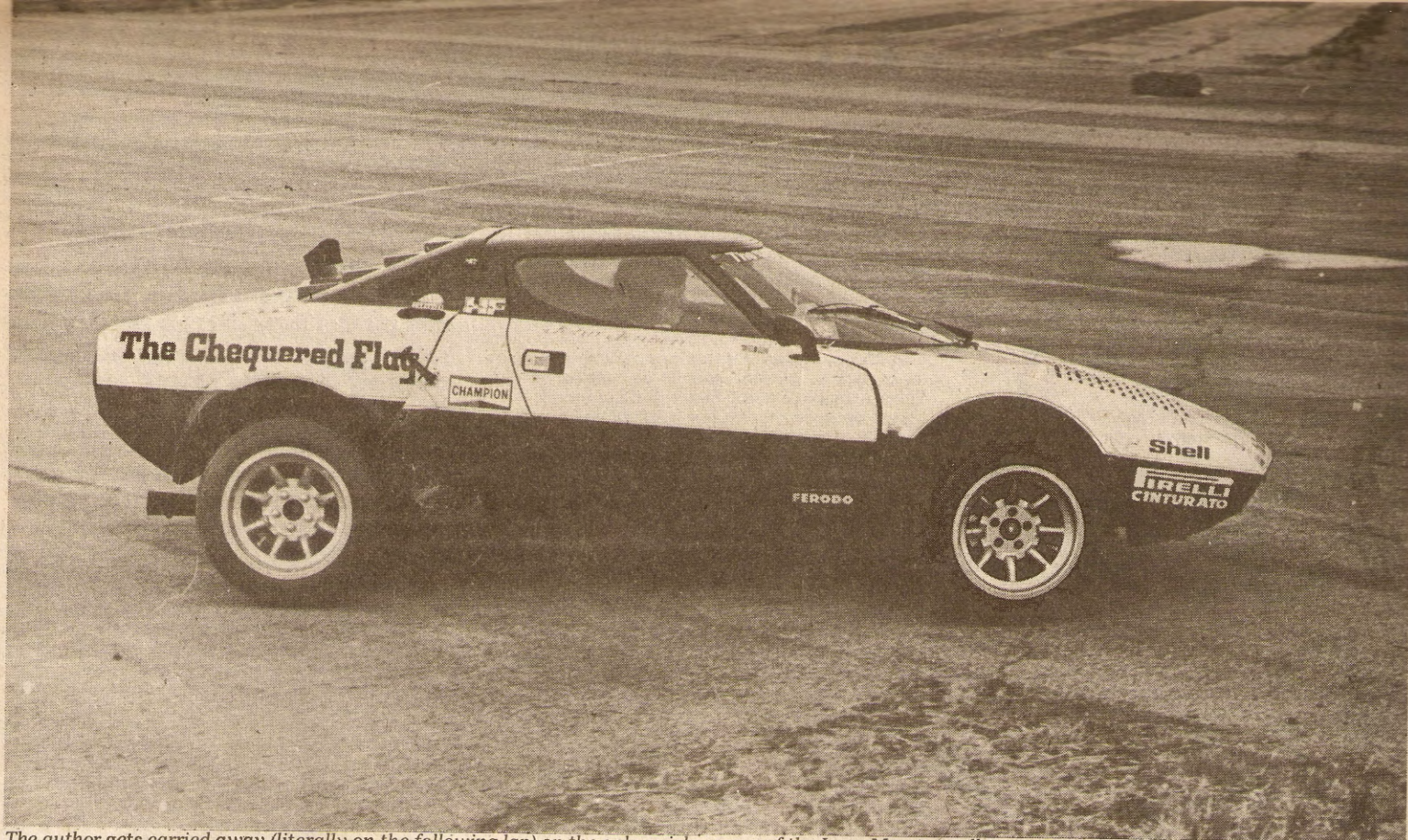
toughest is getting pretty crowded these days. The regular pace makers this year have been Ferrari, the Brabhams, Shadows and our Tyrrells. Now James is up there with the Hesketh and I think we're going to have to watch out for the JPS cars

"I never made it impossible for anyone who had initiative to get past. I was on the racing line going as fast as I knew how and coping with the mighty oversteer situation. All that any racing driver can do is stick to his line and go as fast as he can. Those capable of going faster will get by"

pretty soon. I hear that JPS have just given Colin a new three year contract that includes a fat fee to cover research and development. With that on his side it can only be a few months before Colin's cars are back at the working end of the grid again. It's been a while since there have quite so many cars so competitive as front runners.

Right after the race at Ricard I got a message that Alpine-Renault wanted me to drive their turbo sports car again at Watkins Glen. That presented a slight problem since my American visa was out of date. I managed to get airlifted out of the circuit by private plane to Paris when the South African Embassy had arranged to open up early on Monday morning and supply a new visa so that I could get the morning plane to New York.

Right after the Glen race it's straight back to England for the British GP at Silverstone. So far this season I've been short of points scoring results — the win in South Africa and the second in Belgium are my only two scores. I begin to think I've lost the habit of scoring points. It would be nice to think we could repeat last year's result in the British to make the score card look a little healthier.



The author gets carried away (literally on the following lap) on the only quick corner of the Long Marston rallycross circuit.

Stratos: impossible dream?

PETER NEWTON investigates Chequered Flag's rally commitment

In a long history of association with motor racing, Graham Warner's Chequered Flag garages in Chiswick have experienced their share of disappointments. In the past the entire sports car concern has all but been brought to its knees by the phenomenal cost of competition at the highest level; yet until the end of last year the company had persevered in the premier leagues of racing, building up to the fulfilment of Graham Warner's most cherished ambition — to be a Formula 1 entrant. These aspirations were finally dashed at the close of 1974 and a sickened and disillusioned Warner was almost ready to close the chapter of Chequered Flag's racing history which he himself had fostered as a driver, and which had been instrumental in the careers of Jim Clark, Mike Spence and Mike Parkes to name just a few during its distinguished past. The family firm had recently acquired the Lancia franchise, and Warner, with the dream of Formula 1 finally and irrevocably out of his system, was persuaded to enter the hitherto unexplored world of rallying with the all-conquering Lancia Stratos with which the factory had carried all before them in the closing months of the year.

The idea appealed to Graham who was immediately interested in a car which could, with comparatively little development, be groomed into an outright rally winner. He opened negotiations, half expecting his requests for a car to be politely dismissed. He reckoned without the ministrations of Mike Parkes, who had not forgotten what the company had done for him all those years before, and it was Parkes who was instrumental in the factory's decision to sell a car to the British garage firm, a hitherto unprecedented move by a company who were noted for their 'splendid isolation' and jealously guarded security. The resultant deal was one of the biggest stories to break on the British rallying world for years. The Stratos, which had been almost universally dismissed as a loose surface winner by the pundits, had only recently finished third in the RAC rally, and had demonstrated the kind of speed and reliability which hinted at vast reserves of performance. Now a British garage concern were to run such a car in British internationals employing two of the finest drivers available, Irishman and local folk hero, Cahal Curley for tarmac events, and the incredible Swede, Per Inge Walfridsson for the loose. On paper it seemed a winning combination, but would the company receive the backing and support, both in financial and material terms necessary to compete successfully in such a highly specialised machine? The results so far this year bear silent testimony to the latter question. Five non-finishes in five starts . . . where are the Chequered Flag to go from here? To find out the answer to this question and to ascertain Graham Warner's feelings on his first season involved in rallying, we recently went to see him in Chiswick and were fortunate enough to be granted a drive in his tremendously exciting but ill-fated machine.

INTERVIEW

Graham Warner — the reasons why . . .

What made you turn to rallying?

We originally wanted to run a Lancia Beta in the Avon Motor Tour but unfortunately the saloon is not homologated and we hoped that the Beta coupé, which is lighter and quicker would be . . . but the car fails the regulations by half an inch of rear seat room, and we rather felt that this was done deliberately by Lancia so as not to conflict with any of their arrangements for their own rally programme.

What sort of finance did you have available for competition at the beginning of this year?

We have an appropriation set aside for general advertising and PR work; and we decided to put all this into one project. Our PRO at the time suggested to us that this would be a good idea.

What were your stipulations for a deal of this nature?

I said that I would only enter into the plan if it was possible to have a competitive combination. I'm a bit of a perfectionist; I only like to do things properly; I did not want to scratch around in the middle of the field and I certainly would not consider running something like an Escort; (a) because there are thousands of them to begin with and (b) because you are immediately up against Ford's own cars. As we are Lancia people, the idea of running one of the Italian cars was particularly attractive; especially as it was the Stratos, an outright winner, that we were resolved to go after. We initially approached the factory by letter in December and they professed to be interested in principle — would I go and see them? We had long talks with Fiorio and they agreed to consider it favourably, agreeing to give a final decision after the Monte Carlo rally. The Monday after the rally I went to Turin to tie up the loose ends. They said we could either have Pinto's or Andruet's car, both of which had been damaged during the event. We had maintained hopes that they would provide a car for our projected season; but in the end they said that they would only sell us a car; pointing out in so doing that their spares situation was limited, and that they had a very heavy programme for their own team, which must have first priority; but that they would assist us with spare

parts once they had satisfied their own needs. I accepted the car on those terms.

Where do you think the greatest stumbling blocks to this arrangement have been?

The communications problems with Italy have been a grave disadvantage; sometimes we have tried throughout an entire day to get through on the telephone. Lancia (England) allow us to use their telex but this normally takes three or four days before we get an answer and often with the pressure of events we just cannot afford to wait three or four days. As far as spares are concerned, Lancia put a major effort into winning the Safari, and in the event they cleaned out the entire Stratos stores in Turin so that even though we sent a van and driver to collect some urgently needed parts, including four complete corners for the car, we were just not able to get them because they had all been shipped off to Africa and were away for over two months — a time when we most needed them.

Were you surprised by the laissez-faire attitude?

A bit disappointed; they said at the outset that they had never before sold a car to a private team and that they had not got the back-up in terms of service or parts necessary to support us. I must admit that I didn't anticipate that we would have so many major mechanical failures (engine, suspension, brakes and gearbox), and although we have now, through our own development programme, solved most of these problems; we thought the car was capable of being fully competitive in a rally in view of its own past success. In fact I am now very worried that observers will say 'well, Lancia have achieved excellent results with the Stratos which has a first class record for reliability and performance,' and therefore the fact that we have had so much trouble reflects adversely on our standards or preparation. Not unnaturally this aspect concerns me considerably.

The fact that you have had to carry out your own development programme must have also come as something of a shock . . .

Yes, for a start the car was not fitted with an oil cooler and the oil of course boiled. We were misled on this at the outset in that the oil temperature gauge turned out to be electrically wired to a cylinder head water temperature gauge, whereas there was also a water temperature gauge which went to a probe in the lower part of the radiator. So when we got two different readings and we assumed that the oil temperature was only a few degrees higher than the water temperature, in fact these were differences within the water circulation system. We had also been supplied with a standard oil as opposed to competition oil. And when we stripped the first engine we found that the main bearings were absolutely standard. These have now been modified and replaced with Vandervell 'thin wall' type bearings. This type of basic modification to make the car reliable was certainly not what we expected. We are only surprised that Lancia have enjoyed the success they have without finding something like an oil cooler to be necessary. Per also managed to overheat his brakes on the Welsh to such a degree that the fluid started to boil. We have thus had to fit cooling scoops on the bodywork and on the brakes themselves front and rear, as well as fit different linings, etc; another problem we did not expect to have.

We gathered that the car was not all it might have been when it arrived . . .

Yes, it had an Alitalia front half; the repair of the Monte accident was not well done and it had an old Marlboro' back half. We immediately found a dodgy clutch and a cracked exhaust; and on top of this the crankshaft oil seal went on the very first day we got the car.

You seem to have ended up shouldering these financial burdens entirely alone; what happened to the sponsors who were alleged to be waiting in the wings?

Our PR man at the time talked to dozens of companies, in particular the Italian-linked firms, and a couple of deals were virtually finalised only to fail at the last moment. Thus we have already exceeded our £30,000 appropriation for the entire year. This sum includes the cost of the car.

What do you have in mind for the car now?

We don't give up easily and we will be doing some intensive testing and further development work on the car in Sweden, aiming to make the car as reliable as it should be. I doubt that we will do the Manx now because of its proximity to the RAC. Our next prime target is, however, the RAC because I think that if we can only get the car to be reliable, we have in Walfridsson the driver to lead the event, and of course all our dreams will come true if he actually manages to win. We will probably do one or two to shake down events before.

Do you see your own programme integrating with that of the factory next year?

There was a vague intimation in Italy at the time that this deal was set up that next year the factory were only interested in competing on prestige world championship rounds, eg, the Monte Carlo and the Safari — all other European rounds might be farmed out to certain teams . . . it was suggested that the Jolly Club might handle the Mediterranean events, and another team might handle the remaining Scandinavian and European rallies of real significance. Unfortunately our string of mechanical troubles with the car may influence the factory into thinking that we are not capable of doing this job.

You could surely justifiably claim that you have not been given a fair crack of the whip?

I think we can show that we have done everything that is humanly possible to resolve all the problems with the car. We have gone testing before every event and we have arranged service after every special stage on the events that we have been into. We have put a lot of effort in trying to do the job properly and we have been let down by the one element of the whole equation which is the one we least expected trouble from — the car itself. I thought the weak point of our organisation was going to be due to our total inexperience of rallying — that we would underestimate the travel distance problems of servicing and leave the car stranded in the middle of nowhere for the lack of some vital part. We have managed to avoid that.

What happens next year?

We have persevered through thick and thin in motor racing; we will certainly soldier on next year. In the long term I think that rallying has a better future than racing.

How has the rallying scene in general struck you?

We found the supporters of rallying are far more friendly, genuinely enthusiastic, and far less cliquey than the racing crowd. There is a general willingness to help which appeals. We have had mechanics from other teams assist us and you don't get this type of thing in racing. The social life is very good; and on an event like Donegal for instance, no one can go there and not enjoy it, even if you suffer the cruel disappointments which we did. In all my experience of motor sport we have encountered totally unprecedented interest this year. I was most impressed with the degree of public interest in the car and we have had more letters and enquiries about the team in this one year of rallying than we have had in the last 15 years of racing; which I think shows the degree of public interest in stage rallying and the Stratos in particular. I think we will stick with rallying for some years. I was concerned that people would think we were almost taking a sledge hammer to crack a nut and by spending what to the average enthusiast is a vast amount of money, we would antagonize those very enthusiasts who we were aiming to help, in that they might feel that they stand very little chance of success in their privately-owned Fords or Leyland cars against a machine like a Stratos backed by a firm like the Chequered Flag with their long competition experience, and willingness to persevere and spend the money necessary to achieve results. I thought for these reasons that we might be somewhat unpopular. But of course, my answer to that is that it is Fords who spend the real money and totally dominate the rallying scene, and for us as a small private firm to challenge this

dominance, and as on Scottish show that when we get the car to last, we will beat Ford; can only be good for the sport — something which we have always been very concerned about. I think Ford are just counting the days until we do finally get it all together, a time when we don't merely disappear into the distance and then break down; but disappear into the distance and stay there until the end. My view is that this can only do rallying good in the long run; by creating a lot more interest, as well as by bringing a fresh sponsor into the sport — a sponsor who intends to remain here for some considerable time to come.

How do you feel about your choice of drivers?

We did our homework very carefully before the season and we stand by that. Curley feels that had he been in a reliable Porsche we would have won the Circuit of Ireland, Donegal, and possibly Belgium. He knows the times he did on the same stages last year. But on the other hand he ran last year as a privateer, while this year he has had enormous publicity in Ireland through being chosen to drive the Stratos. I think he is one of the finest road surface type drivers I have come across; while Walfridsson is an enormously underrated driver — in the virtual genius category — his car control is certainly alongside people of the calibre of Ronnie Peterson. He instantly adapted himself to the Stratos, and after one lap in the wet at Chobham he was asking for the steering lock stops to be moved! He controlled the car completely to the limit from the word go; which was most impressive. Then again on the Scottish he pulled out a substantial lead on the Fords, I said to him: 'steady on Per, there is no need to go quite so hard . . . 'oh there is no problem' he said. 'I can go faster if you wish' and he meant it, absolutely.

Do you foresee the parts problems with Italy getting easier?

We are trying to overcome these things ourselves. After the failure of the first two engines, the first of which came with the car and the second of which was purchased from the works, we have taken the engines to Richard Longman in Christchurch who has done first class job in building them up; and hopefully since then the engine problems seem to have been resolved. Meanwhile we are taking steps to obtain all the other parts from other sources; for example Bilstein inserts for the shock absorbers; these now come direct from the factory as Lancia are often unable to supply them. We are only sorry we did not have them on the Scottish.

Do you still favour tarmac events to the loose surface type for the Stratos?

Coming into rallying for the first time I have no pre-conceived ideas about what should or should not be; but fast tarmac and smooth loose events would seem to prove much more about competing cars, whereas these really brutal car-breaking rallies only show who is going to spend the money and add the weight to make the car more and more like an armoured personnel carrier. Meanwhile we shall continue with the Stratos this year and for next year there will be either one or two 'Stratii' or the Monte Carlo coupé if it is all developed and homologated in time. We anticipate a very healthy demand for this car and if we were to directly rally one, this would perhaps help our sales more than competition involvement with the Stratos. What concerns me is that you end up with grey hairs and ulcers and you still get a bad name out of it all!

Diametric mechanical opposites personified — typifying the invention of the Italian motor industry.



"a car for the alter ego..."

Sitting there in the confines of the unfamiliar cockpit with the vast reaches of Long Marston tarmac stretching away in front of the shark-like nose, listening idly to the pulses of the V6 engine behind my head and attempting to concentrate on the advice which Ron Pellatt was offering, the whole afternoon seemed like something of a fantasy. Was I really supposed to offer rational objective opinion about this adrenalin machine with which I was now about to hurl myself at the distant horizon? Would I indeed be able to make any cold analysis of the wild Latin beast; gauges were rising in front of my eyes; it was time to be off; what was it Ron had said? first is to the left and down — too late to worry about rationale or qualifications, the Stratos was anxious to carry off its bemused victim, who was I to argue? 2000 on the clock and gently up with the clutch (sorry Ron!) the Lancia is rolling, and with a white, incredulous face staring out through the steeply raked screen, the black and white, projectile inches forward. Throttle is stiff, but a more determined prod turns the friendly burble of the engine into a deep guttural roar that explodes behind the head and almost irrevocably welds the unwilling flesh to the shape of the seat. You sit angled in the car, the pedals are offset towards the centre but it is no problem getting comfortable; there is in any case no time, for second gear has now become a must as 7500 is approaching at a speed which casts doubt over the accuracy of the rev counter. Marker cones flash by . . . snatch second and stare out again, the tension is draining away, a short grab is all that is required for third and there shimmering ahead on the rapidly shrinking tarmac is the first corner. The car leaps eagerly towards it. The curve is fast for Long Marston; leave it in third, back off the throttle and take it easy. Car feels totally neutral and disinterested, almost insulted at the lack of input. Power on at the apex and the giant wet compound Pirelli racers shrug off the fearsome torque; the little car catapults away from the scene towards the loose. Enter gingerly on a trailing throttle, careful double declutch into second (crunch!) and go for the brakes. A hard push and the speed comes rushing off, back onto tarmac, round two esses, tyres chirping and sideways an instant, back onto loose and the picture is becoming clearer. As we reach the back straight and fourth gear for the first time I am already beginning to feel at home. This is fun!

There are no half measures in this car, you can't drive it slowly, for although there is an amazing flexibility and lack of fuss from the engine low down (you can pull away from as low as 3000 rpm in the lower gears without any complaints) the messages and feel of the whole machine are shouting at you to get on with it, to revel in the scream of the magnificent Ferrari engine, to grin compulsively at the whistling sounds of the chain

Our man takes a quick look at the four cam Ferrari V6.



The car is so easily controllable that even those of us with more fantasies than talent can enjoy ourselves.

driven cams, to marvel at the sensually direct yet superbly damped steering. Its a car that grows horns on your head, a car for the alter ego; a dangerous subversive piece of equipment guaranteed to banish thoughts of subservience from the motoring lives of those among us who still retain a drop of warm blood in our veins. In this car, who is to say what one could achieve?

That it is incredibly fast goes without saying of course. Richard Longman has never had the combined engine/transaxle unit, so it has never been on the brake, but prior to his efforts with bottom end and cylinder heads, it was reported to be giving 240 bhp at 7500 rpm. It is not the remorseless power which is really impressive however, it is the manner in which the little car manages to use it to advantage, the combination of the fat Pirelli racers, and the all independent transverse mid-engined layout give it the kind of traction that you soon learn to take for granted but which is astounding at first acquaintance. Nevertheless on tarmac the Stratos is hard to balance in corners (for someone of my distinctly modest talent). With a wide track and very short wheelbase, the car is almost square, there is virtually no suspension movement, and although the shere grip is very high, the transition into oversteer is sudden and violent. The feel through the steering helps matters and there is plenty of lock to be called upon should the need arise (as it does frequently) but if one were forced to make comparisons, then one might say that it felt more akin to a high powered go-kart than anything else. It feels alive. It twitches over bumps and at the kind of speeds it asks to be driven, the car demands lightning reactions from the driver. There is no doubt that in narrow bumpy lanes at competition speeds, it would require intense concentration to get the best out of it. One expects all competition cars to be taut and responsive, but the Stratos still takes the driver by surprise, so ready is it to act on his slightest command.

As 'our' car was set up (adjustment which is instantly available to roll bars, camber and ride height mean that the car can quickly be tailored to an individual driver's requirements) to handle in almost neutral fashion; a trace of initial understeer could be killed with throttle and the beast could then be steered almost entirely with the right foot, paying off or adding opposite lock to order through that marvellous steering. On the loose the picture changes somewhat. Despite the fact that the car has virtually no suspension travel, it absorbs violent undulations with a consummate ease which suggests inspired spring rates, and damping, and the feeling of immense solidity, which was hinted at on tarmac, increases immeasurably. The further you drive on loose surfaces the more liberties you feel you can take; more than ever the car feels totally controllable, without the vicious streak that can catch out the unwary (and me) on tar. There is no brake balance bar, although the works cars now have them, yet it is almost superfluous because the system is sensitively and progressively balanced to the rear, allowing the driver to go apparently ludicrously deep into corners, setting the little car up on the brakes and using the superb traction to bring it howling out of corners, balancing steering lock

against the might of the engine.

All this of course pre-supposes that the right gears can be found, and it is in this area that it is most difficult to feel totally at home with the car. There is no syncromesh, and no gate either, so that coming down through the box demands considerable accuracy and mechanical sympathy to get a clean change. If you miss out on these, the gearbox shows a marked reluctance to accept the driver's frenzied right handed stirring, and we must admit to occasionally arriving in corners,



Ron Pellatt — The Flag's highly capable chief mechanic.

sideways on the brakes — and somewhere between two gears . . . the car however is quick to come to the rescue and the driver never ever feels committed to lines in the Stratos, there is always seemingly an alternative should the unexpected arise. If we were impressed with the car on tarmac, then we were doubly so on the loose. The only limit to its speed in this environment would seem to be the nerves of the driver. Then there is that wonderful engine bellowing away behind, it spins so quickly and smoothly that the tachometer must be closely watched, for there are no signs of stress from behind to indicate what revolutions are being recorded. The sound of it is all pure magic and an upward gearchange produces a drop of the merest semi-tone, revitalising half-forgotten memories of V12 Matras. All too soon it is time to return to reality and with the oil temperature gauge beginning to move to the right the last laps are reeled off. Just as the engine had always started promptly on the button, so too it stops without a trace of pre-ignition; the Warwickshire countryside seems unnaturally silent in the aftermath. Only then do you realise how hot it was in that tight-fitting little cockpit, grappling to match the precision of the car, which is always so far ahead of one's own mundane efforts. Ron says they are going to invest in an interior throughflow ventilation system; I wonder if they need a development driver?



Ronald Leigh-Hunt's Shell Sport Escort leads the Taveners field as Bill Oddie and Ann Moore tangle.

BRANDS HATCH

It's a family affair . . .

It was Lord's Taverners Day at Brands last Sunday, when the Grand Prix drivers and F1 Constructors met the Travellers' team in Shell Sport Escort's to do battle for the Bill Cotton Trophy. Only four of the 14 Escorts emerged without some sort of damage, others being considerably modified, which appeared to be good fun but rather unnecessary. It was a three heat affair and the winning team consisted of actor Ronald Leigh-Hunt (he played David Yorke in the film *Le Mans*), Shadow designer Tony Southgate and Embassy-Hill driver Alan Jones.

The BRSCC did a marvellous job pushing through a total of ten races and coping with many accidents. The two main races, Southern Organs Atlantic and Townsend Thoresen FF championship rounds, were taken in convincing style by Richard Morgan (Wheatcroft) and Tiff Needell (Crosslé).

Such was the entry for the Townsend Thoresen race that three ten lap heats had to be laid on to produce a final list of runners. Five lap heats would perhaps have made for a less arduous task of watching as the racing wasn't that great. In the first heat Rick Morris (Hawke) made a very good start and took the lead immediately which he maintained to the end with Rob Wicken shadowing him by a second throughout. Pole man Geoff Smailes couldn't quite stay on terms and only beat Barry Aitkenhead by .2s.

Tiff Needell sat on pole with Chris Hyatt Baker's Crosslé 25F for heat two and had little trouble in taking an easy win, especially after challengers David Kemp and Rad Dougall ended up in the safety bales at the bottom of Paddock. John Poxon (Crosslé) took a comfortable second from Len Fletcher and Neil Israel who were separated by a second.

Derek Warwick (Hawke) dominated heat three throughout although Lee Wroe-Johnson (Rostron) and Rob Newall (Jamun) provided some entertainment in their battle for second which went to the former by .2s. Mikki Dee dropped from second to fourth early on and got the best of a frantic scrap with John Wybourn and Ted Whitbourn by .2s, before being dropped from the results for overtaking under a yellow.

In the final it was Smailes who made a tremendous start from row two and he lead until

lap five when Needell found a way through at Paddock and went on to score a long awaited and fairly comfortable victory. Smailes had trouble with Wicken and Poxon for a while but pulled away towards the end, the third and fourth men being covered by .8s. Morris had been right up there but retired with a lack of suitable revs so Warwick took fifth and Wroe-Johnson sixth, this after a number of strong runners had gone off at Paddock, Kidney and Clearways and in doing so lost the chance of a namecheck.

The Celebrity races were run in three five lap heats. A combination of F1 Entrants, Constructors and Team Managers were first out, they were to earn grid positions for their Showbiz partners and their combined times would decide the placings for the Drivers' heat.

Damon Hill dropped the flag for heat one but his dad, Graham, could do nothing about Bubbles Horsley's blatant jump. Nor could he do anything about the 'bloody great nerf' which Bubbles gave him at Clearways after he had taken the lead. Thus Graham found himself in the very bank which ended Bubbles' racing career so prematurely just three year ago. Frank Williams, eye open for a good deal as always, seized the opportunity to take the lead (having started tenth) and went on to score an excellent win. Embassy-Hill's Ray Brimble took third and Horsley an undistinguished third from Alistair Caldwell (McLaren) and Tony Southgate (Shadow) most of whom had autocrossed Kidney at least three times.

Bruce Forsyth dropped the flag for heat two and Goodie Tim Brooke Taylor took charge on lap three from Ronald Leigh-Hunt to score an easy win. His TV partner Bill Oddie became a baddie on this occasion and wrecked his car at Bottom Bend following a refusal from Ann Moore. Jeremy Lloyd (actor) and Leigh-Hunt filled the next two places.

John Nicholson sat on pole for the final (partner of Williams and the Goodie in magic Number 10) but he couldn't keep pace with Carlos Pace and Alan Jones at all. In a very neatly driven race Jones held off Pace throughout and won by just enough to take the team prize. Just eight seconds covered the whole field which continued in the order, Ian Ashley, Mike Wilds, Bob Evans, David Purley, Tony Brise, John Watson, Tom Pryce, Dave Charlton, Nicholson and Denny Hulme.

Richard Morgan heads Ted Wentz and Nick May on his way to another win in the Wheatcroft.



Main event of the day was the Southern Organs Atlantic, round and a healthy 18 cars turned up. Only 13 started though and one who was missing was Tony Brise, who badly damaged his car for the second time in a week when he lost it slowly on the Paddock Bend marbles and ended up in the destructive bales.

Dubious timekeeping saw Peter Wardle on pole from Val Musetti and Richard Morgan. Wardle made a demon start, on the warm-up lap, but broke a drive shaft on the line for the real thing and Richard Morgan took the lead and the Donington Collection — ATV Wheatcroft R18 002 scored it's second successive flag to flag win in convincing style. Ted Wentz' Wella Lola held second throughout but never quite managed to get in a challenging position, while Ray Mallock made a mighty start from way back on the grid to take fourth by Paddock. He demoted the flying Val Musetti next time round and the two Marches then stayed close together, although Musetti pulled straight off at the end with very smokey motor. Philip Sharp and Bobby Muir went off at Paddock at the start and Nick May and Derek Cook went off at Kidney on lap four, which left just eight runners. Tony Trimmer's McLaren was misfiring terribly and took the anchor position; Matt Spitzley started from the pits following attention to loose bodywork and just failed to catch Brett Riley's off-song Chevron which had initially led fifth place man Alo Lawler.

The BRSCC Prodsports boys left Croft for a change and provided a very full grid for the Fox Talbot Camera Trophy race. The race was boring in the extreme with Chris Meek's 208 Lotus Europa walking away with it. A testing shunt on Saturday though had deranged the steering so badly that only great work by his mechs saw him on the grid at all. Geoff Till's Jensen Healey was second while class winners further down were Chris Alford (Morgan 4/4) and Triple C's very own, yer actual Terry Grimwood who, for a change, didn't have an accident and gave his MG Midget a fine victory.

John Homewood non-started from pole of the Kent Messenger saloon event and Richard Oliver's Imp led initially. However Ray Calcutt just picked his moment exciting Clearways on lap five and it was all over. John Schneider (Mini) held third initially, lost it to Mike Chapple's Imp briefly and then regained it as Brian Prebble tagged on to the battle just before the end.

IAN PHILLIPS

Townsend Thoresen FF Challenge, heat 1, (10 laps): 1. Rick Morris (Hawke-Scholar DL12) 8m 53.8s, 83.63 mph; 2. Rob Wicken (Merlyn-Minister Mk17A), 8m 54.8s; 3. Geoff Snailles (Royale-Scholar RP21), 8m 59.4s. **Fastest lap:** Wicken, 52.4s, 85.19 mph.

Townsend Thoresen FF Challenge, Heat 2, (10 laps): 1. Tiff Needell (Crosslé-Scholar 25F), 8m 55.2s, 83.41 mph; 2. John Poxon (Crosslé-Minister 25F), 9m 2.0s; 3. Len Fletcher (Crosslé-Minister 25F), 9m 8.2s. **Fastest lap:** Needell, 52.2s, 85.52 mph.

Townsend Thoresen FF Challenge, Heat 3, (10 laps): 1. Derek Warwick (Hawke-Scholar DL11), 9m 2.2s, 82.33 mph; 2. Lee Wroe-Johnson (Rostron-Minister CT3), 9m 6.0s; 3. Rob Newall (Jamun-Lion TBC), 9m 6.2s. **Fastest lap:** Warwick and Johnson, 53.4s, 83.60 mph.

Townsend Thoresen FF Challenge, Final, (15 laps): 1. Needell, 13m 18.6s, 83.85 mph; 2. Smailes, 13m 20.4s; 3. Wicken, 13m 23.8s; 4. Poxon, 14m 24.6s; 5. Warwick, 13m 27.4s; 6. Wroe-Johnson, 13m 36.4s. **Fastest lap:** Needell, 51.6s, 86.51 mph.

Shell Sport Escort Celebrity Race for GP Constructors (5 laps): 1. Frank Williams, 5m 47.6s, 64.2 mph; 2. Ray Brimble, 5m 50.8s; 3. Anthony Horsley, 5m 53.2s; 4. Alistair Caldwell, 5m 54.6s; 5. Tony Southgate, 5m 58.0s; 6. Alan Rees, 5m 59.2s. **Fastest lap:** Williams, 1m 7.6s, 66.04 mph.

Shell Sport Celebrity Race for Lords Taverners (5 laps): 1. Tim Brooke Taylor, 6m 1.0s, 61.69 mph; 2. Jeremy Lloyd, 6m 6.8s; 3. Ronald Leigh-Hunt, 6m 8.0s; 3. John Howard Davies, 6m 8.6s; 5. Linda Cunningham, 6m 10.4s; 6. Ann Simmonds, 6m 10.4s. **Fastest lap:** Brooke Taylor, 1m 9.4s, 64.32 mph.

Shell Sport Celebrity race for GP Drivers (6 laps): 1. Alan Jones, 5m 40.8s, 65.49 mph; 2. Carlos Pace, 5m 41.2s; 3. Ian Ashley, 5m 41.6s; 4. Mike Wilds, 5m 42.8s; 5. Bob Evans, 5m 43.0s; 6. David Purley, 5m 40.0s. **Fastest lap:** Pace, 1m 6.4s, 67.23 mph (equals record).

Southern Organs Formula Atlantic Championship round (20 laps): 1. Richard Morgan (Wheatcroft-Nicholson R18), 15m 27.2s, 96.29 mph; 2. Ted Wentz (Lola-Swindon T360B), 15m 29.0s; 3. Ray Mallock (March-Swindon 75B), 15m 34.4s; 4. Val Musetti (March-Wood 74B), 13m 36.8s; 5. Alo Lawler (Chevron-Nicholson B29), 15m 53.0s; 6. Brett Riley (Chevron-Nicholson B29), 15m 59.6s. **Fastest lap:** Morgan, Wentz and Musetti 45.6s, 97.89 mph.

Fox Talbot Camera Trophy Race for Production sports cars, qualifying round of the BRSCC Prodsports championship, £2,250 to £4,000, £1,400 to £2,250 and up to £1,400 (10 laps): Overall and £2,250 to £4,000: 1. Chris Meek (1.6 Lotus Europa), 10m 10.2s, 73.16; 2. Geoff Till (2.0 Jensen Healey), 10m 13.8s; 3. William Hopkins (3.5 Morgan plus 8), 10m 26.2s; 4. Colin Blower (5.3 TVR 3000M), 10m 30.2s. **Fastest lap:** Meek, 59.8s, 74.65 mph (record). **£1,400 to £2,250:** 1. Chris Alford (1.5 Morgan 4/4), 69.08 mph; 2. Gerald Atkinson (2.5 Triumph TR6), 3. John Targett (1.8 MGB). **Fastest lap:** Alford and Doc Griffiths (1.8 MGB), 1m 3.6s, 70.19 mph. **Up to £1,400:** 1. Terry Grimwood (1.5 MG Midget), 64.20 mph; 2. Ken Davies (1.3 Austin Healey Sprite); 3. Dave Karakas (1.3 Austin Healey Sprite). **Fastest lap:** Davies, 1m 7.4s, 66.23 mph.

Kent Messenger 1000cc Saloon Car Challenge (10 laps): 1. Ray Calcutt (1.0 Hillman Imp), 9m 22.6s, 79.35 mph; 2. Richard Oliver (1.0 Chrysler Imp), 9m 24.8s; 3. John Schneider (1.0 B. Mini), 9m 30.2s; 4. Mike Chapple (1.0 Hillman Imp), 9m 31.2s; 5. Brian Prebble (1.0 Hillman Imp), 9m 31.8s; 6. Terry Atton (1.0 Mini-Copper S), 9m 37.4s. **Fastest lap:** Calcutt and Oliver 54.8s, 81.44 mph.

JOHN PLAYER GRAND PRIX

AUTOSPORT'S full guide

This Saturday's John Player Grand Prix is the 17th world championship event to be held at Silverstone, popularly known as the home of British motor racing, since the circuit was opened in 1948.

The pattern of motor racing and the character of Silverstone have come a long way since then. Instead of being an amateur sport with everyone competing for the fun of it, motor sport is now a very professional, big money, entertainment business. The prize money fund for this weekend's meeting is nearly £92,000 — the stakes are high, so the competition is further intensified.

Organised by the Royal Automobile Club and sponsored by John Player, this Silverstone Grand Prix is probably the biggest ever race meeting promotion in this country. For three days the top drivers of the world and from Britain will be doing battle in motor sport's toughest classes of racing.

There is a very good chance of a British driver winning the race, both James Hunt and Tom Pryce having shown top form recently. Perhaps with this in mind a 100,000-plus-crowd figure is

expected over the three days — if this happens it will be the first time at Silverstone since 1950 and only the second time in the history of the British Grand Prix.

Many people think that the atmosphere and facilities for the public at Silverstone are unrivalled in this country. The new chicane at Woodcote corner will add more excitement, while the competitors have the advantage of the world's most advanced pits complex.

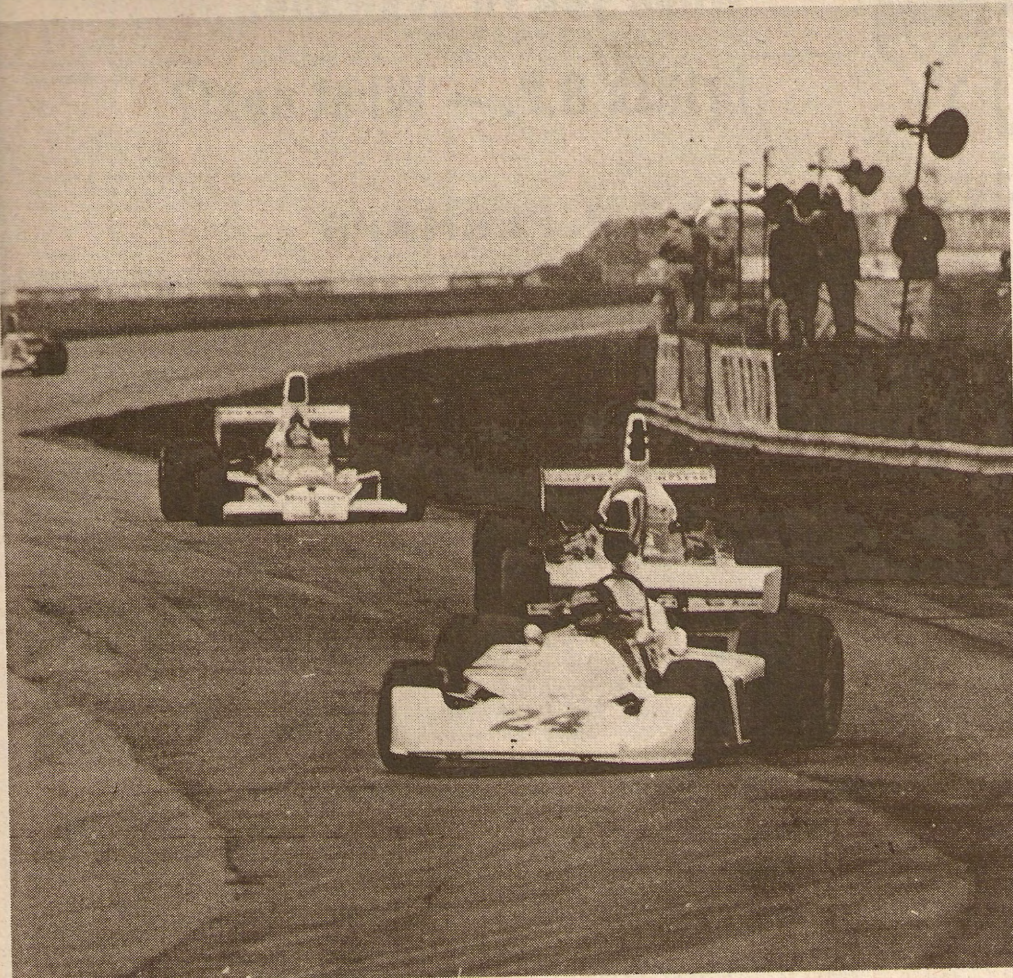
Demonstrating just how important motor sport has become in this country the BBC, so often criticised for their motor sport coverage, are putting out all their radio sport programmes live from Silverstone on Friday and Saturday. This sort of coverage has only ever been applied to tennis and athletics before.

In the following pages you will find full details of everything that is taking place during this weekend at Silverstone. It promises to be an historic occasion, packed with spectacular action, and one that no motor racing fan should miss.

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Hunt set for home win

As you read this on Thursday morning Silverstone Circuit will be buzzing with anticipation as the Grand Prix "circus" prepare for two days of hard practicing for the moment we have all been looking forward to for the past 12 months, the John Player Grand Prix.

The Grand Prix, round ten in this year's World Championship series, is the highlight of the meeting. But from dawn 'til dusk over the Practice and Race days there will be action. The Royal Automobile Club and Silverstone Circuits have lined up a really tremendous fiesta of motor racing — it is in fact the biggest ever promotion at a Grand Prix meeting in this country. In addition to the Grand Prix itself there are no less than four other top-line supporting races and many, many other attractions.

Regular spectators at Silverstone will immediately notice a change in the circuit at Woodcote corner. Because of the speeds that Formula One cars are now reaching (they will approach Woodcote under the Daily Express Bridge at over 160 mph), it has been decided, in the light of incidents at other circuits around the world, that in the event of an accident at this very, very fast corner the public could be in danger. Halfway through the corner (normally where the Club straight, this weekend where the supporting race paddock, joins the Grand Prix circuit) a chicane has been added to slow the cars down. Well-informed commentators of the sport reckon that this will be taken in third gear at around 100 mph. Although many will mourn the loss of the challenging Woodcote corner as it was, the revised circuit will provide a marvellous overtaking-under-braking position, and hard acceleration out part of the circuit in view of the main stands. Not only will this be an extra attraction for the spectators but to the drivers it will present a very real challenge. Only a handful of the drivers who will be competing in any of the races, but more specifically the F1 drivers, will ever have driven round the circuit with the new chicane inserted. It will be very interesting to watch during practice

who adapt their driving style and tune their cars to it most rapidly.

Also new at Silverstone since the last Grand Prix, visitors to the Daily Express International Trophy will have seen the opening ceremony performed by HRH the Duke of Edinburgh, are the new pits. These are probably the most advanced pits in the world and Silverstone invested around £130,000 into their creation over the winter months.

What about the prospects for the John Player Grand Prix itself? Although Niki Lauda in his beautiful flame red Ferrari 312T has won four Grands Prix this year, the result is by no means a foregone conclusion. His biggest challenge comes from a British team based just three miles from the circuit in Towcester. We are talking, of course, about the Hesketh Racing entry for James Hunt. It was two years ago this meeting that British racegoers first saw James Hunt and Hesketh Racing in a Grand Prix. Their performance was startling with James coming home a very strong fourth. Since then the team has been back to Silverstone twice. On both occasions they took the coveted pole position and in 1974 they scored their first ever win when Hunt won the International Trophy in sensational style. This year he looked all set to repeat this victory when his engine blew up. Until recently F1 looked to have turned sour on this jolly band of privateers led by Alexander, the Lord Hesketh. But in Holland, just three weeks ago, it all turned to sweetness again and the team won its first ever Grand Prix when Hunt beat Lauda's Ferrari in a straight fight. The tables were turned in France just a fortnight later so the battle is really on. A win by Hunt and Hesketh racing on Saturday could be compared to England winning the World Cup. The chances are very, very good. The driver is on top form, the Hesketh 308 is about the best Ford Cosworth V8 powered car there is and with the added incentive of being in front on his home crowd on a track he knows well, the odds are in James' favour. If we can be biased for a minute, we

JOHN PLAYER GRAND PRIX ENTRY LIST

DRIVER	CAR/ENTRANT
Emerson Fittipaldi (BR)	McLaren M23/Marlboro Team Texaco
Jochen Mass (D)	McLaren M23/Marlboro Team Texaco
Jody Scheckter (ZA) ..	Tyrrell 007/Elf Team Tyrrell
Patrick Depailler (F) ..	Tyrrell 007/Elf Team Tyrrell
Ronnie Peterson (S) ..	John Player Special/John Player Team Lotus
Jacky Ickx (B)	John Player Special/John Player Team Lotus
Carlos Reutemann (RA)	Martini-Brabham BT44B/Martini Racing
Carlos Pace (BB)	Martini-Brabham BT44B/Martini Racing
Vittorio Brambilla (I) ..	March 751/Beta Team March
Hans Stuck (D)	March 751/Lavazza March
Clay Regazzoni (CH) ..	Ferrari 312T/Spa Ferrari S.E.F.A.C.
Niki Lauda (A)	Ferrari 312T/Spa Ferrari S.E.F.A.C.
Bob Evans (GB)	Stanley-BRM P201/Stanley-BRM
Brian Henton (GB) ...	John Player Special/John Player Team Lotus
Tom Pryce (GB)	UOP Shadow DN5/UOP Shadow Racing Team
Jean-Pierre Jarier (F) ..	UOP Shadow DN5/UOP Shadow Racing Team
John Watson (GB)	Matchbox Surtees TS16/Team Surtees
Jean-Pierre Jabouille (F)	Williams FW/Frank Williams Racing Cars
Jacques Laffite (F) ...	Williams Ambroxium H7/Williams Ambroxium H7 Racing
Alan Jones (Aus)	Embassy Hill GH1/Embassy Racing with Graham Hill
Tony Brise (GB)	Embassy Hill GH1/Embassy Racing with Graham Hill
James Hunt (GB)	Hesketh 308/Hesketh Racing
Mario Andretti (USA) ..	Parnelli VPJ4/Vel's Parnelli Jones Racing
Mark Donohue (USA) ..	Penske PC1 or March 751/Citibank Team Penske
Lella Lombardi (I)	March 751/Lavazza March
Wilson Fittipaldi (BR) ..	Copersucar-Fittipaldi FD/Copersucar-Fittipaldi
Roelof Wunderink (NL)	Ensign NB175/HB Bewaking-Team Ensign
John Nicholson (NZ) ..	Lyncar/Pinch (Plant) Ltd
Dave Walker (Aus) ...	Maki F101C/Citizen Maki F1 Team
Gijs van Lennep (NL) ..	Ensign N174/HB Bewaking-Team Ensign
Dave Morgan (GB) ...	Surtees TS16/Team Surtees-Southern Organs

STOP PRESS

For any last-minute changes to the Grand Prix programme and entry list, see Pit and Paddock on page 2 of this issue.

TIMETABLE

Thursday, July 17

PRACTICE.

Formula One	11.30 am to 1.30 pm
Formula One	2 pm to 3 pm
Formula Three (first qualifying session)	3.30 pm to 4.30 pm
Formula Three (second qualifying session)	5 pm to 6 pm

Friday, July 18

PRACTICE

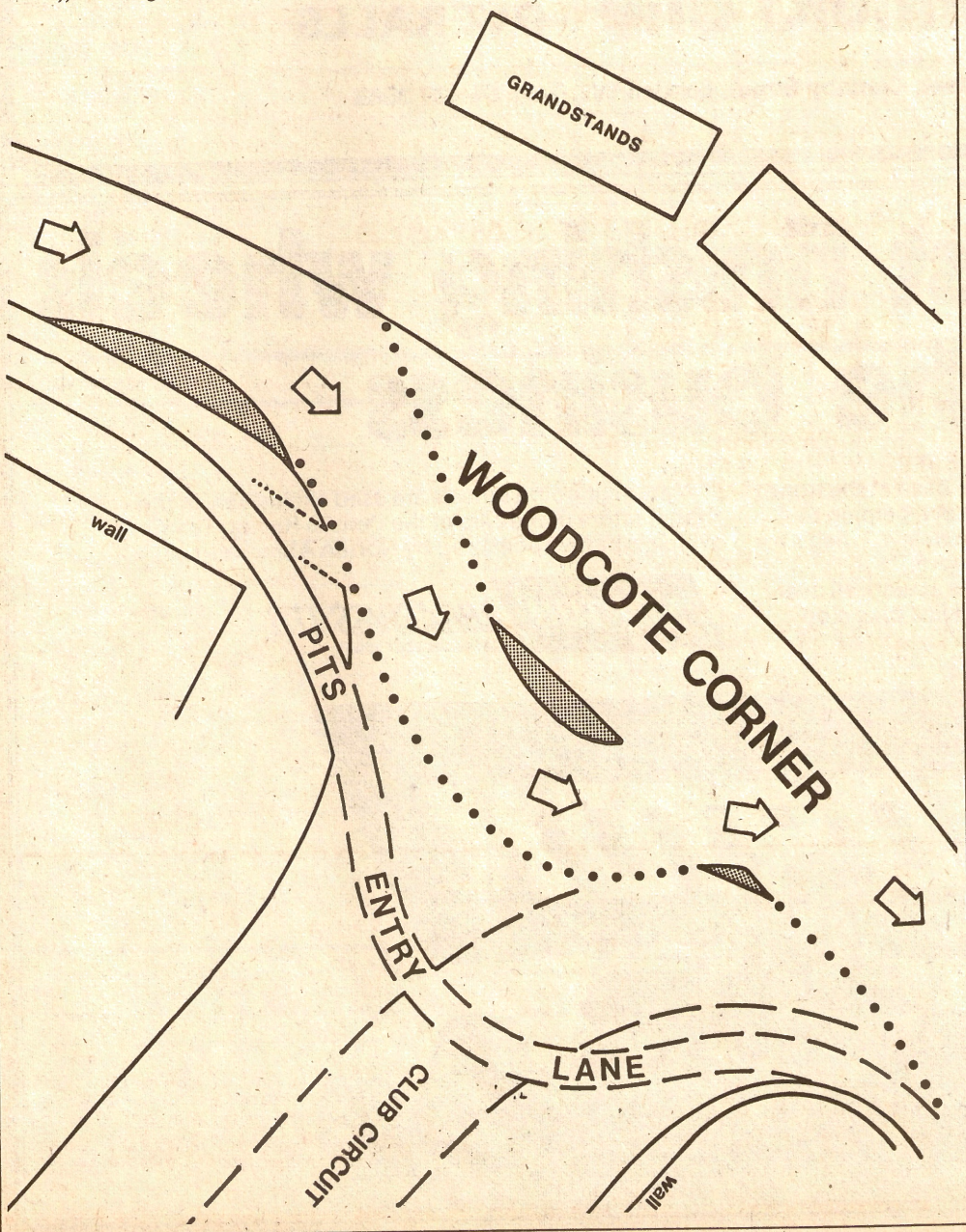
Production Touring Cars	9.30 am to 10.30 am
Formula One	11 am to 12.30 pm
Formula One	2 pm to 3 pm
Formula Atlantic	3.20 pm to 4.20 pm
Super Saloon	4.40 pm to 5.30 pm

RACE DAY

Saturday, July 19

Circuit Coach rides	6.30 am to 8.30 am
Formula One (untimed)	9.00 am to 9.30 am
Motorcycle Wheelie demonstration	9.45 am to 9.55 am
Formula Atlantic (untimed practice)	10 am to 10.30 am
Formula One Constructors Challenge Race for Formula 3 cars (20 laps)	11 am
Southern Organs Touring Car Championship race (20 laps)	12 noon
British Leyland demonstration	12.50 pm
Red Arrows air display	1.05 pm
Demonstration of Le Mans winning Gulf by Derek Bell	1.25 pm
F1 drivers briefing and presentation of GPDA Flag Marshals award	1.45 pm
JOHN PLAYER GRAND PRIX (67 laps)	2 pm
Prize Giving and Tour of Honour	3.30 pm
Motor cycle Wheelie Demonstration	4 pm
Tricentrol Super Saloon championship race (12 laps)	4.30 pm
John Player Formula Atlantic International championship race (20 laps)	5.30 pm
Presentation of the Allied Polymer Driver of the Day Award	6 pm

The official diagram of the new Woodcote corner and altered pit entry road.



sincerely hope that he does win.

The Ferrari challenge must be seen as the biggest threat. The young Austrian Niki Lauda is supremely confident in his handling of the V12 powered Prancing Horse. Not only does he have the championship points already in the bag to back him up but also a win here at the International Trophy in May. He had to work hard for that though and this race could be even tougher. Backing up Lauda in the Ferrari team will be the Swiss Clay Regazzoni, a tough campaigner at all times and runner up in last year's World Championship series.

The Texaco-Marlboro sponsored McLarens are also a strong team. Number one driver is reigning World Champion Emerson Fittipaldi from Brazil. He's due for a good result after a couple of mediocre races. Emerson might not appear to be as quick as some of the drivers, but he is a master tactician and can never be underestimated. If he's lying in a challenging third or fourth position near the end, watch him go.

His young German team mate Jochen Mass made his GP debut at Silverstone two years ago. That was a disaster as he was involved in the second lap multiple pile-up. Things didn't really start going well for him until recently, although he was the reluctant winner of the tragic Spanish GP. In the French Grand Prix two weeks ago he really came good and although only finishing third he pressed Hunt, who in turn was pressing Lauda, for most of the race. It's been a tough apprenticeship for the likeable German in F1, but very shortly he's going to be right on top.

Jody Scheckter achieved unwanted notoriety in this race two years ago when he sparked off the big accident. He's moved to the Elf Tyrrell Team since then and, under the eagle eye of the legendary Ken Tyrrell, he's a changed man. Although the 007 car has yet to show any consistency Scheckter's handling of it has been superb. Gone are the wild days of this South African now, and with constant help and advice from his predecessor in the team, Jackie Stewart, he's smooth and consistent and still very fast. On the current up and down form he might not look a good bet, but when it comes right he'll be right there. It could be this weekend.

Partnering Jody in the Tyrrell team will be Patrick Depailler, the current European Formula 2 Champion. He's only ever raced at Silverstone once before but he's a very capable driver and always runs strongly.

Another local team, from Northampton this time, is the American UOP backed Shadow team. Both their drivers, Tom Pryce from Wales and Jean-Pierre Jarier from France, have shown themselves and the DN5 car to be very quick this year. They've had pole positions and led a number of races but so far it hasn't quite gelled into a victory - it can't be long now. Both drivers put in maximum effort all the time and are very spectacular. Pryce, in fact, is the unofficial Silverstone lap record holder, having got down to 1 m 16.2 s (without the chicane) during tyre testing last month. Silverstone is a fast circuit, the cars and drivers are ideally suited to it - a Shadow win must be a good outside bet.

The Martini Brabham team is something of an enigma. Both Carlos Pace (from Brazil) and Carlos Reutemann (from Argentina) have led races this year but the team's only win with their neat little BT44B model was in Brazil with Pace. Both drivers on their day are capable of winning GPs; they tend to be fickle but if everything is right they could easily improve on that long string of second, third and fourth places.

March Engineering is another local team, from Bicester, and they have been having their best year in Grand Prix racing for some time with their 751 model. The stocky Italian Vittorio Brambilla has quietly been improving during the last year and is now regarded by the 'established stars' as a man to watch closely. During the unofficial test days in June he was second fastest in the Beta tools backed car, just fractions of a second slower than Pryce, so he must be a candidate for a top spot. Joining the March team for the first time this year will be another young German Hans Stuck. This son-of-a-famous-father competed regularly in F1 last year, usually in sensational style. If he's matured a little in the early months of this season he could just shake everybody. A third works run March will be in the hands of the only girl in the race, Lella Lombardi from Italy.

1975 WORLD CHAMPIONSHIP

DRIVERS	BUENOS AIRES	INTERLAGOS	KYALAMI	BARCELONA	MONTE CARLO	ZOLDER	ANDERSTORP	ZANDVOORT	PAUL RICARD	TOTAL
NIKI LAUDA	1	2	2		9	9	9	6	9	47
CARLOS REUTEMANN	4		6	2		4	6	3		25
EMERSON FITTIPALDI	9	6			6				3	24
JAMES HUNT	6	1						9	6	22
CARLOS PACE		9	3		4			2		18
CLAY REGAZZONI	3	3				2	4	4		16
JODY SCHECKTER			9			6				15
JOCHEN MASS		4	1	4½	1				4	14½
PATRICK DEPAILLER	2		4		2	3			1	12
MARIO ANDRETTI							3		2	5
JACKY ICKX				3						3
RONNIE PETERSON					3					3
MARK DONOHUE							2			2
TOM PRYCE						1		1		2
JEAN-PIERRE JARIER				1½						1½
VITTORIO BRAMBILLA				1						1
TONY BRISE						1				1
LELLA LOMBARDI				½						½
CONSTRUCTORS										
FERRARI	3	3	2		9	9	9	6	9	50
BRABHAM-FORD	4	9	6	2	4	4	6	3		38
McLAREN-FORD	9	6	1	4½	6				4	30½
HESKETH-FORD	6	1						9	6	22
TYRRELL-FORD	2		9		2				1	20
LOTUS-FORD				3	3					6
PARNELLI-FORD							3			5
SHADOW-FORD				1½		1		1		3½
PENSKE-FORD							2		2	2
MARCH-FORD				1						1
HILL-FORD							1			1

*Half points were awarded at Barcelona. Race stopped due to accident. There are six more rounds to run, including Silverstone. The others are at Nurburgring (Germany), Osterreichring (Austria), Monza (Italy), Mosport (Canada) and Watkins Glen (USA).

The John Player Special Team are going through a lean period at the moment. Their Lotus 72 cars are now rather out of date and work is progressing on a new model although it won't be ready for Silverstone. So Ronnie Peterson, Jacky Ickx and Grand Prix debutant Brian Henton will probably be struggling, although Peterson and Henton will undoubtedly be giving of their very best.

One man who always gives of his very best is popular Irishman John Watson. He will be driving the Matchbox sponsored Surtees TS16. John Surtees has had a lean time in GP racing in recent years but the combined dedication of the two Johns must pay dividends soon. Nobody in Grand Prix racing deserves success more than these two. It would be nice if they achieved it together. As we went to press it was confirmed that a second car backed by Southern Organs would be entered for F1 debutant Dave Morgan.

Like Surtees, the name Graham Hill is a legend in motor sport. Hill too has eased his way out of the driving seat and turned constructor and team manager. He has in his team a young British driver who many see as the real successor to Jackie Stewart. His name is Tony Brise. He moved into F1 just five races ago and his conduct has been exemplary. He's young, intelligent and very talented and this combined with the ever improving Hill chassis will pay dividends. It's too early to expect anything really big at this stage but the added incentive of being at home ought to see him improve on his one sixth and three well-earned seventh places.

In the second Embassy-Hill will be Australian Alan Jones. He, too, has only recently moved into Formula One and has the same racing background as Brise. Perhaps not as naturally gifted as Brise he makes up for this with typical Australian grit and determination.

Frank Williams is one of those characters that racing thrives on. He has unrivalled enthusiasm which has seen him through many a crisis point and without fail his sticker bedecked cars turn up at every single race. It is unfortunate that in recent years his drivers have lacked his enthusiasm; however, in Frenchman Jacques Laffite he has a very capable man indeed (he currently leads the F2 championship) and if he can really get settled in better days can't be far away. The driver of the second car was undecided at the time of going to press although it could be Frenchman Jean-Pierre Jabouille, who made his F1 race debut in France recently in a third Tyrrell.

Two all-American challenges have arrived in GP racing this year, the Vel's Parnelli team with Mario Andretti and the First National Citibank sponsored Penske Team with Mark Donohue driving. The Parnelli team have recently been making big strides forward in their bid to be super-competitive in the world of European road racing. They are finishing in the lesser points places regularly and must surely soon join the big league. The Penske team have had problems with their own car but recently purchased a March for comparison purposes and this super-efficient outfit must be about to leave the lower end of the grid. Ten days before the race Donohue did a 1m 16.6s at the circuit in the March and may well use it for the race.

Another new team to Europe this year finding life a little difficult is the Copersucar-Fittipaldi team from Brazil. This is, of course, the team run by Emerson's elder brother Wilson, who also drives the car. He was out of F1 racing for a year setting up the project in Brazil, which probably accounts for their slowness of development.

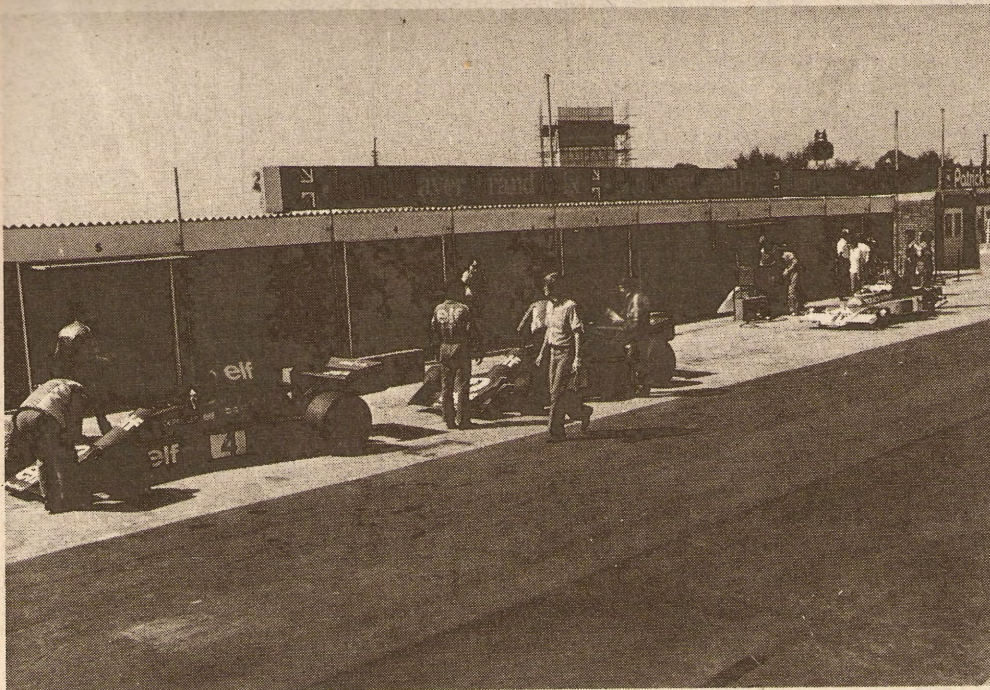
Morris Nunn's enthusiastic Ensign Team have recently introduced their new NB175 model for Dutch sponsors HB Bewaking. Regular driver Roelof Wunderink has been out of action due to an F5000 accident and his place has been filled by the more experienced Gijs van Lennep. He reports the new car to be a great improvement over the old but it is likely that a fit Wunderink will drive the new one and van Lennep the old model.

John Nicholson has had a great deal of success as Formula Atlantic driver and as one of the leading F1 engine builders. So that he can try out his own ideas he runs the one off Lyncar in Bruno Drury's Pinch colours in British F1 meetings. Completing the line-up will be the rarely-seen Japanese Maki F101C in the hands of experienced Australian Dave Walker for the first time.

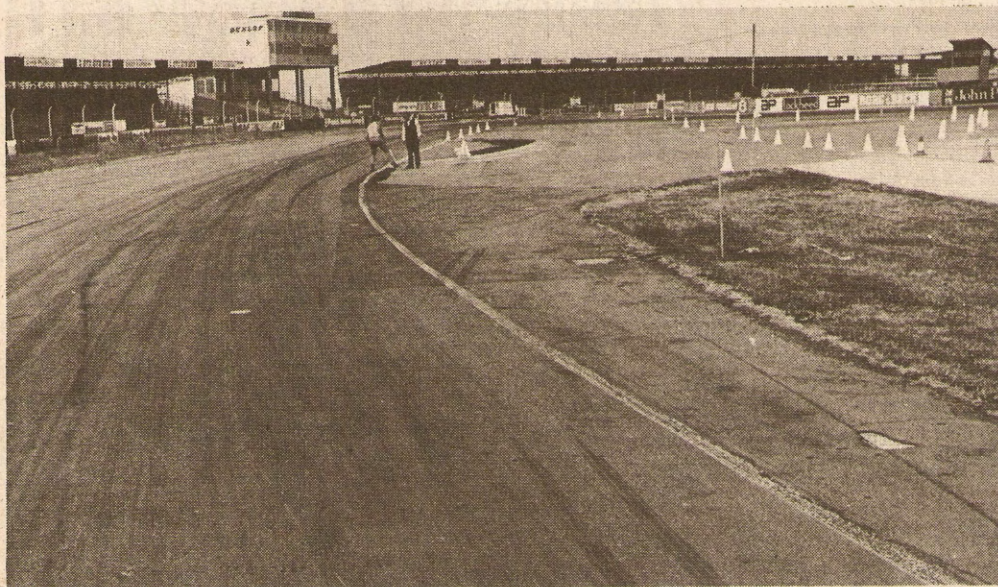
● Full camping facilities (including toilets) will be available opposite the purple car park entrance. The cost will be £1 from July 15 to July 20 or 50p from July 18 to July 20.

● Silverstone will be fully signposted over a wide radius by the RAC. It is important to follow signs for your specific car sticker. It will ease traffic, but do set off early.

● For early arrivals on Saturday morning (and you are advised to get there early) there will be free bus rides round the circuit starting at 6.30 am and going on until 8.30 am. Departure points are just before Woodcote corner and at Stowe corner. Commentary in the buses will be courtesy of Ronnie Peterson.



The major changes to Silverstone this year are the new pits (above) and the chicane at Woodcote corner (below). The picture of the chicane was taken last week as it was being built. The cars will pass to the right of the men and to the left of the cones. The pit road (far right) will be re-routed.



ADMISSION PRICES

All of the Grandstand seats around Silverstone have been sold but tickets will be on sale throughout the meetings for all the enclosures.

On Thursday, July 17 basic admission will be £1 for adults and 30p for children. Paddock transfers will be £1 and all grandstands are free.

On Friday, July 18 admission charges and Paddock transfers are the same, but grandstand seats will be 50p.

On Saturday, July 19, raceday, entrance to the Paddock and Stewards Enclosure will be £7 and for the Paddock only, £6 for adults and £4 for children. A Paddock transfer (not admitting to special trackside enclosures) will be £3.

Admission to the special trackside spectator enclosures will be £3 for adults and £1 for children. All car parking is free.

TV and RADIO COVERAGE

For those unable to get to Silverstone the BBC are giving the event their greatest ever coverage.

Grandstand (BBC-1, 12.30-5.00) will include three or four live broadcasts, including, of course, the start and finish, during the afternoon, while on BBC-2 from 7pm-7.30pm there will be edited highlights.

For radio listeners Sport on 2 (Radio 2, 1.30pm-7.00pm) will come live from the circuit and will include all the up to date information as it happens. For the first time ever at a motor sport event the BBC will have a mobile studio at the circuit and all their sports programmes will be broadcast from there on Friday and Saturday.

Sports News (Radio 2, 1500m, 6.45 pm) on Thursday and Friday will carry full practice reports while Radio 4 will carry a full preview between 8.00-8.30 on Saturday morning.

OTHER ATTRACTIONS

- There will be two motorcycle 'wheelie' demonstrations during race day. Dave Taylor will attempt to ride his Shellsport backed bike around the whole circuit on just the back wheel.

- There will be a demonstration of a wide range of British Leyland cars prior to the Grand Prix which will include a number of famous MGs to mark their 50th anniversary.

- All the catering points around the circuit will be open from 7 am onwards on race day to provide breakfast.

- To commemorate the British victory at Le Mans this year Derek Bell will demonstrate the Gulf which he and Jacky Ickx used to win the long distance classic this year.

- Available in the market place behind the Main Grandstand will be a limited number of specially franked first day cover envelopes celebrating the John Player Grand Prix.

- Shortly before the Grand Prix starts the Grand Prix Drivers Association will make a presentation to Monty Terell, Britain's number one flag marshal to mark the winning of the best Grand Prix marshals award for the third successive time by the team at Brands Hatch last year. This trophy is awarded on a points basis annually to the best team of marshals the GPDA encounter each year in GP racing.

- Billy Bates' Fun Fair will be in operation again over the three days and will carry on to the small hours of the morning for those camping at the circuit.

- There will be a large selection of shops and trade stalls in two areas at the circuit - behind the main grandstand and at Stowe corner.

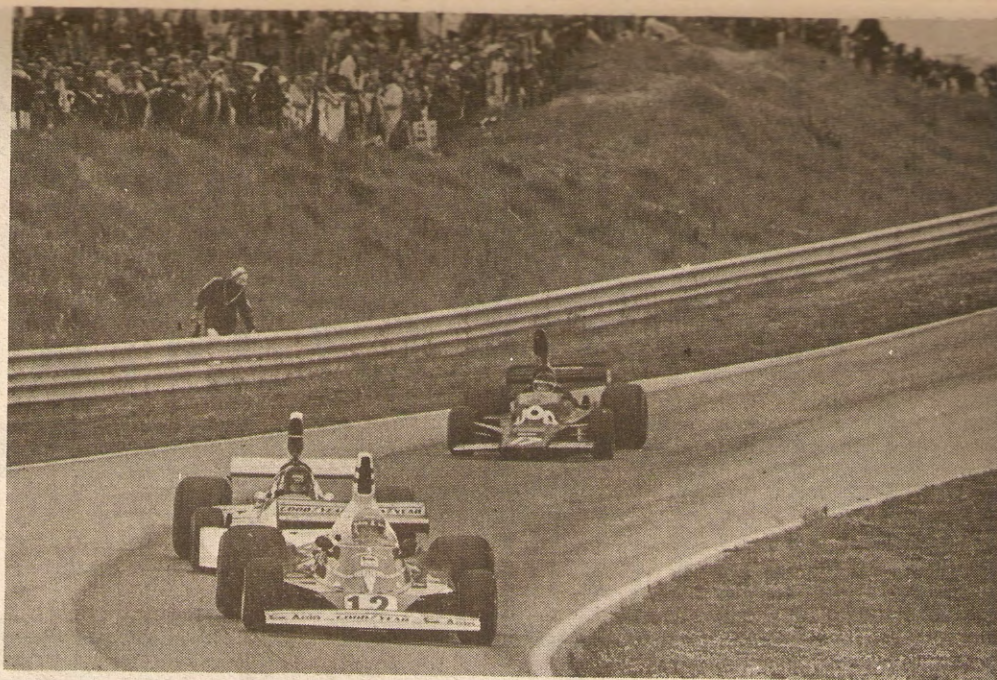
- If you've run out of money the Midland Bank will be open on all three days behind the main grandstand.

PAST WINNERS

Year	Circuit	Race distance	First:	Second	Third	Speed
1948	Silverstone	239 miles	Villoresi (Maserati)	Ascari (Maserati)	Gerard (ERA)	72.28 mph
1949	Silverstone	300 miles	de Graffenried (Maserati)	Gerard (ERA)	Rosier (Talbot)	77.31 mph
1960	Silverstone	202 miles	Farina (Alfa Romeo)	Fagioli (Alfa Romeo)	Parnell (Alfa Romeo)	90.95 mph
1951	Silverstone	260 miles	Gonzalez (Ferrari)	Fangio (Alfa Romeo)	Villoresi (Ferrari)	96.11 mph
1952	Silverstone	249 miles	Ascari (Ferrari)	Taruffi (Ferrari)	Hawthorn (Cooper-Bristol)	90.92 mph
1953	Silverstone	263 miles	Ascari (Ferrari)	Fangio (Maserati)	Farina (Ferrari)	92.97 mph
1954	Silverstone	263 miles	Gonzalez (Ferrari)	Hawthorn (Ferrari)	Marimon (Maserati)	89.69 mph
1955	Aintree	270 miles	Moss (Mercedes)	Fangio (Mercedes)	Kling (Mercedes)	86.47 mph
1956	Silverstone	296 miles	Fangio (Ferrari)	de Portago/Collins (Ferrari)	Behra (Maserati)	98.65 mph
1957	Aintree	270 miles	Brooks/Moss (Vanwall)	Musso (Ferrari)	Hawthorn (Ferrari)	86.89 mph
1958	Silverstone	220 miles	Collins (Ferrari)	Hawthorn (Ferrari)	Salvadori (Cooper)	102.05 mph
1959	Aintree	225 miles	Brabham (Cooper)	Moss (BRM)	McLaren (Cooper)	89.88 mph
1960	Silverstone	225 miles	Brabham (Cooper)	Surtees (Lotus)	Ireland (Lotus)	108.69 mph
1961	Aintree	225 miles	von Trips (Ferrari)	P. Hill (Ferrari)	Ginther (Ferrari)	83.91 mph
1962	Aintree	225 miles	Clark (Lotus)	Surtees (Lotus)	McLaren (Cooper)	92.25 mph
1963	Silverstone	240 miles	Clark (Lotus)	Surtees (Ferrari)	G. Hill (BRM)	107.75 mph
1964	Brands Hatch	212 miles	Clark (Lotus)	G. Hill (BRM)	Surtees (Ferrari)	112.02 mph
1965	Silverstone	234 miles	Clark (Lotus)	G. Hill (BRM)	Surtees (Ferrari)	112.02 mph
1966	Brands Hatch	202 miles	Brabham (Brabham)	Hulme (Brabham)	G. Hill (BRM)	95.48 mph
1967	Silverstone	240 miles	Clark (Lotus)	Hulme (Brabham)	Amon (Ferrari)	117.64 mph
1968	Brands Hatch	212 miles	Siffert (Lotus)	Amon (Ferrari)	Ickx (Ferrari)	104.83 mph
1969	Silverstone	246 miles	Stewart (Matra)	Ickx (Brabham)	McLaren (McLaren)	127.25 mph
1970	Brands Hatch	212 miles	Rindt (Lotus)	Brabham (Brabham)	Hulme (McLaren)	108.69 mph
1971	Silverstone	234 miles	Stewart (Tyrrell)	Peterson (March)	Fittipaldi (Lotus)	130.48 mph
1972	Brands Hatch	201 miles	Fittipaldi (JPS)	Stewart (Tyrrell)	Revson (McLaren)	112.06 mph
1973	Silverstone	195 miles	Revson (McLaren)	Peterson (JPS)	Hulme (McLaren)	131.75 mph
1974	Brands Hatch	199 miles	Scheckter (Tyrrell)	Fittipaldi (McLaren)	Ickx (JPS)	117.74 mph



Niki Lauda – Germanic dedication for success.



In his customary position – Lauda's Ferrari leads challengers Hunt and Jarier.

PROFILE

Pawn ticket to success

EOIN YOUNG talks to World Championship leader NIKI LAUDA

It is difficult to relate the boyish, buck-toothed, fair-haired Niki Lauda with the Grand Prix driver most likely to win the World Championship this summer, the young driver who literally pawned his life for £35,000 to buy his way into formula 1. Watching Lauda working with the Ferrari team in the pits during practice, however, you begin to understand that he regards himself not merely as a cog in the total Ferrari Grand Prix machine, but as a major stress-bearing component of the car itself. Andreas Niklaus Lauda is not one of your aces who turns up and turns on for the fans. Niki lives his racing to the point where he involves himself with every part of his car, not making himself some sort of mechanical robot, rather making his car a living extension of himself.

His mechanic Ermano Cuoghi, describing the differences between Regazzoni and Lauda, says "Clay is a Latin and he acts like one, while Niki is more, well, German." Few Austrians care to be called Germans but Cuoghi's point is clear. Niki has a total dedication to the task of success that can only be described as, well, Germanic.

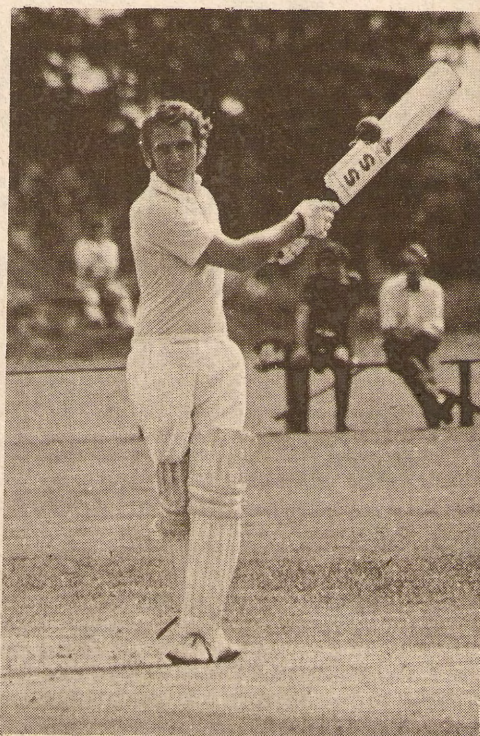
In 1974 Lauda seemed assured of the World Championship by half-season with two wins behind him but after that everything fell apart and even though he made the pace — NINE starts from pole position! — he failed to finish in the last five races and took a less than welcome fourth place in title standings. The 1975 Lauda has learned from the mistakes he admits he made the year before and he has so far logged four wins this season for a championship lead of 22 points before the British Grand Prix.

As he began piling up his points score this season there were suggestions that the flat-12 Ferrari engine had a 20-horsepower advantage over the Ford-Cosworth opposition and perhaps it was extra power rather than driver ability that was winning the races for Niki. He strongly resented these remarks, believing that the overall Ferrari package — the chassis, the engine and himself — were responsible for the wins, not merely a horsepower advantage.

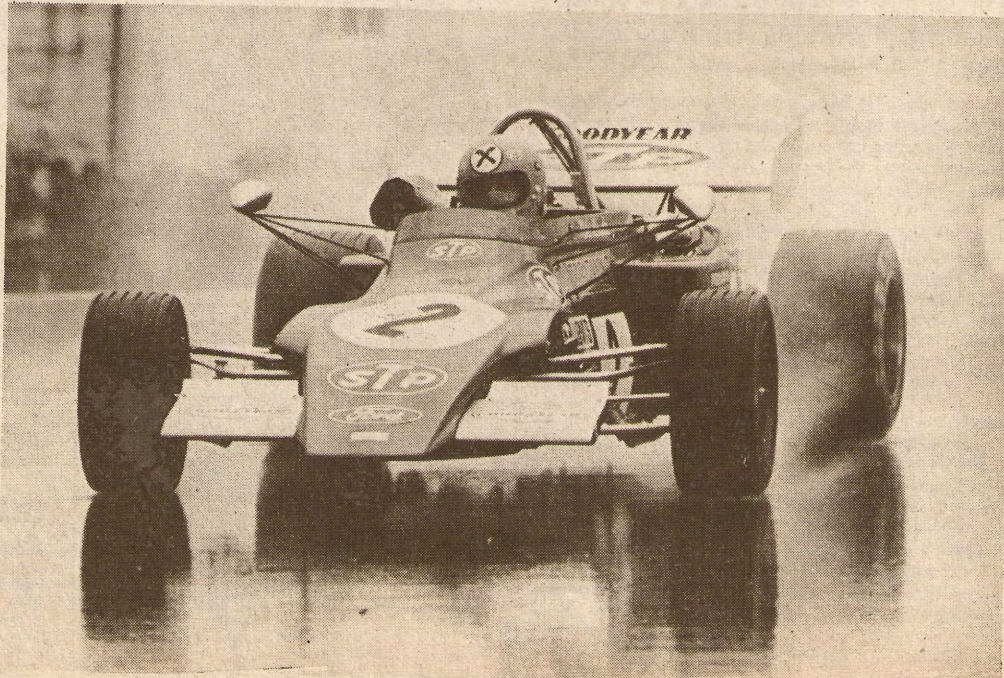
At 26 and a non-Italian, Lauda inevitably comes under pressure at Ferrari, but not inside the team itself. This pressure has broken drivers before now, but Lauda is determined to withstand the demands of a fiercely patriotic public. "The people in Italy are so emotional. When you win they celebrate it in a way which you can't have anywhere else, but if you lose they nearly kill you . . . There is nothing in between. In England if you win they celebrate you but if you don't win, OK, that's racing and maybe you do better next time . . . But in Italy it's only everything fantastic or nothing."

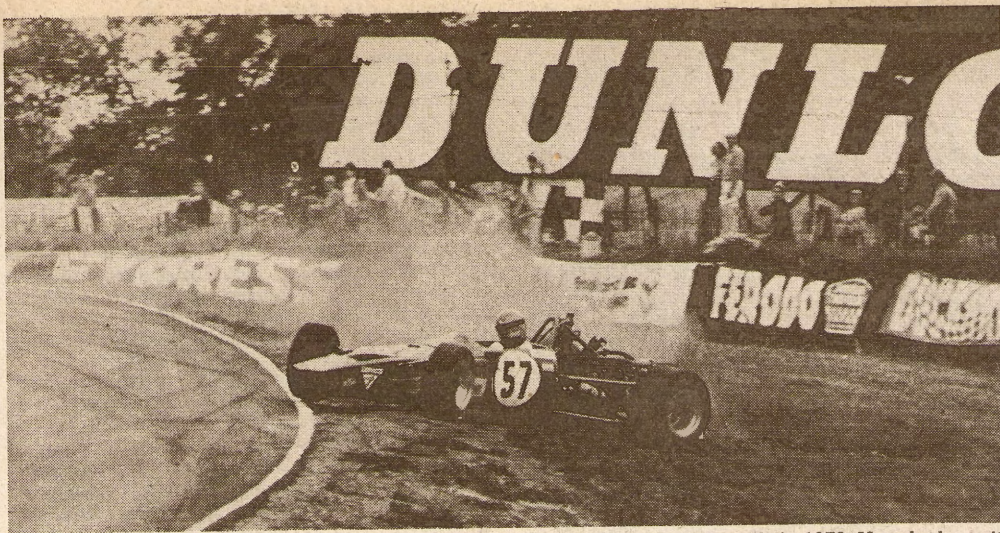
Enzo Ferrari once ran his race team from his

office in Maranello and he expected his engineers, team managers and drivers to operate by remote control. Now the Commendatore has Count Luca Montezemola, the smooth and talented young team manager who studied law in the United States, to manage the overall team operation from the pit lane instead of by disjointed telephone conversations. But is it possible for Montezemola to instill any kind of team discipline into chargers like Regazzoni and Lauda? Judging by Lauda's comments, the task is impossible and therefore unwise to attempt. "When I am on the track I am for Ferrari and for Niki Lauda, to do the best for my car. All this stupid talk of team-work . . . what is team-work? Theoretically at Barcelona with Clay next to me on the front row we would have made a fine arrangement. I was quicker than him so we say OK, you go and I block the rest . . . so you make all those arrangements and after 500 metres both Ferraris out so I think all the words about team and to co-operate . . . it counts nothing so there is no point at all to make any arrangements in my opinion. Nowadays racing is so competitive, so close together, there is no more



Natural racing driver (below) but not a cricketer (above).





Lauda's first appearance in Britain was in the 1-litre F3 McNamara at Brands in 1970. Here he loses it at Clearways.

team-work. Everyone has to fight for himself and get the best results for him and the team. I fight for Ferrari, but with my car. Number twelve. Alone."

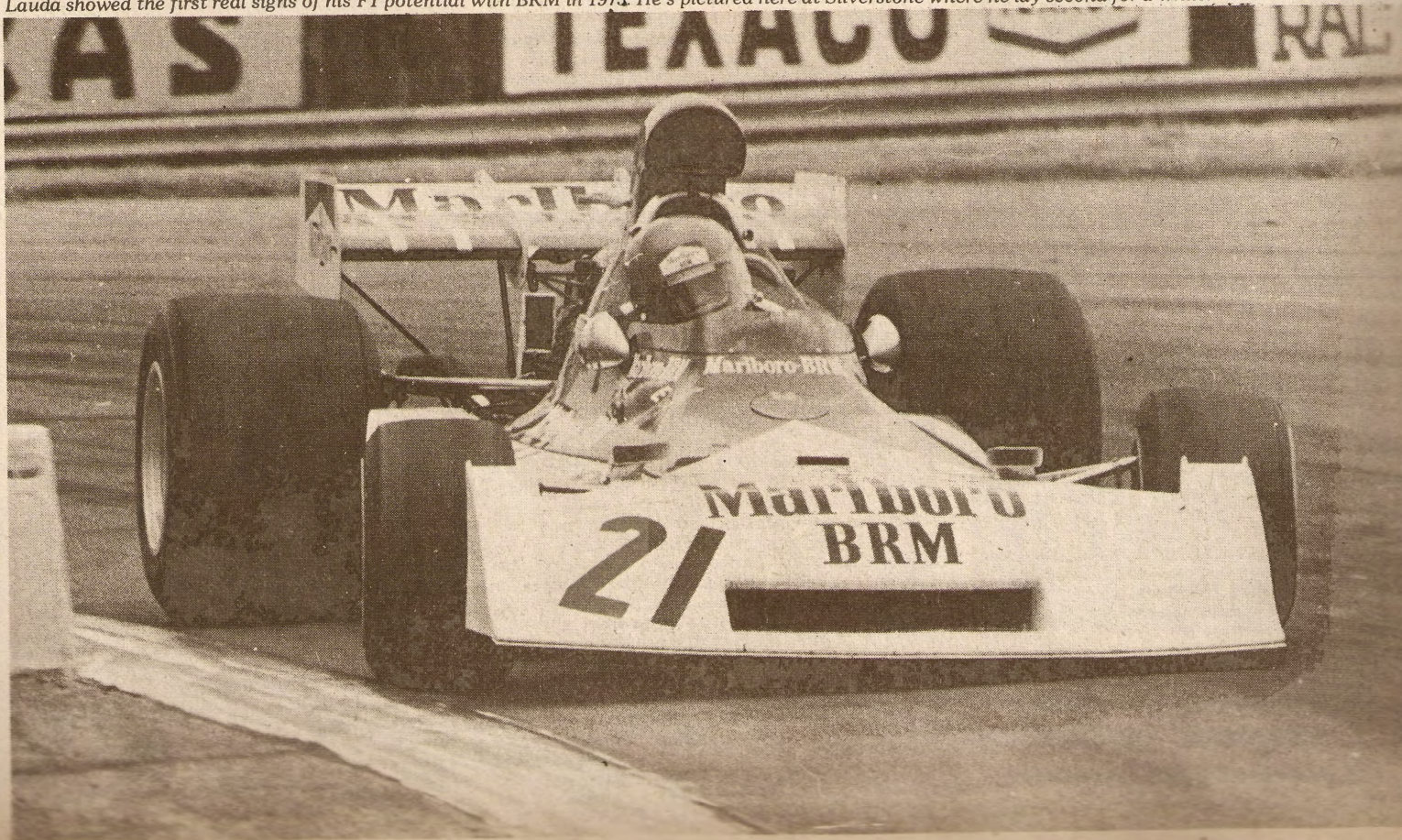
How did the latter part of last season affect him when he saw the championship title slipping from his grasp? "Sure it wasn't easy because I was always ahead, I was always competitive but I always had such troubles in all the bloody races, so I always had to start from zero. I could never make 9 points or 6 and gradually build up. I was always there and then . . . nothing. The pressure on me was high because everything should have been growing gradually but I was up, down, up, down and I always had to push like hell to get back. And sure, I made my mistakes as well . . ." Lauda defends his slide out of the lead in Canada as a mistake that anybody would have made, arriving at a corner and finding it covered in earth. It was one of those freak things. But he takes the German Grand Prix accident squarely on the chin. "It was completely my fault because I should never have tried after two corners to have out-braked Scheckter at that point. I should have waited . . ."

Lauda financed his way into single-seater racing by mortgaging his life, risking his neck for his racing in the realest possible sense. His father, a wealthy paper mill owner, was not about to finance what he regarded as the folly of his son, so Niki devised a scheme of sponsorship that started



Much of the recent Ferrari success has been due to Lauda's relationship with team manager Luca Montezemola (right).

Lauda showed the first real signs of his F1 potential with BRM in 1973. He's pictured here at Silverstone where he lay second for a while.

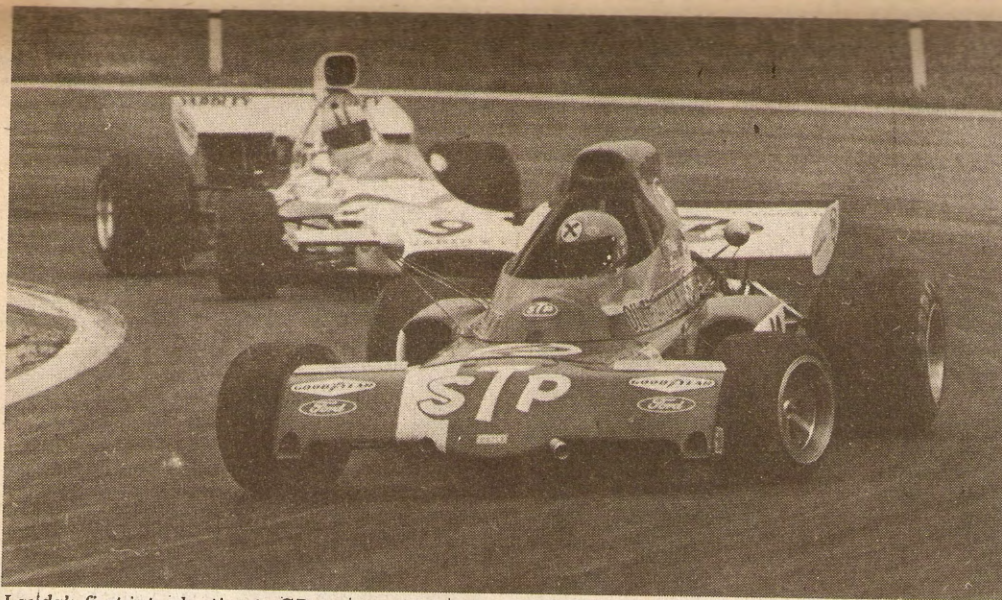


a new fashion. He went to a local bank in Austria and offered to carry their colours in return for sponsorship of £8,000 to race in formula 2. For the following season, 1972, the same bank agreed to increase the sponsorship and put Niki into formula 1 with March, but at the last minute the bank had second thoughts and withdrew. Lauda was now in an extremely embarrassing position because he had already signed a contract with March on the strength of his bank sponsorship and now the money had evaporated. In desperation he tried another bank, the Raiffeisenkasse, and offered them the same sponsorship deal. The manager apparently thought he was joking, but offered to advance the £35,000 Niki needed on a straight loan basis to be repaid over three years. The security was to be an insurance policy on Niki's life. He had to win.

That was the year of the March X-car with its weight concentrated within the wheelbase and Lauda was awarded the doubtful honour of driving it. It spoiled his whole season. But was the car really bad or was it Niki's inexperience at coming to grips with a development project? "Ronnie said the 721X was good first of all. He drove it at Brands Hatch and liked it for some reason and in Spain he tested it for the whole day. At the end Robin said I could do 10 or 20 laps in it and I spun immediately. Then I did another 20 laps and I felt as uncomfortable as I ever had in my life so I told Robin I personally didn't think it was a good car. He told me I would be all right when I had the experience of Ronnie . . ."

Lauda's season with March in 1972 had a troubled ending. He had been happy there and says he learned a lot working with Peterson, but he was banking on a new contract with March for 1973 on terms revised so that they would pay him instead of him paying them. "Even down in South Africa with the little 2-litre sports car they said the contract was just a formality and we discussed how the car would be and all things like that but when I came back to England in November, Max says I am very sorry we have no sponsorship and we can't run a car for you. This was a very bad moment for me because I still had £28,000 to pay back to the bank, and no drive at all."

His best placing that season had been 7th in South Africa and even if there had been vacancies the slim young Austrian would not have been a particularly attractive proposition. He asked Louis Stanley if he could drive a BRM but the Bourne stable was already groaning at the seams with Regazzoni, Beltoise and Schuppan. Stanley did, however, offer Lauda the chance of a test drive at the Paul Ricard circuit and his performance there prompted "Big Lou" into letting Lauda and Schuppan fight for their position on the team.



Lauda's first introduction to GP racing was for March in 1971 - this is the dreadful 721X at Vivelles.

Although I'm sure it was phrased a little more delicately than that. The idea was that Lauda would do the two South American races and Schuppan would race the car in South Africa. It gave Lauda the advantage of getting his foot in the door at BRM and it was Schuppan who dropped out. It comes as a change to hear a driver with words of praise for the much-maligned BRM team. "Generally the car was very good but the engine was not powerful enough. For me it was a good year because once again I learned a lot and I could compare the BRM with the March."

Much of the development success of the Ferrari must be due to Lauda who puts everything he has into everything he does with the car, mainly because he courts the success this dedication will bring long term to Nikilaud. He points out that testing Ferrari-style is hard work. "Don't forget that we have to test engines, gearboxes, everything that other people don't have to do, because

They can't spell his name, but they're fans.



they buy Hewland transmissions and use Ford engines. We do a lot of testing, three times as much as any other team."

His year with March racing alongside Ronnie Peterson has become important to Lauda now although it must have been supremely frustrating at the time. Peterson taught him to maintain maximum pressure at all times. "From Ronnie I learned that you should push all the time like hell in testing, in practicing and in racing . . . if you test five tenths slower than you race, you arrive at the race and everything is shit . . ."

We were talking in the back of the Ferrari transporter after practice for the Belgian Grand Prix at Zolder and Niki had just been confirmed on pole position for the morrow's race. Did he consider himself to be the fastest driver in the business? "Well, maybe here today, but that's it," and he gave a toothy grin and giggled almost self-consciously, embarrassed at having to rate himself above drivers he regarded as his peers not so long ago. But then he continued more firmly "I don't think I'm the best . . . I never think that." Then which driver did he consider the best? "Nobody. Because if somebody thinks he is the best he is never going to develop himself and tomorrow he will be last. If you think to develop gradually, you keep on improving but if you think 'Oh, I'm so fantastic,' the next moment you are finished. I would approach everybody in the same way. I would think that I am able to."

Niki Lauda started racing with a Mini Cooper when he was 18, competing in local hillclimbs. He had passed his examinations to enter university but in fact he never went further with his education. He went racing instead, graduating through a Porsche, a Formula Vee, a McNamara formula 3, a Porsche 908 and then into formula 2 in 1971. In 1972 his deal with March included Formula 1 and Formula 2 and he won the John Player British F2 championship that season as some recompense for his lack of lustre in Formula 1.

These days he flies to races in a twin-engined turbocharged Cessna Golden Eagle which he has chartered for the year and although he takes a pilot with him, he gets a big charge out of flying himself. Constant companion these days is Niki's charming girlfriend Mariella who adds considerable grace to the aggression of the Ferrari pit. They live in Salzburg, they are building a new house there, but marriage doesn't feature in their immediate plans. Says Niki "We don't plan to be married because we think we are as married as all the others. We just don't have the paper . . . and I don't miss the piece of paper . . ."

His recent victories have wiped out the disappointments of the latter part of 1974 when he wore the look of a hunted man, desperate for the success he knew he could command given a measure of luck. Lauda is now more confident, matured to the point where he can maintain extremes of track pressure both in the lead and in pursuit without losing his cool. In the Daily Express International Trophy at Silverstone early in the year he clung to his lead despite every ploy that Emerson Fittipaldi could bring to bear against the car that was hanging there only inches in front of him. Lesser men would have cracked under the Fittipaldi threat but Lauda hung in there to win, as he was to win at Monaco, at Zolder, at Anderstorp and at Paul Ricard. The

maturity showed again when positions were reversed at Zandvoort and it was Lauda's Ferrari giving chase to James Hunt in the Hesketh as the race drew to a close. Hunt had won on the tactics of the tyre change, stopping as soon as he dared on the drying track, while Lauda stayed too long on wet tyres, losing time with every lap as the track dried. In the handful of laps remaining, Lauda had clawed back the time lost and there were opportunities at the end of the pit straight which the 1974 Lauda might have tried to snatch in a do-or-dump effort at the lead. But it was the new-look Lauda, the calculating, even cunning, Lauda of 1975 who figured six points for second place would mean more at the end of the year than the ignominy of overplaying his hand and throwing it all away.

His Ferrari contract is on a year-to-year basis and with suggestions floating that Regazzoni may be retiring, moving on, or being moved on, I asked Niki if he had any thoughts about shifting to another team and if so, which one? "That's difficult to say because at the moment I am happy working with Ferrari. In motor racing things can change very quickly but I am absolutely happy the way things are at present."

Lauda, watched by Philip Morris boss Ronnie Thompson, shows off a Prix Rouge et Blanc award after an outstanding GP drive.



GRAND PRIX COLOUR PORTFOLIO

Niki Lauda (opposite) currently leads the World Championship in the Ferrari 312T. The young Austrian has won four of the nine Grands Prix this year, the flat 12, 3-litre engine proving to have superior characteristics on most circuits. This, coupled with excellent reliability and Lauda's confident driving, has made the Ferrari the car to beat.

Overleaf: Newcomers to the European Grand Prix scene this year are the First National City Bank Penske Team. Roger Penske and driver Mark Donohue are legends in their own time after dominating almost every class of racing in America during the past decade. They are still finding their feet in Europe but their vast experience should soon see them among the top F1 challengers.

The Marlboro-Texaco Team McLaren M23 of Emerson Fittipaldi is, perhaps, the most consistent car in the Championship. Reigning World Champion Fittipaldi is rarely the quickest on the circuit but the Brazilian is a master tactician and is more often than not in the right place at the finish.

Centrespread: The most serious newcomer to the Southern Organs/RAC National Saloon Car Championship this year has been the Toyota Celica GT prepared by the Samuri Motor Company for Dealer Team Toyota. Works driver Win Percy, in his first year of International racing, has really been the man to beat in the up to 1600cc class. The Toyota currently lies fourth in the Manufacturers' Championship overall, but lead their class, while Percy holds the same position in the Drivers' championship also well ahead of his nearest class rival.

Photos: DAVID WINTER











Racing

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Racing Team

Southern Organs
Championship

63

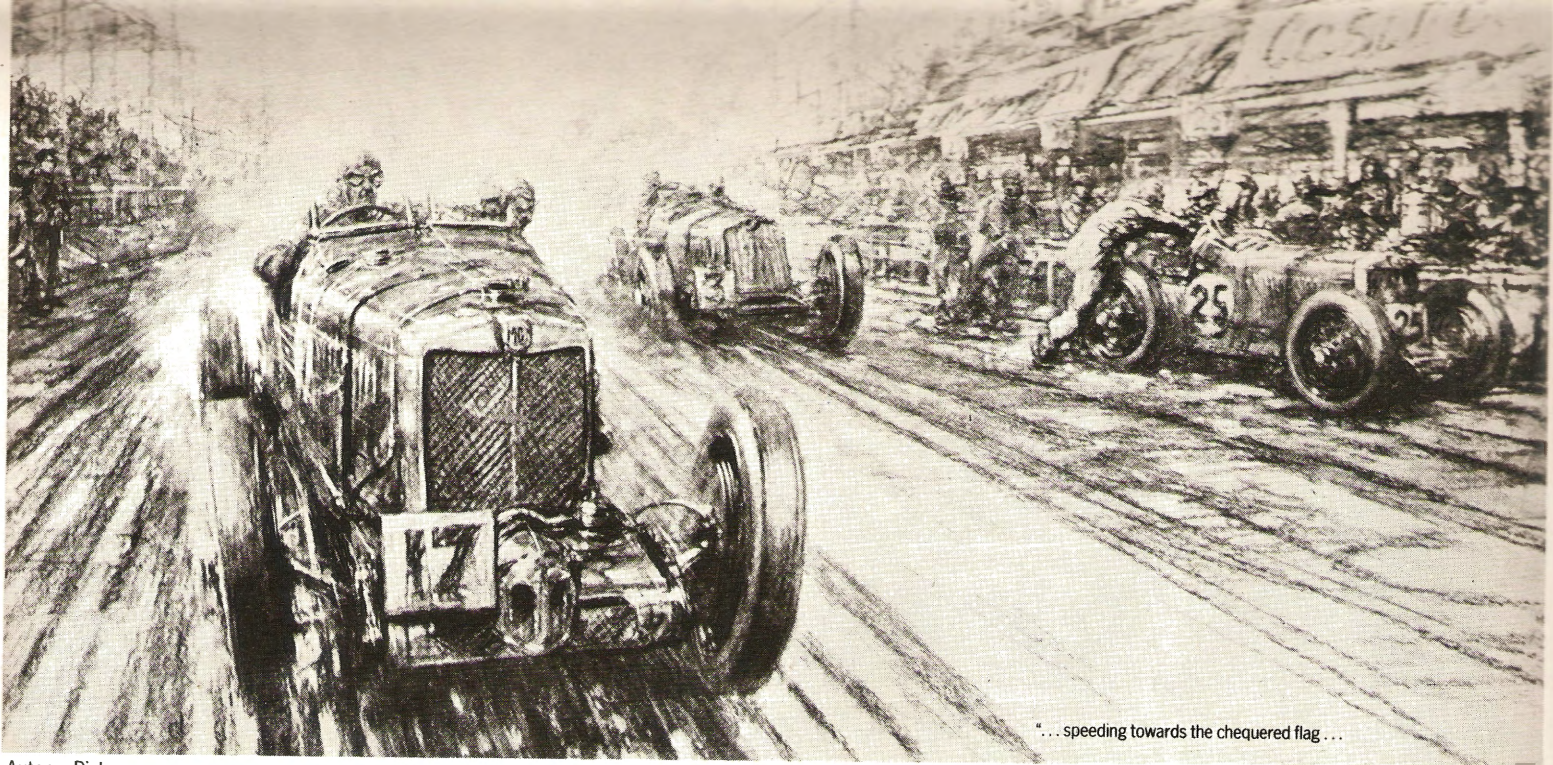
DUNLOP

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... speeding towards the chequered flag ...

Autocar Picture

Nuvolari wins again!

It's September 1933. Tazio Nuvolari, Italian ace, is speeding towards the chequered flag at the end of a gruelling Ulster T.T. race. Nuvolari's mechanic,

Alec Hounslow, is crouched on the floor of the car in an effort to reduce wind resistance.

Both driver and mechanic are choked and blinded by dust. They're

down to their last drop of fuel.

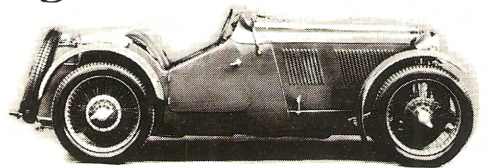
But Nuvolari hurls his green MG K3 Magnette across the line to record yet another great victory, finishing forty seconds ahead of his nearest rival. During the course of the race, Nuvolari and his MG have shattered the class lap record no less than seven times.

No wonder the MG road cars were

so popular! The lessons learnt from track successes like this gave cars such as the MG J2 a unique combination of speed and safe handling.

A distinctive swooping profile, positive steering, "... MG J2, a unique combination of speed and safe handling."

engines with real heart - these



were the qualities which made the name MG synonymous with sports cars. And provided MG with a slogan no-one was

prepared to dispute: "Safety Fast."

This year - the 50th Anniversary of the MG marque - that claim still holds good. An MG is still *the* sports car. Built for pace, comfort, looks and handling, the spirit of the past breathes on in cars like the MGB GT.



"Tazio Nuvolari, Italian ace..."

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	THE M.G. MAGNA
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	Two-Seater . . . £261
	Four-Seater . . . £279
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	Chassis . . . £360
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	Four-Seater . . . £399
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For further details of the greatest of all MG's - Midget - contact your nearest MG dealer. MG's - Magna - and M.G. Magnette - are built in England and are available in all parts of the world. The MG name is a registered trademark of the MG Car Company. All vehicles are supplied as shown.

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ELEGANT lines; steady road-holding;
a top speed of 107.6 mph; 0-60 in 11.6
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you need when you just
want to get up and go -
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driving a true
thoroughbred.



*Source: Motor



You can do it in an MG.



The way round

— with Jody Scheckter

I like Silverstone as a circuit. It's fast, demanding and has a good rhythm about it. I know that a lot of spectators look at Silverstone's flat fast corners and assume that it's an easy circuit to drive. Not the case.

Some circuits have corners that tip a car off balance and interrupt the smooth flow of driving. All Silverstone's corners are fast and because they are fast this calls for a good deal of car control and balance. If you take a 25 mph hairpin and put ten Formula One drivers through it you find that they can all go through at 25 mph.

Take the same drivers and offer them a 150 mph corner, where balance and control is more critical, and you'll see a considerable variation in the speeds. It's this that makes Silverstone a challenge.

A great deal has been spoken and written about the new chicane that eliminates the full use of Woodcote. Let me say right now that I have always enjoyed Woodcote corner. It's one of the most challenging corners in world motor racing. I'm sad that we won't be using it this weekend.

I'd like to run the Grand Prix using Woodcote Corner. But let me say right now that I fully support the reasons for making and using the chicane.

Every corner on a race circuit is a potential accident area. But Woodcote in its original form is so obviously a potential site for what could be a very, very serious accident indeed. Woodcote is a 165 mph corner and it doesn't take too much imagination to work out what could happen if two cars touched at that speed. Either or both of them could wind up in the grandstand.

It's all very well for the dyed in the wool purists (and God bless 'em because they are the foundation of our sport) to say that spectators are being robbed of one of the great privileged sights in motor racing. But that sort of argument doesn't do very much in a coroner's court.

We have a responsibility to protect the spectators. Or at least not expose them to unnecessary hazards. Can you imagine what irreparable damage would be done to our sport by the sort of accident that threw a car into the stands.

When ever there's an accident that involves spectators everyone is quick to say... ah yes, they should have done this... taken that precaution. It's always easy to see the remedy afterwards. What has happened with the Woodcote situation is that preventative action has been taken in advance. Doctors have the same problems. They find a readier market for cures than they do preventative medicine.

Having said that let me now take you on a flying lap around the circuit. Woodcote without the chicane is taken in fifth gear so your exit speed as you crossed the start/finish line is about 165 to 170 mph.

That gives you a very fast run up to Copse which is a third gear corner. Copse is in fact quite tricky, they've widened it recently and put a kerbing on the outside. It's important not to clip the kerbing and to get a good neat exit and build up to top speed again through Maggots Curve. It's a gentle left-hander and not a problem if you've got the car set up well. It's flat.

Your approach to Becketts is nearly at maximum speed — about 160 knots — and it can be either a third or second gear corner. Early in the race with full tanks it's second gear and as the fuel

load get less it's possible to go through in third, saving a change.

Very important to get out of Becketts neatly because on the straight down to Stowe you're building up to absolute maximum speed again and it's one place on the circuit where a good passing move is possible. But if you've lost a couple of hundred revs with an untidy exit it can make the difference of being able to level and pass your man in the braking area or not.

There's a little white line that crosses the track just before Stowe and that's where you brake. I like to shift down into third and take a tight line into Stowe. The exit is quite deceptive — it falls away a little and the temptation is to slow off a little. But there's road there to be used and once you've found it can make a difference to a lap time.

Some people take Stowe in fourth and then stay in fourth all the way down to Club. I take it third, change up to fourth and then back down into third to go into Club. I know this gives me an extra gear change but I feel I can steer the car better with extra power on.

Again out of Club is important because you've got the whole of the straight to get up to your maximum speed and another overtaking area at the end of it. Abbey Curve for me is no problem. I take fifth gear just before Abbey. Funnily enough Patrick Depaillier says Abbey is a big problem for him. It's a bumpy corner but the Elf-Tyrrell gets through fairly easily.

Woodcote as it used to be you'd feel all the time that you wanted to brake. But you'd stop yourself. And lift a little instead. Difficult to work out which is quicker; not to brake or just to slide your foot

onto the pedal for confidence. Personally I think it's better to kiss the brake. Because having done that you get your foot back onto the accelerator again more quickly and confidently.

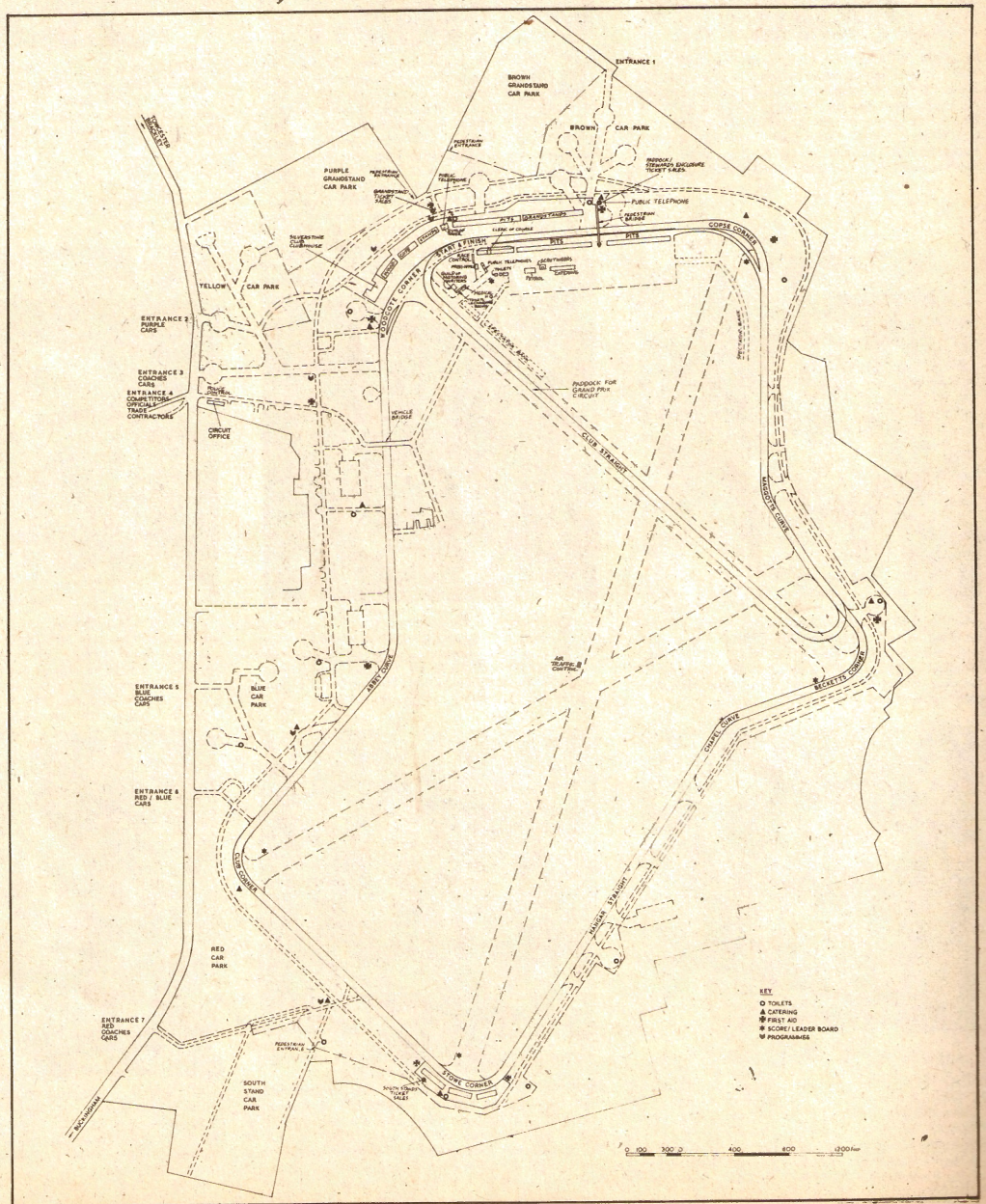
There's a bumpy section on the approach and then there's another bump in the middle of the corner. There's no doubt that the car feels as if it wants to go off the road at that point.

I've only done a few slow laps with the chicane but it was before it had been finalized so frankly at this time I don't know what it's going to be like. Certainly it's going to be tricky. Your approach is on the curve which means you're turning in and braking at the same time. I think quite a few cars will whizz straight off here. But with the reduced speeds they shouldn't be critical incidents. If you come in too fast you're going to ride on two wheels — that's what turning and braking at the same time does. It won't look like a rally car with two wheels up but that's the feeling the driver will be getting.

It's going to be quite a tricky balancing act. You've only got so much adhesion on the ground and you've either got to use it braking or turning in. We'll be doing both.

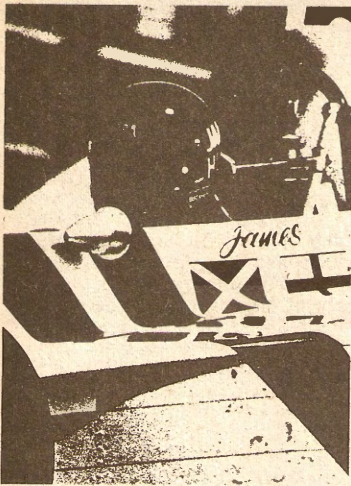
I just hope they make the chicane a smooth third gear one so that the whole rhythm of the circuit isn't upset. For example the Monaco chicane is smooth, and a pleasure to drive through — tricky but a pleasure. The Monza ones are terrible — brake, jerk, turn, accelerate. Doesn't matter how smooth you are those sort of chicanes make you look crude.

Certainly the trickiest part of the circuit now will be the approach to the chicane. If I was spectating that's where I'd want to be. See you at the races?

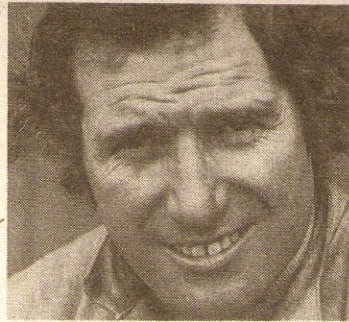


Colour caption

Opposite: The Formula Atlantic championships this year has seen the return of Tom Wheatcroft as an entrant. One of racing's best-known enthusiasts he is also the founder and owner of the Donington Collection — a marvellous museum of famous racing cars restored to pristine condition and based at the famous pre-war circuit at Donington Park. Recently he has become a racing car constructor in his own right with the Wheatcroft R18 which 1974 Grovewood Award winner Richard Morgan uses in Formula Atlantic. In only its second race it scored a convincing victory and will be looking for a repeat in Saturday's John Player championship round.



MARIO ANDRETTI: b. Montana, Italy, 1940. Drove stock cars and midget racers in 1959 after emigrating to USA, 1964. Started in USAC 1965-66 won USAC series. 1967-68, USAC runner-up. 1969, won USAC series and Indy 500. 1968-69, F1 Lotus. 1970, F1 March and G5 Ferrari. 1971, F1 Ferrari — won SAGP. 1972-73, various US classes plus Ferrari sportscars. 1974-75, F1 Parnelli and Alfa. Helmet: silver.



VITTORIO BRAMBILLA: b. Italy, 1947. First started racing karts. Switched to home-built Birel F3 in 1968. Started F2 in 1971 with Brabham BT30. 1972, F2 March 712M, G5 Abarth. 1973, F2 March 732 BMW, G2 BMW and G5 Abarth. 1974-75 F1 and F2 March. Helmet: red.



TONY BRISE: b. England, 1952. Karting from 1962-1967. 1970-71, FF Merlyn and Elden — won national FF championship in 1971. 1972, F3 Brabham and GRD. 1973, F3 March — won national F3 championship. 1974, FAT March and Modus. 1975, F1 Williams and Hill, FAT Modus. Helmet: Orange with white stripe.



PATRICK DÉPAILLER: b. Clermont Ferrand, France, 1944. 1962 raced motorcycles. 1966, Lotus 7. 1967-68 F3 & G5 Alpine. 1969-71, F2 Tecno and F3 Alpine. Won French F3 title in 1971. 1972, F2 March, F3 Alpine and F1 Tyrrell. 1973, F2 Elf and G5 Matra. 1974, F1 Tyrrell and F2 March, European F2 Champion. 1975, F1 Tyrrell, G5 Alpine and F2 March. Helmet: blue, red and white.



MARK DONOHUE: b. Summit, New Jersey, USA, 1937. Began ice-racing a Corvette in 1959. Started in early 60s with Elva-Courier. 1965, Ford Mustang and Lotus 20B — finished 5th at Sebring 12 hrs. 1966, Holman and Moody Ford — later joined Roger Penske. 1966, Can-Am Lola — second in series. 1967-68, Can-Am McLaren — won USRRC series — and TransAm in Camaro. 1969-70 USAC Lolas and TransAm Javelins — 2nd at Indy in '70. 1971, MF1 McLaren and G5 Ferrari. 1972, USAC McLaren and Can-Am — won Indy. 1973 — F5000 Lola, NASCAR and Can-Am Porsche — won series. 1974-75, USAC McLaren and F1 Penske. Helmet: blue.



BOB EVANS: b. England, 1948. Started racing in 1967 with Sprite. 1969-70, FF Palliser. 1971, F3 Puma. 1972, F3 March. 1973-74, F5000 Trojan and Lola — won European championship — and G5 March. 1975, F1 BRM. Helmet: purple.



EMERSON FITTIPALDI: b. Sao Paulo, Brazil, 1947. 1965-68, raced karts, saloons and GTs in Brazil. 1969, Europe, FF Merlyn, F3 Lotus. 1970-71 F2 Lotus and F1 Lotus. 1972, F1 Lotus, World Champion, F2 Lotus. 1973, F1 Lotus, F2 Lotus, G2 Ford. 1974, F1 McLaren, World Champion, CanAm Porsche. 1975, F1 McLaren. Helmet: deep maroon and red.



WILSON FITTIPALDI: b. Sao Paulo, Brazil, 1944. Brazilian Sports car champion. 1966, Temporada in F3 Alpine. 1970, F3 Lotus. 1971, F2 March, F1 Lotus. 1972-73, F1 and F2 Brabham. 1974, Can-Am Porsche. 1975, F1 Fittipaldi. Helmet: green with yellow teardrops.



BRIAN HENTON: b. Derby, England, 1947. Started in 1969 with old Jaguar. Later switched to Marcos. 1970-71, Fvee — won national championship. 1972, FSV Crosslé. 1973-74, F3 GRD, Ensign and March — won national series. 1974-75, F2 March and G5 March. Helmet: green and black.



JAMES HUNT: b. Surrey, 1947. 1967 saloons. 1968-69, FF Alexis. 1969, F3 Brabham and prototype March. 1970, F3 Lotus. 1971, F2 and F3 March. 1973, F1 March, F3 Dastle, F2 March. 1973, F1 March and F2 Surtees. G5 Mirage, G2 BMW, CanAm Shadow. 1974, F1 Hesketh, F2 Chevron. 1975, F1 Hesketh. Helmet: black and white bands.



JEAN-PIERRE JARIER: b. Paris, France 1946. 1967, saloons. 1968, Formula France. 1969, F3 Tecno. 1970, F3 Tecno. 1971, F2 March, F1 March. 1972, F3 March, CanAm Ferrari. 1973, F1 and F2 March. 1973, F2 champion. 1974, F1 Shadow, G5 Matra. 1975, F1 Shadow, G5 Ligier and Alpine. Helmet: blue and white bands.



JACKY ICKX: b. Brussels, Belgium, 1945. 1966, F2 and F3 Matra. 1967, F2 Matra. 1968, F1 Ferrari, G6 JW. 1969, F1 Brabham and G6 JW. 1970-72, F1 Ferrari and G5 Ferrari. 1973, F1 Ferrari, McLaren and Iso, G5 Ferrari, G2 BMW. 1974, F1 Lotus, G5 Alfa and Matra, G2 BMW. 1975, F1 Lotus and G5 Alfa and Golf — won Le Mans. Helmet: dark blue.



JEAN-PIERRE JABOUILLE: b. France, 1942. 1966 Renault R8 saloon. 1967-68, F3 Matra. 1969-70, F3 Alpine. 1971, F2 Tecno and F3 Alpine plus various sportscars. 1972-73, F2 March & Alpine and G5 Matra. 1974, F1 Williams and Surtees. F2 Elf and G5 Alpine-Renault. 1975, F1 Tyrrell, G5 Alpine and F2 Elf. Helmet: Metallic blue with orange band.



ALAN JONES: b. Australia, 1946. Started racing in 1962 with Mims and Cooper-Climax. 1970-72, F3 Brabhams. 1973, F3 and F2 GRD. 1974, FAT March, F5000 Chevron and G5 Lola. 1975, F1 Hesketh & Hill and G5 Lola. Helmet: white with black pinstripes.



JACQUES L'AFFITE: b. France, 1947. Started in 1968 racing F3. 1969-70, F3 Martini. 1971, F. France Martini. 1972-73, F3 Martini — won national series. 1974, F2 March and F1 Williams. 1975, F1 Williams, F2 Martini and G5, Alfa. Helmet: dark green.

John Player Grand



NIKI LAUDA: b Vienna, Austria, 1949, 1968, hillclimb Porsche 911s; 1969, FV Kaimann; 1970, F3 McNamara, G6 Porsche 908, 1971, F2 March, F1 March, 2 litre Chevron, 1972, F1 and F2 March, 1973, F1 BRM, G2 BMW, 1974, F1 Ferrari, G2 Ford, 1975, F1 Ferrari. Helmet: orange.



GIJS VAN LENNEP: b, Holland, 1942. Raced karts in 1957. Mid 60s, started in F3 and saloons. 1966-67, F3 Brabham and Brabham-DAF. 1968-69, various Porsches. 1970, G5 Porsches and F1 Surtees. 1971, G5 Alfa and Porsche — won Le Mans. 1972, G5 Mirage & Lola and F5000 Surtees — won European championship. 1973, G5 Porsche and F5000 Lola. 1974, G5 Porsche and F1 Williams. 1975, G5 Porsche and F1 Ensign. Helmet.



LELLA LOMBARDI: b Turin, Italy, 1942. Started racing F Monza in 1965. Became Italian Woman's Champion in '68, '69, '70, '71, '72 and '73. Drove F850 until 1971. 1972, F850, FF and F3 Brabham. 1973, F3 Brabham, 1974, F5000 Lola and Eagle. F1 Brabham 1975, F1 March and G5 Alpine. Helmet: white with green and red markings.



JOCHEN MASS: b Cologne, Germany, 1946. Up to 1970, FV and saloons in Germany. 1971, F3 Brabham. 1972, F2 and F3 March, G2 Ford, 1973, F2 Surtees, G2 Ford, 1974, F1 Surtees and McLaren G2 Ford, 1975 F1 McLaren, G5 Mirage and G2 Ford. Helmet: white with lateral blue stripes.



DAVID MORGAN: b, England, 1944. Started in mid-60s with Minis. 1968, FF Merlyn, F3 Brabham and Lolas. 1969-71, F3 March, FAT Brabham and March. 1972-73, F2 Brabham, Tui and Chevron. 1974, F5000 Lola and FAT Chevron. Helmet: dark blue.



JOHN NICHOLSON: b New Zealand, 1941. 1971, FAT March. 1972-73 FAT Lyncar — won 1973 FA BP championship. 1974, F1 and FAT Lyncar, G5 de Cadenet. 1975, F1 Lyncar and FAT Tui. Helmet: white, orange and green.



CARLOS PACE: b Sao Paulo, Brazil, 1944. 1960-62, karts in Brazil. 1963-69, saloons and sports cars in Brazil. 1970, Europe, F3 Lotus. 1971, F2 March. 1972, F1 March, F2 Pygme, CanAm Shadow, G5 Ferrari, F2 Surtees. 1973 F1 Surtees, G5 Ferrari. 1974, F1 Surtees and Brabham. 1975, F1 Brabham. Helmet: black and yellow stripes.



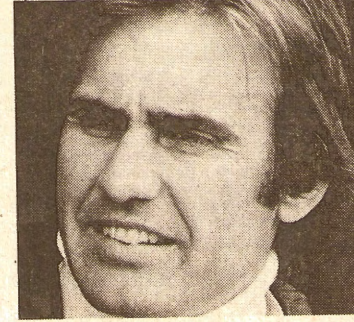
RONNIE PETERSON: b Orebro, Sweden, 1944. 1966, karts and F3 Svebe. 1967, F3 Brabham. 1968-69, F3 Tecno, F2 Tecno and Lotus. 1970, F1 March, F2 March. 1971, F1 and F2 March. 1972, F1 and F2 March, G5 Ferrari. 1973, F1 Lotus, F2 Lotus, 1974, F1 Lotus, 1975, F1 Lotus, F2 March and G2 BMW. Helmet: blue with yellow band.



TOM PRYCE: b Ruthin, Denbighshire, 1949. 1970, FF Lola. 1971, F3 and F100 Royale — won F100 championship. 1972, F3, FSV and FAT Royale. 1973, F2 Motul, FAT Royale. 1974, F1 Token and Shadow, F2 Chevron and F3 March. 1975 F1 Shadow and G5 Mirage. Helmet: white with black vertical bands.



CLAY REGAZZONI: b Lugano, Switzerland, 1939. 1965-67 F3 de Tomaso. Brabham and Tecno 1968, F2 and F3 Tecno. 1969, F2 Ferrari and Tecno. 1970, F2 Tecno, F1 Ferrari, G6 Ferrari. 1971, F1 Ferrari. 1972, F1 Ferrari, G5 Ferrari. 1973, F1 BRM, G5 Alfa. 1974-75 F1 Ferrari. Helmet: white with red stripe.



CARLOS REUTEMANN: b Santa Fe, Argentina, 1942. 1968, F2 Brabham in Temporada. 1971-72, F2 Brabham. 1971, F1 McLaren and F1 Brabham. 1972, F1 Brabham, F2 Rondel Brabham. 1973-74, F1 Brabham. 1974, G5 Alfa. 1975, F1 Brabham. Helmet: white, blue stripe.



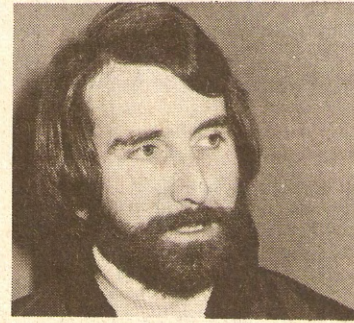
JODY SCHECKTER: b East London, South Africa, 1950. Up to 1970, karts and saloons in South Africa. 1971, FF Lola and Merlyn, F3 Ehrlich and Merlyn, 1972, F2 McLaren, F1 McLaren, 2 litre March. 1973, F1 McLaren, G5 March, CanAm Porsche, G2 Ford, F5000 Trojan and Lola. 1974-75 Tyrrell, and G5 Alpine. Helmet: white with ochre band.



HANS STUCK: b Germany, 1952. 1969, G2 BMW. 1970, G2 BMW, F3 March 1971, G2 BMW, F2 Brabham. 1972, G2 Ford. 1973, F2 March, G2 BMW. 1974-75 F1 and F2 March, G2 BMW. Helmet: metallic blue.



DAVE WALKER: b, Sydney, Australia, 1941. Started in 1958 with MGA. 1963-65, F. Junior and saloons. Came to Europe in 1966. 1966-67, F3 Merlyn. 1968, FF Alexis. 1969, FF Lotus — won national championship. 1970, F3 Lotus (for works) — won national championship. 1971, F1 Lotus F5000 Lotus and F3 Lotus — won national championship. 1972, F1 Lotus. 1973-74, GRD sportscars and FAT. 1975, FAT Lola. Helmet: white and red.



JOHN WATSON: b Belfast, N Ireland, 1946. Up to 1970, club racing in Ireland. 1970, F2 Brabham. 1971, F2 Brabham. 1972, F2 Tui, Chevron F1 Eifeland 1973, F1 and F2 Brabham, F2 Chevron, G5 Mirage. 1974, F1 Brabham, F2 Surtees, G5 Chevron 1975, F1 Surtees and G5 Mirage. Helmet: silver with orange patterning.

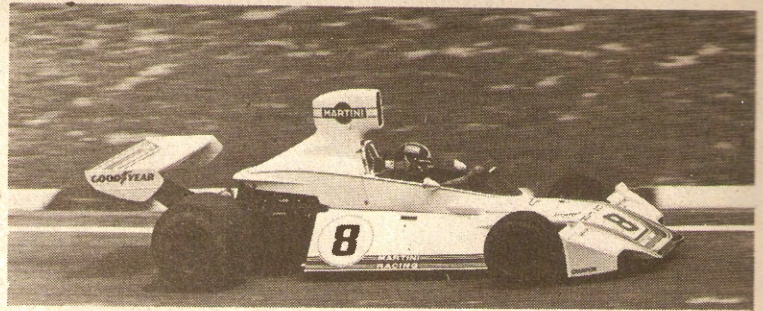


ROELOF WUNDERINK: b, Holland, 1948. 1970-71 FF Lotus. 1972, F3 Ensign. 1973-74 F5000 Chevron. 1975, F1 Ensign. Helmet: white

MARTINI-BRABHAM BT44 B

Carlos Reutemann/Carlos Pace

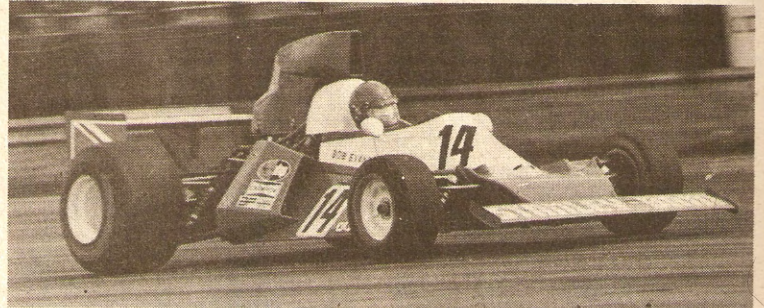
Designer: Gordon Murray. Team Manager: Mike Blash. Many people regard the BT44 series as the most complete Grand Prix car. It's small in concept and extremely functional in design. It is, without a doubt, a very potent and competitive car and, above all, a regular Grand Prix winner. This year's BT44B is a logical development of last year's BT44, a car in which Carlos Reutemann won three GPs and led several more. This year both Reutemann and Carlos Pace have shown the BT44B to be very much a front runner, Pace winning the Brazilian GP and scoring several notable placings while Reutemann has finished second both in South Africa and Sweden. It remains to be seen whether stubby BT44B can run fast and true at Silverstone. Major sponsors are Martini and Rossi, Fins, Champion and Goodyear.



STANLEY-BRM P201

Bob Evans

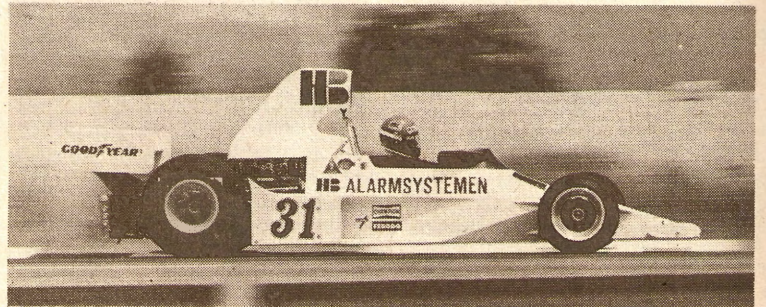
Designer: Mike Pilbeam with additional development work by Philip Whitehead. Team Manager: Alan Challis. Known from the beginning of this year as the Stanley-BRM, after the team's patrons, Louis and Jean Stanley, reformed the team and organisation, the P201 hasn't lived up to the promise it first showed early last year. The car was driven earlier this year by Mike Wilds before Bob Evans took over. The car has undergone a variety of changes but suffers badly from underpowered V12 engines. It's best result to date was a 6th place at the non-championship Race of Champions earlier this year. Support from Duckhams, Champion and AP.



ENSIGN N175

Roloef Wunderink/Gijs Van Lennep

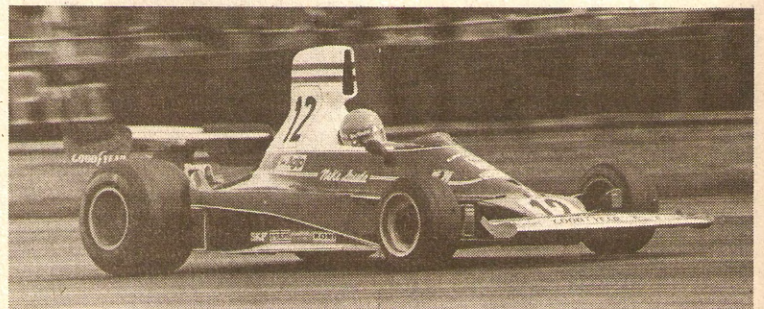
Designer: Dave Baldwin. Team Manager: Mo Nunn. This year, the small Staffordshire based team have received heavy support from a Dutch sponsor which has enabled them to build an entirely new car, thereby superseding their N174 model which has been competing in varying stages of trim for the past two seasons. The new car is very different to the old model and features many new and interesting facets. Unlike the earlier chassis, the N175 features side radiators and is very different in appearance. It made its race debut at the French GP a fortnight ago. Major sponsors are HB Bewaking Alarm Systems.



FERRARI 312T

Niki Lauda/Clay Regazzoni

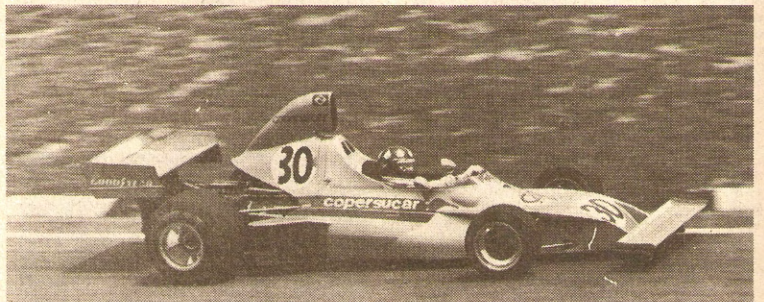
Designer: Mauro Forghieri. Team manager: Luca Montezemolo. This is the car that's sweeping everything before it. This is the car that looks like winning the World Championship for Ferrari for the first time since 1967. Niki Lauda has already won at Silverstone this year with the 312T and therefore he must start with supreme confidence. The 312T is an extensive development of last year's very competitive 312 B3 in which Clay Regazzoni came so close to winning the title. The 312T which first appeared in South Africa, features a transversely mounted gearbox while the team have also been experimenting (in testing) with de Dion rear suspension. The power from the flat-12 engine and the functional capabilities of the car, together with Lauda's prowess, make it the car to beat. Major sponsors are AGIP, Fiat, Goodyear, and Heuer.



COPERSUCAR-FITTIPALDI

Wilson Fittipaldi

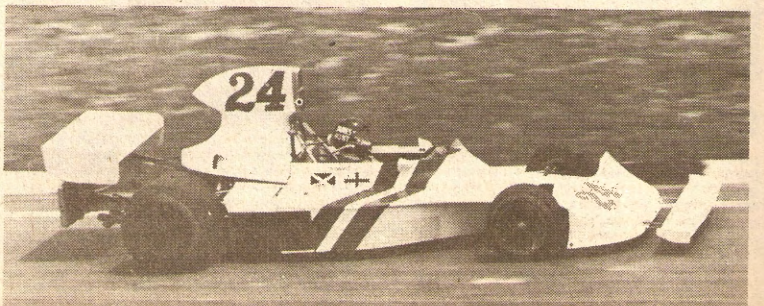
Designer: Richard Divila. Team manager: Jo Ramirez. This is the first Grand Prix car constructed entirely in Brazil. It was completed towards the end of last year at the Fittipaldi workshops near Sao Paulo and made its race debut, albeit a disastrous one, in Argentina this year when it caught fire. The team have had a torrid time all season and Wilson, Emerson's elder brother, has struggled to keep the car on the grid. However, with substantial backing from Brazil and a young and enthusiastic team, they refuse to admit defeat and are carrying on making gradual progress. Major sponsors are Copersucar.



HESKETH 308

James Hunt

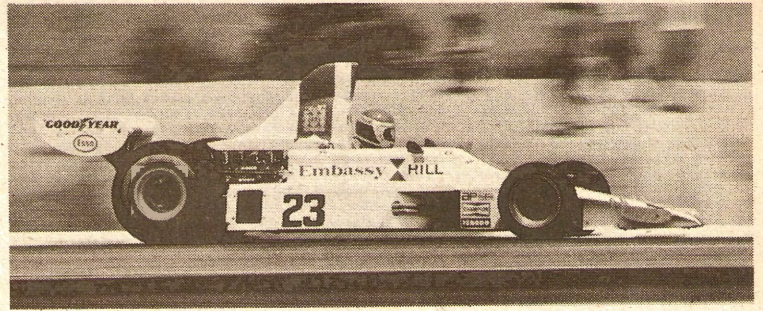
Designer: Dr Harvey Postlethwaite. Team manager: Antony Horsley. At last things seem to be going really right for the Hesketh team. This is their second season with the 308, a car which promised so much for them last year but which never quite brought them the success they had hoped for. However, prior to the Canadian and American GPs late last year, Postlethwaite substantially modified the car and at once, James Hunt pushed his way to the front, finishing 3rd in the US GP. At the next race, the opening round in Argentina this year, the car was fitted with a unique rubber suspension system and Hunt almost won. He then led in Spain before crashing and again at the International Trophy until blowing the engine. It wasn't until this year's Dutch GP that it all came right when he beat both the Ferraris. He wasn't far from doing the same in France two weeks ago either. Major sponsors are Lord Alexander Hesketh and Ippokampos.



EMBASSY-HILL GH

Tony Brise/Alan Jones

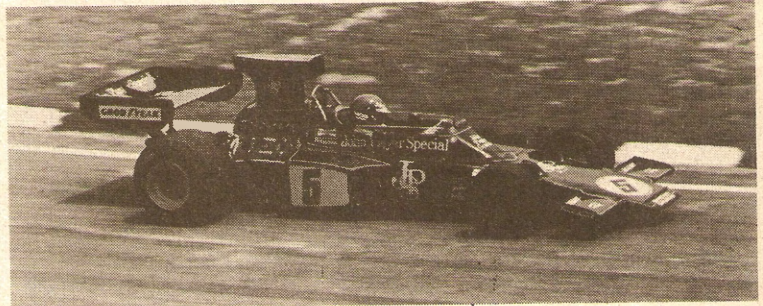
Designer: Andy Smallman. Team manager: Ray Brimble. Having spent a year struggling to find form with their Lolas, Graham Hill's Embassy team have fared much better this year, certainly since the introduction of their new car at the Silverstone International Trophy. The car was designed by a former Shadow draughtsman who took the existing Lola tub and substantially modified it. It showed up well in South Africa driven by Rolf Stommelen. A brand new design, now called a Hill, was then produced and Stommelen led the Spanish GP before his horrific crash. Since then, the car has fared well and been constantly running in the better half of the top half dozen thanks to the ability of new recruit Tony Brise. Major sponsors are W. D. & H. O. Wills (Embassy), Esso and Goodyear.



JOHN PLAYER SPECIAL-LOTUS 72

Ronnie Peterson/Jacky Ickx/Brian Henton

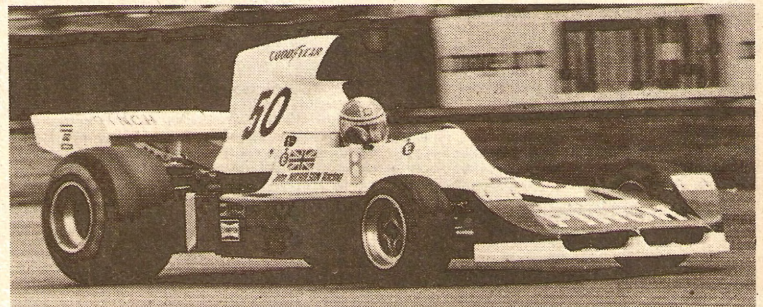
Designer: Maurice Phillippe with additional development work conducted by Martin Waide and Ralph Bellamy under the supervision of Colin Chapman. Team manager: Peter Warr. This is a car steeped in history, and, in six seasons of Grand Prix racing, has won no less than 19 Grands Prix, the last of which was in Italy last year. It took the racing world by storm when it arrived and has netted Player's and Lotus three Constructor's titles in that time. But, alas, the car is now long in the tooth, despite the introduction of the unsuccessful type 76 last year. The continuous development which takes place in racing has nullified what the 72 was once able to achieve. With Goodyear supplying everyone with "standard" tyres this year, the type 72 hasn't been able to enjoy what was once a privileged position when it came to suitable rubber. Ronnie Peterson's heroics haven't been able to keep them on terms which is obviously frustrating to both him and the team. But a new design is on the way. Major sponsors are John Player, Duckhams and Goodyear.



PINCH-LYNCAR

John Nicholson

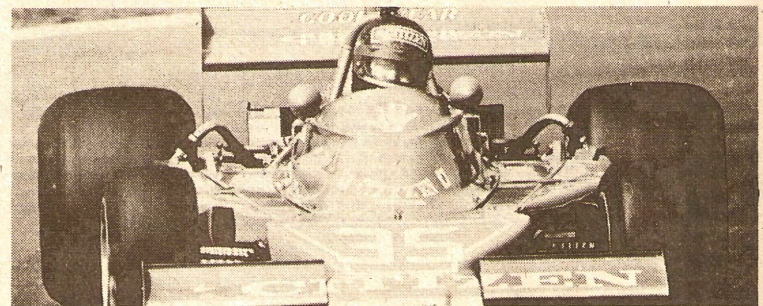
Designer: Martin Slater. The first pukka F1 car from the pen of the former Brabham draughtsman, although he has produced an F1 hillclimb car for Sir Nick Williamson last year. Alliance with Nicholson began when Slater produced a successful Formula Atlantic car for the McLaren engine builder. The F1 car made its debut at the Race of Champions last year and has taken part in just the British F1 races since then. Little changed over the year and its last appearance was at this year's International Trophy. Major sponsor is Bruno Drury's Pinch Plant Hire.



MAKI FIOIC

Dave Walker

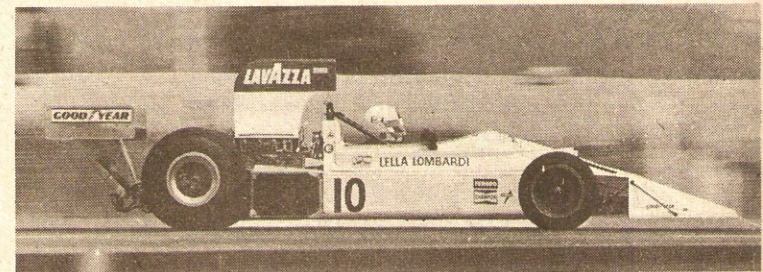
Designer: Maki Engineering. This is the first Grand Prix car to come from Japan since the Honda. However, it is nowhere near as competitive. In fact, it has yet to race even. The Maki was announced to a curious European press early last year and at first the car looked large and cumbersome. Many changes saw it change in appearance quite radically and it carried out several test sessions with Dave Walker, Brian McGuire and Shaw Hayami at the wheel. The car failed to qualify for last year's British GP driven by Howden Ganley who then suffered a heavy accident in the car at the German GP during practice. The team returned to Japan, only to come back for this year's Dutch GP with the car in much the same trim and driven by Japanese Hiroshi Fushida. It failed to qualify. Major sponsor is Citizen Watches.



MARCH 751

Vittorio Brambilla/Hans Stuck/Lella Lombardi

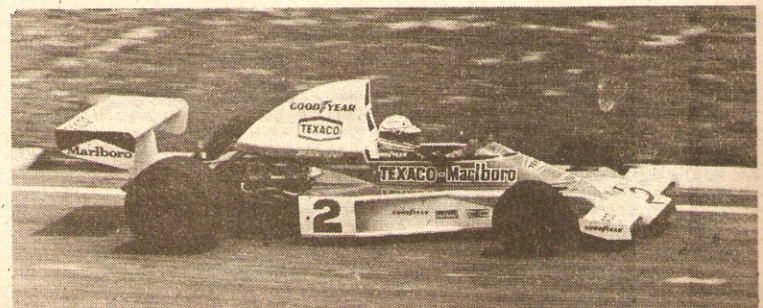
Designer: Robin Herd. Team manager: Ray Wardell. The 751 has really given the March team a boost this season ever since its first appearance in the hands of Vittorio Brambilla in the South African GP. Bearing a very strong resemblance to their existing F2 car, in fact, the monocoque and general dimensions are the same, the narrow track of the March and Brambilla's expertise has made it very much a front runner. The Italian has led two Grands Prix this year and been on pole as well. The car is ideally suited to circuits like Silverstone as it performs exceptionally well on fast corners. Increased financial support of their F1 programme has meant that the team have been able to conduct a proper test programme and are thus benefiting from the results. Major sponsors are Beta Tools, Lavazza, Elf and Goodyear.



TEXACO-MARLBORO McLAREN M23

Emerson Fittipaldi/Jochen Mass

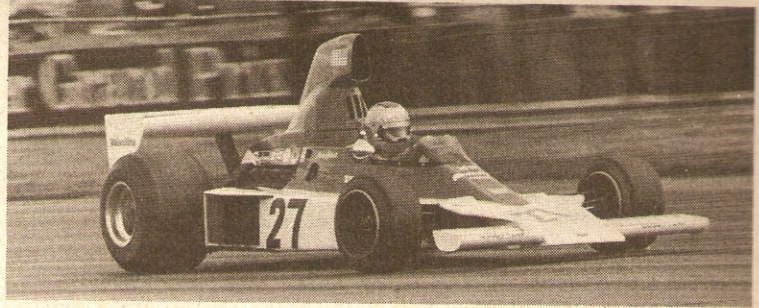
Designer: Gordon Coppuck. Team manager: Teddy Mayer and Alistair Caldwell. Like the Lotus, Ferrari, Tyrrell and Brabham, the McLaren M23 can proudly boast to be one of the most successful and competitive Grand Prix cars racing today. Although now in its third season, the M23 brought the Colnbrook based team their first World Championship last year and, at one stage this year, looked to be doing the same. However, the team seem to have been suffering from a lean period, although both reigning World Champion Emerson Fittipaldi and Jochen Mass have already won Grands Prix this season, and both have been very close to scoring the M23's 10th Grand Prix victory on occasions. Perhaps Fittipaldi hasn't had the tremendous reliability factor that brought him the title with the car last year, but one must never underestimate the McLaren team. The M23 works well around Silverstone because although Fittipaldi was pipped by Lauda there a few months ago, Peter Revson won the last Silverstone GP two years ago. Major sponsors are Texaco, Marlboro (Philip Morris Group) and Goodyear.



PARNELLI VPJ-4

Mario Andretti

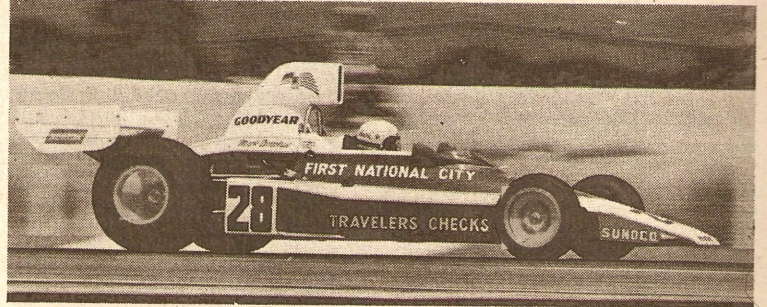
Designer: Maurice Philippe. Team manager: Jim Dilamarter. This car made its debut at the Canadian Grand Prix last year and promptly caused a sensation two weeks later in America by taking pole position. However, it failed to start the US race. Despite this, everyone suddenly sat up and took notice. The "new Lotus" was the first reaction, the car having been designed by the creator of the infamous 72. Over the winter months, the Vel's Parnelli team prepared for their assault on the world title but Firestone's total withdrawal greatly hindered them. The car had to be converted to take Goodyear tyres and the initial results weren't favourable. However, a good showing at the International Trophy where Mario Andretti finished 3rd led to him leading the Spanish GP before crashing. But points in Sweden and France, despite many internal wrangles and reshuffles within the team, has put the past behind them. Major sponsors are Vel Miletich and Parnelli Jones with support from Valvoline and Goodyear.



CITIBANK PENSKE PC1

Mark Donohue

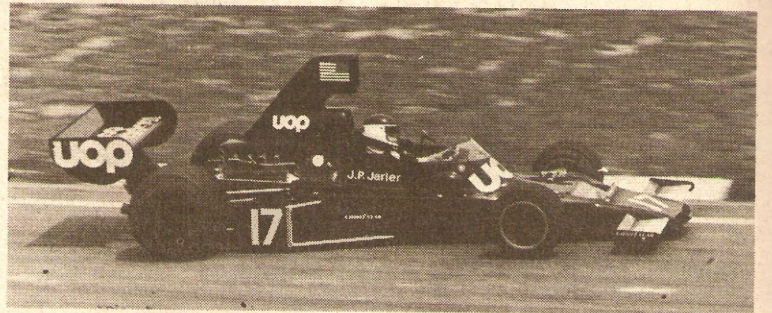
Designer: Geoff Ferris. Team manager: Heinz Hofer. The second all-American team to emerge toward the end of last year. Like Parnelli, the Roger Penske team need no introduction to race goers. Penske, unlike Vel's Parnelli, has dabbled in F1 before with a McLaren but this time they commissioned former Brabham draughtsman Geoff Ferris to build them a car. It wasn't complicated, being simple and straightforward in relation to today's race car thinking. But, however, things haven't gone too well and the car has failed to come up to expectations, even though Mark Donohue finished 5th in Sweden. The team have recently taken delivery of a new March and they may run this instead. Major sponsors are First National City Bank, Sun Oil Company, Norton and Goodyear.



UOP SHADOW DN5

Jean-Pierre Jarier/Tom Pryce

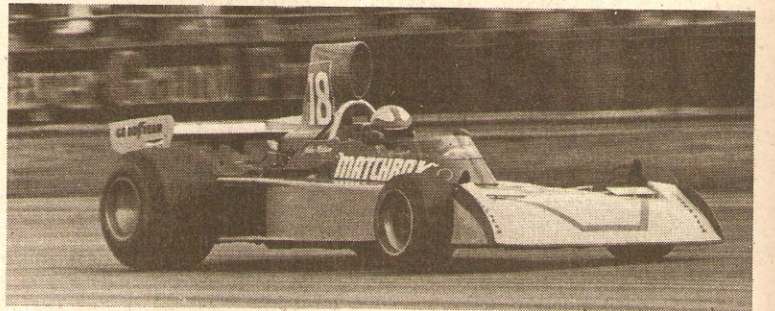
Designer: Tony Southgate. Team manager: Alan Rees. By rights or more especially, by virtue of Jean-Pierre Jarier's practice performances in South America, the Shadow team should have won the first two Grands Prix this year, both in Argentina and Brazil. Jarier failed to start in one and retired in the other while miles in front. Their new car, a logical development of last year's DN3, excels particularly well on some circuits but not on others. Whereas the DN3 worked really well on tight twisty tracks, the DN5 was created to combine this ability with faster circuits. However, this hasn't really been the case. The car is exciting to watch as it is very "loose" and sloppy looking at times. It puts the power down extremely well and should perform with verve at Silverstone where Tom Pryce has set the quickest F1 to date. Major sponsors are Universal Oil Products, Valvoline and Goodyear.



MATCHBOX-SURTEES TS16

John Watson/Dave Morgan

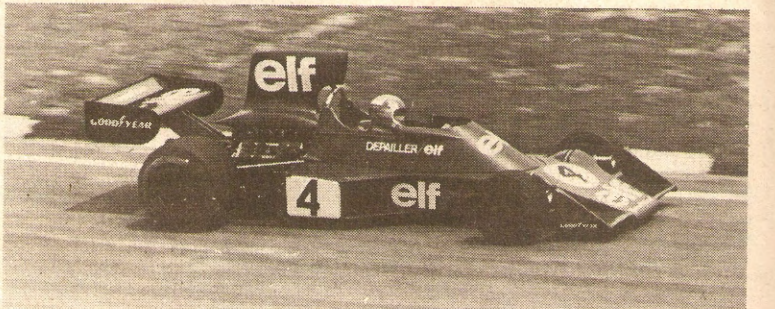
Designer: John Surtees. Team manager: George Thornton. Despite a poor season last year which, admittedly did have one or two brighter moments, the Surtees team retained faith in their TS16 design and were fortunate in acquiring the services of John Watson. Initial progress was made with the car in South America earlier this year and the team, now running just one car, were unlucky not to finish in the points, especially in Brazil. An excellent 2nd place by Watson at the Race of Champions looked as if the team were heading in the right direction. However, things haven't gone too well since and one would think that if it's at all humanly possible to extract everything out of the car, then only Watson could do it. Major sponsor is Matchbox.



ELF TYRRELL-FORD 007

Jody Scheckter/Patrick Depailler

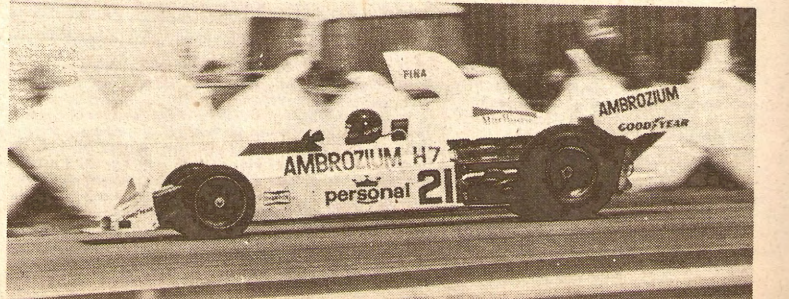
Designer: Derek Gardner. Team manager: Ken Tyrrell. Now in its second season, the 007 design is still very much a competitive car and a Grand Prix winner at that. During the winter, the car was converted from torsion bar suspension to coil springs to compensate for the "standardisation" of Goodyear tyres. As is almost a Tyrrell custom, the car didn't perform too well in South America, but Jody Scheckter, after crashing the revised car in practice, came back to win the South African GP in great style. Although he has been well up the grid, Scheckter's only other finish was 2nd behind Lauda in Belgium. He won last year's British GP, albeit at Brands where the car performed well earlier this year but, as Patrick Depailler has already proved, the 007 hasn't been able to work around Silverstone so far. Major sponsors are Elf Petroleum and Goodyear.

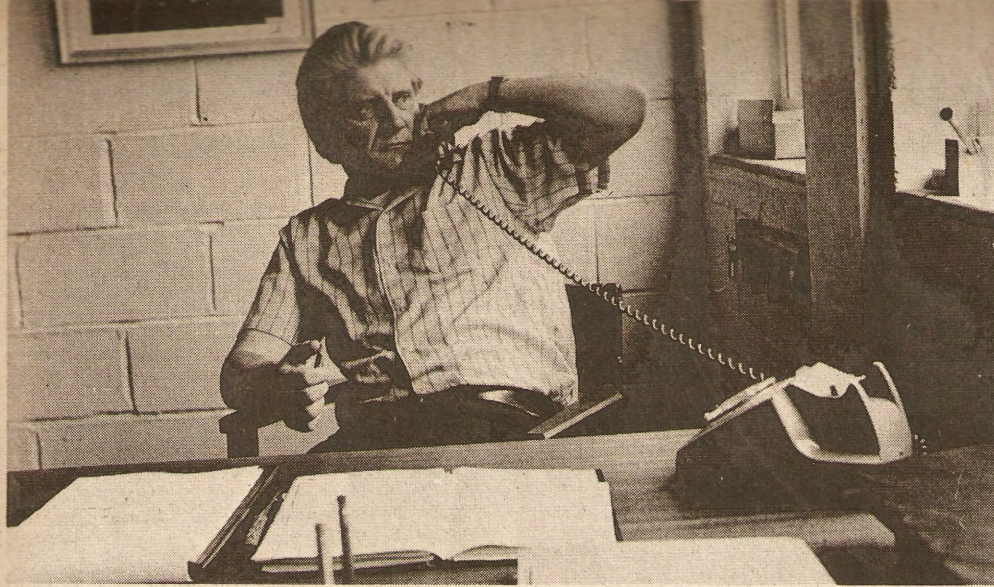


WILLIAMS AMBROZIUM H7

Jacques Laffite/Jean-Pierre Jabouille

Designer: Ray Stokoe. Team manager: Frank Williams. Based on last year's car, which was designed by John Clarke, the new Williams made it's first appearance at the Spanish GP earlier this year. Before then the team had run their '74 spec chassis which, they had extensively revamped and utilised Hesketh nosepieces. Internal problems have dogged the team a little while development of the new car has not been as quick as they would have hoped, especially as Jacques Laffite has been heavily committed to F2. However, progress is being made with the new car and Laffite has gone encouragingly well in it of late. Major sponsors are Ambrozium, Marlboro, Fina, Personal, Chico and Goodyear.





SRE's dynamo, John Dunn, an ambitious Yorkshireman with American business sense.



Built for power

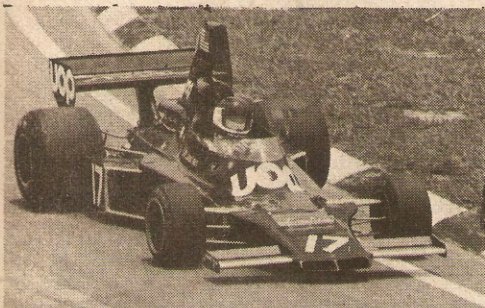
CHRIS WITTY talks to John Dunn of Swindon Racing Engines about their power-game business.

What do Noel Stanbury and Jean-Pierre Jarier have in common? Both race cars powered by Ford engines prepared at Swindon Racing Engines, a relatively young engine preparation firm situated, as it happens, in Swindon, and run by John Dunn. Dunn, even before the emergence of Swindon Racing Engines, was well known in racing circles having spent most of his time in America working for reputable concerns like Shelby before joining forces with an American, Ryan Falconer, to set up their own engineering business under the Falconer and Dunn banner.

Because Dunn has spent much of his time in the States, many came to regard him as an American. Not so. John is very much "home grown" as are all Yorkshiremen. Swindon Racing Engines, which is not a subsidiary of Cosworth Engineering as has been implied in the past, headed by the practical level headed guidance of a man like Dunn, is an ambitious company. Now in his middle 40s, Dunn points out that even at this stage, it's still quite young and he looks to the future to expand. It's visually very impressive. Some of Dunn's clients have come to regard the premises akin to a hospital with large swing doors and spacious workshop space making ideal working conditions for his staff, which, as Dunn proudly proclaims, he has trained entirely by himself over the last two years. He has only one ex-Cosworth employee on his pay role.

Although much of Dunn's kudos as an engine builder comes from Grand Prix racing, Swindon currently prepare the engines for the UOP Shadow and Penske teams, he still retains an interest in other forms of the sport from Clubmen's to Formula Atlantic and this is where most of Swindon's bread and butter is earned.

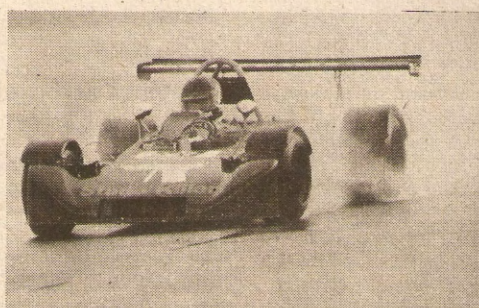
Several year's ago, engine builders gained very little publicity from motor sport. Times have changed. They have become as important as the manufacturer in these days of ever growing commercialism. It has become big business. Therefore we took the opportunity of visiting Swindon Racing Engines recently to find out just what makes a firm like that tick.



Both SRE powered, Jean Pierre Jarier...

Nestling in a modern trading estate on the outskirts of this Wiltshire town lies Swindon Racing Engines. The bright orange letters "SRE" act as a directional beacon to the long brick building sitting tidily upon one and a quarter acres of land which, hopefully, will see them grow into much larger premises over the next few years. The land was bought by the firm's managing director, John Dunn, when he returned from the United States at the end of 1971. By July of the following year, the premises were built, specifically for the purpose of engine development and Dunn, along with two employees, fitted out the entire workshops to their own specification. By the end of 1972, the company was in a position to start operations, although it wasn't until April 9, 1973, that Swindon Racing Engines first got underway.

John Dunn, born in Hull, was the son of marine engineer. It wasn't surprising to find him moving into engineering himself and this is where his



... and Noel Stanbury.

basic training lies. Early interest was spent with motor bikes, Dunn actually taking up speedway racing before moving into the Army. Upon leaving the Armed Forces, Dunn went back into engineering and, as speedway had then gone into a recession, he took up road racing. He used to be the technical manager for the company that first imported Maco and Honda motor bikes into this country during the late Fifties and although he admits that he wasn't terribly successful, he did actually compete "in 500 milers for production bikes at places like Thruxton and Silverstone." Dunn even teamed up with the renowned Derek Minter and remained close to the cycle ace when he won the 250 cc TT at the Isle of Man in 1962 on a works loaned Honda 250/4.

He quit the bike world soon after, although for a while, he spent some time dabbling in engineering exercises like constructing close ratio gearboxes for bikes with Jack Knight and carrying out

design work for a four-valve "A" series BMC engine.

It was 1965 when Dunn and his family set off for California where he immediately took up the post of running the engine shop at the Carroll Shelby workshops. It was here that he struck up a friendship with Ryan Falconer who, at that time, was running Shelby's dynamometer.

During the five years that he stayed with Shelby, Dunn found himself working heavily on the team's TransAm Mustang projects as well as carrying out work on the development of the Le Mans Cobras and GT40s. He was also involved initially with the Ford Boss 302 engine and as Dunn explained, "in fact we did a version of that for Formula 5000, after I left Shelby. It was very good."

Then when Shelby packed up their racing activities at the end of 1969, Dunn went into partnership with Falconer and thus their well known engine company was formed. They were joined by a couple of other ex-Shelby employees. "Basically we went into business to make a go of the Boss 302 engine for Formula 5000. In fact, we did a deal with Mike Warner, who was then with Lotus, and we got this old bitza of a Lotus 70 which George Follmer drove. That was a shoe-string effort but he went well. We ran it for



Work is undertaken with operating theatre cleanliness...

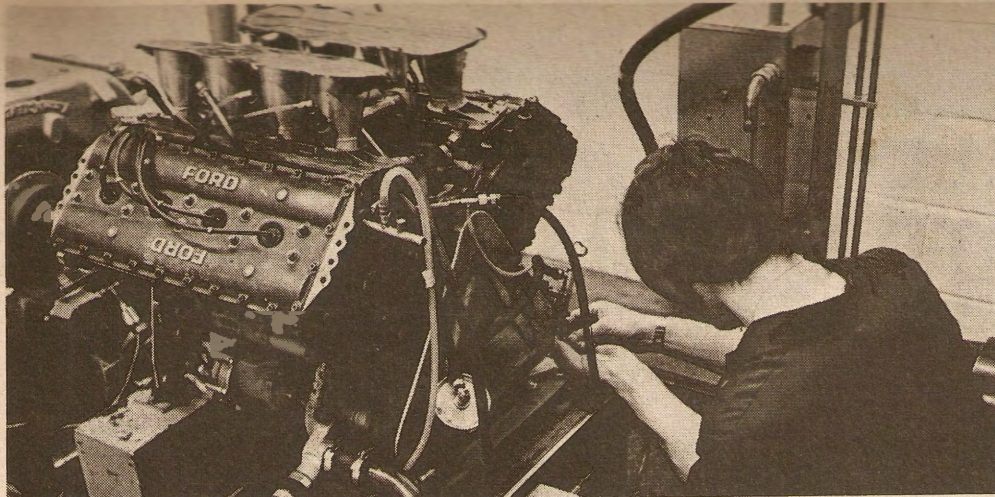
the first three races and we then let Follmer have it after that."

The Falconer and Dunn reputation grew, especially as these two men were the people to go to when it came to supervising Ford engines. They continued to do a lot of work for Ford before getting involved in USAC and turbocharged engines. They did all the engine work for Andy Granatelli's STP team in which Mario Andretti was driving for at the time and also Roger Penske when he ran Ford Turbo engines in Mark Donohue's car. Donohue, driving the team's Lola, actually finished 2nd at Indianapolis in 1970 with one of the Falconer & Dunn units in the back.

It was about this time that John Dunn began to get tired of the States and the high life in California. He came back because he felt that Britain was, after all, the hub of racing and "motor racing in Canada and the States was on the decline. There just wasn't the money in racing for the engine builders so the industry shrank. But over here the industry was expanding."

The original intention of setting up his own business (of which there are three other non-involved directors) was mainly to service the Ford Cosworth DFV Formula 1 engine. At that time Cosworth themselves had made it known that they couldn't cope and were looking for suitable private firms who would be capable of doing such a job. Dunn already knew Keith Duckworth well, even though he has never worked for him, and, as John put it, "it seemed a good thing to do." He added that what he failed to foresee then was the fact "that I wasn't known here at all and so we had to prove ourselves."

The initial work started to flow in from Tyrrells



A DFV is coupled to a dynamometer for power-checking.

and various other teams but, with such a young business, it was essential that other work had to be found. Dunn's close affiliations with Duckworth and Cosworth meant that it wasn't long before the two companies were working together with Swindon initially producing a suitable kit for the Clubman's formula, now known as Super-sports. One of the first people to have a Swindon engine was Noel Stanbury in his Gryphon. In fact, Stanbury's success brought about a flood of inquiries and now Swindon are heavily involved servicing many of the leading Clubmen's runners.

Dunn explained why, although specialising in F1 work, they carried on with smaller formulae. "We wanted to continue with Clubmen's, even though from a commercial point of view, it's not really worth it. It's not really a viable proposition for us because of what you charge, even on a new engine, and the amount of profit on one is relatively small. Perhaps if you sat down and built 20 engines, yes, but to build them in ones and twos isn't. However, we tend to carry on because it fills a gap and it helps pay the overheads. On the other hand, when you become involved, as in Clubmen's racing, you tend to stick with it. However, we build Clubmen's engines the same way as we do a DFV. It gets the same treatment. A lot of the clubby engines are based on the Ford FVA and therefore they're not particularly overstressed. In fact it's understressed and so possibly you could, if you wanted too, get away with cutting corners a little. For instance you could get away with crankshaft jar conditions that definitely wouldn't live in an Atlantic or an F1; a bit of ovality, this sort of thing."

Apart from helping Cosworth on the Clubmen's front, Swindon also undertook to assist on development work for the Atlantic spec Ford BDA. Like Stanbury, one of the first people to receive the guinea pig engine was Ray Mallock in his March. Dunn is very much pro-Atlantic, much especially from the engineering side. He explained why: "I think it's a shame that it isn't stronger in this country because this is where the industry is and this is where it needs to be strong. I think it's a fantastic formula from both an industry and a racing point of view. It makes sense in an awful lot of ways. I know there's a lot of controversy at the moment and it's a shame there is."

As Atlantic is often sparred off with Formula 3, we inquired as to whether Swindon would ever contemplate servicing F3 engines. "I have thought about getting involved," said Dunn, "but there isn't really an engine around that I think is worth having a go at. Formulae with their kind of restriction are ridiculous, not from a racing point of view but from the engineering side."

"There is an argument that Atlantic is a one engine formula. It is restricted, because of the BDA valve size and carburation, but it's not a ridiculous restriction. This has knocked a little bit off the edge but it makes it more of an even engine formula. For instance, if you take a fully developed Atlantic engine, it would give you around 210 bhp. If you took all the restrictions off, it wouldn't put out much more than 240 bhp but it would be a lot more expensive and nearly as much as an F2 engine."

Following a tour of the premises where Dunn only employs a "skeleton" staff, despite having adequate facilities "for around 25 people," we returned to his office and, having been side-tracked by his "bread and butter" work, it wasn't long before the subject of the Cosworth DFV came up. Was everyone still happy with the engine? "I think the constructors are happy with the present engine situation as far as the Cosworth

is concerned," said Dunn. He then smiled, "the only thing that will worry them is when a one-off, like the Ferrari, comes along and consistently blows them off. That could spoil it because the cost of beating the Ferrari could become very high indeed."

Had the Cosworth DFV anything much to offer, we wondered, in terms of significant gains in horsepower, say toward 500 bhp, and was a vee-12 configuration the answer? Dunn paused before continuing, choosing his words carefully in his slow and deliberate manner. Here was a man who always seemed unflustered, always the master of the situation. It was reassuring, a quality absolutely ideal for motor racing. "The only way you can gain more power is to maintain the efficiency of the engine. By this I mean together with the volumetric and thermal efficiency and run it at a slightly higher speed so you get more bangs per minute. So providing it at least keeps level with the mechanical losses at that high speed, you're going to have slightly more power."

"It's like the argument between a vee-8 and a vee-12. A vee-12 is going to be more efficient from a breathing point of view at high speed based on volumetric and thermal efficiency alone, and also the combustion efficiency can be equal to that of a vee-8, possibly slightly better, so it should put out more power. But when you run it at high speed, with there being more cylinders, the mechanical losses go up so you end up with nearly virtually the same thing as a vee-8. Although the vee-12 may offer a slight advantage, it's bigger and heavier. So that it's not really the big advantage to go to a vee-12 as everyone thinks."

"That Cosworth engine is a helluva piece of equipment. It's a fantastic job. That design, that concept, is the way everybody has gone including Ferrari. They've taken Duckworth's concept derived from the FVA."

What about the future of the DFV in USAC, especially now that the Parnelli team were gaining favourable results from it in testing? Dunn approved of the idea, explaining that he and Falconer had thought of producing a suitable unit several years ago. However, the USAC regs then weren't as fuel conscious as they are now and the

general consensus of opinion was that the DFV in turbo form wouldn't be able to take 1,000 bhp.

Another interesting engine development project currently taking place at the Swindon workshops is the Cosworth GA, or more commonly known as the 3.4-litre Ford V6, which both David Purley and Tom Walkinshaw have been using in European F5000 races this year. Dunn has recently taken over service on these units, on behalf of Ford and Cosworth, and is confident that this unit could really put the big Chevrolet V8s in the cold. Already Swindon have seen 455 bhp at their brake while at the recent German touring car race at the Norisring, Swindon produced a unit for Jochen Mass's works Capri which was producing an astounding 457 bhp. A figure of 490 bhp is expected by the end of the year. That could revolutionise F5000 the world over.

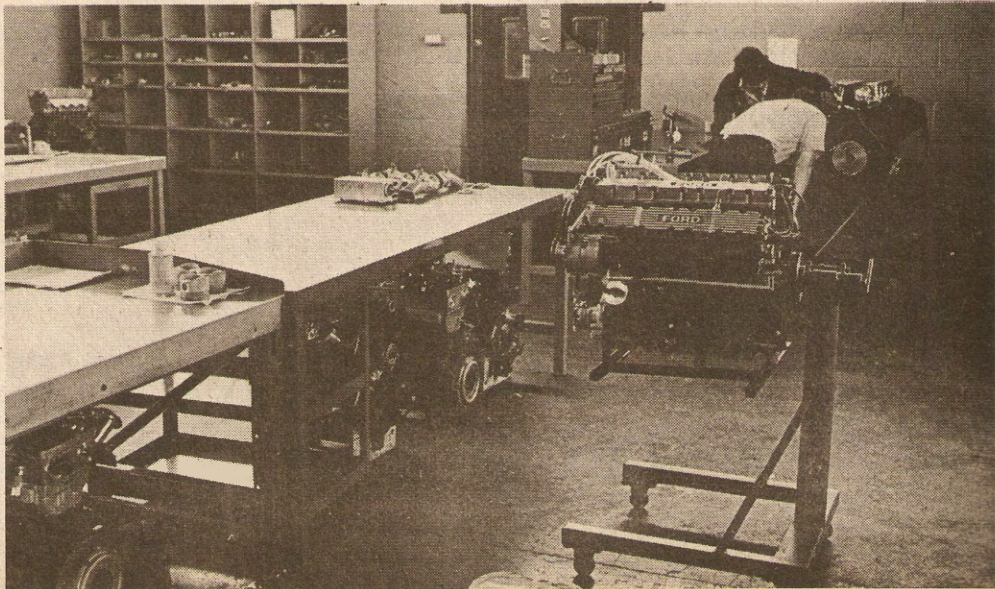
Did Dunn want to produce an engine of his own, we asked? "I think I would ultimately, but it's a different world. At the moment we're engine rebuilders and we're more or less geared to do that. We're not manufacturers like Cosworth or possibly Brian Hart. I could build a one-off from a personal satisfaction point of view but you can't live by that. You've got to produce it for commercial purposes and therefore you've got to make sure that whatever you produce is going to sell. Even Cosworth, because of the tremendous costs involved by today's economic standards, are holding back on new designs."

"In this business it takes a helluva time to build a reputation. The effort you put into the business takes up all the time and you can get an awful lot of heartache because for every success you achieve, you can get 100 non-finishers or whatever, and many of them nothing to do with the engines at all. It's like Ted Wentz in Atlantic; he just can't seem to win a motor race but we build his engines just the same. Okay, so you become downhearted but you've just got to keep doing the best job you can."

It's obvious that Dunn is very conscious of the image his company is trying to achieve. Perhaps he's a little modest about their reputation at this juncture but, more important, what is he offering customers?

"Any of the engines that are built, whether they're Nicholson, ours, a Hart or any of the major people, they're all basically as good as each other. I tend to think that ours are better! It's not really that you sell to the customer. It's afterwards, the service, attention and help you give them. Admittedly he pays for it but you've still got to bend over backwards for these people. You've got to keep them racing and give them the best possible equipment all the time. We don't have a lot of runners and I feel that in doing this, by not building engines for everyone, these people get better service. I think that if you get too many engines to rebuild then the standard suffers. They may start off with an engine that gives 210 bhp and is reliable but by mid-season it might be a different story, simply by weight of numbers. It's very difficult, from a business point of view, to get a happy medium. We could take on a lot more work than we've got. There are a lot of people who've asked us to build engines which, if we took them in at the moment, we couldn't do justice to. However, we want to expand but we can only do it slowly."

Spacious premises are akin to a hospital. Ideal working conditions. Note the V6 F500 engine on the stand.





The 3-series cars are fractionally lower and longer than their predecessors.

BMW 3-series

The two-door BMW models, from the 2002 downwards, have been very popular and successful cars. However, the type is now about ten years old and it's time for a re-think. There are three versions of the new series, 316 (1563 cc), 318 (1754 cc), 320 (1966 cc), and 320i (320 with Bosch K-Jetronic fuel injection).

The overhead camshaft engine has benefited from a lengthy research programme, largely directed towards small but important changes to the cylinder head. This has resulted in appreciable gains in horsepower, in spite of a lowering of compression ratios to take lead-free fuel. This transformation also results in a cleaner exhaust, the emission of oxides of nitrogen being greatly reduced, and the engines are smoother, assisted by a re-arrangement of the flexible mountings.

The 320i, on the other hand, has had to be de-rated a little to accommodate the lower octane fuel, a loss of 5 bhp having been accepted. A 5-speed gearbox will be available later, a limited-slip differential is optional, and an

automatic transmission will be offered for the 318 and the 320.

The wheelbase is 2.4 ins longer, the overall length having been increased by 5 ins. A small track increase and a fractional lowering of the roofline having also taken place. However, the car is only $\frac{3}{4}$ in. wider so its still narrow enough to be nippy in traffic.

There have been small changes in suspension geometry, the rear end having been stiffened up a little, though the suspension travel has been increased. Most important is the adoption of rack and opinion steering. Although much more sound-deadening material is used, the weight increase of the new car is quite small, probably less than half a hundredweight.

ROAD IMPRESSIONS

I was able to spend a day in Bavaria, testing the new models over a considerable distance. I drove the 320, the 318, and the 318 automatic, exceeding the claimed maxima shown in the data panel in all cases. The automatic is a new ZF box and was much appreciated in heavy evening traffic when I was getting tired.

At first I thought the new cars were less

sporting than the old ones, but this was merely due to the engines being smoother and quieter. The ride is definitely better than before, road noise has been almost eliminated, and wind noise is not objectionable. The brakes are larger and luckily they are not over-servoed, behaving admirably during hard driving. There is some kick-back in the steering on very bumpy corners, but generally the new rack and pinion layout is lighter and more sensitive than the old Gemmer box.

I would say that the cornering power is higher and the handling characteristic is largely neutral. The 320 will hold 6,000 rpm in top gear, but though it has a healthy buzz it is by no means noisy. The difference in performance between this model and the 318 is very small. Perhaps the greatest improvement is an entirely new ventilation and heating system, which really works at last.

Right-hand drive versions will be available after the Motor Show and prices have yet to be announced. I can certainly say that the new models are better in every way than the well-loved 2002.

SPECIFICATION AND PERFORMANCE DATA

Cars described: BMW 316, 318, 320, 320i.
Engines: 316 84 x 71 mm (1563 cc). Compression ratio 8.3 to 1. 90 bhp. DIN at 6,000 rpm. 318 89 x 71 mm (1754 cc). Compression ratio 8.3 to 1. 98 bhp. DIN at 5,800 rpm. 320 89 x 80 mm (1977 cc). Compression ratio 8.1 to 1. 109 bhp. DIN at 5,800 rpm. 320i 89 x 80 mm (1977 cc). Compression ratio 9.3 to 1. 125 bhp. DIN at 5,700 rpm. All engines have four-cylinders, inclined valves, and chain-driven overhead-camshaft. All have Solex twin-choke compound carburettor except 320i Bosch K-Jetronic fuel injection.

Transmission: Single dry plate clutch. 4-speed synchromesh gearbox with central change, ratios: 1.0, 1.320, 2.022, and 3.764 to 1. From Spring 1976, optional extra, 5-speed gearbox, ratios 1.0, 1.229, 1.61, 2.325, and 3.764 to 1. Optional automatic transmission, ratio 1.0, 1.478, and 2.478 to 1, for 318 and 320. Hypoid final drive, ratio: 316 4.1 to 1, 318 and 320 3.9 to 1. 320i 3.64 to 1. Optional, ZF limited slip differential.

Chassis: Steel monocoque, MacPherson independent front suspension with anti-roll bar. Rack and pinion front suspension. Independent rear suspension with semi-trailing arms and coil springs. Servo-assisted dual circuit disc/drum brakes with rear limiting valve. Bolt-on steel wheels, fitted 165SR13 steel radial-ply tyres. 185/70 HR13 on 320i.

Dimensions: Wheelbase 8 ft 4.9 ins. Track 4ft 5.7 in/4ft 6.2 in. 320i 4ft 6.6 in/4ft 7.1 in. Overall length 14 ft 3.4 in. Width 5ft 3.4 ins. W weight, 316 2227 lbs. 318/320 2271 lbs. 320i 2315 lbs.

Performance: 316, Maximum speed 99 mph. Acceleration: 0-31 mph 4.1s. 0-50 mph 8.7s. 0-62 mph 13.8s. 0-74 mph 20.5s. 0-87 mph 32.9s. 318, Maximum speed 102 mph. Acceleration: 0-31 mph 3.6s. 0-50 mph 7.6s. 0-62 mph 11.9s. 0-74 mph 17.5s. 0-87 mph 27.0s. 320i, maximum speed 105 mph. Acceleration: 0-31 mph 3.4s. 0-50 mph 7.2s. 0-62 mph 11.2s. 0-74 mph 16.0s. 0-87 mph 24.0s. 320i Maximum speed 112 mph. Acceleration: 0-31 mph 3.1s. 0-50 mph 6.6s. 0-62 mph 10.0s. 0-74 mph 14.4s. 0-87 mph 20.0s. (Makers' figures).

Fuel Consumption: (at a constant speed of 62 mph) 316, 318, and 320 28.5 mph (Makers' figures).

Jensen GT

In producing their new GTM 2+2 coupé, Jensen Motors have paid heed to the times in which we live. In consequence, they have taken the four-cylinder Jensen-Healey sports car as a basis, rather than the Jensen V8. It is perhaps unnecessary to explain why they chose 2-litres instead of $7\frac{1}{4}$ -litres.

The engine is the light-alloy Lotus 16-valve unit, with cylinders inclined to the left at 45 deg. It

Jensen GT offers a useful increase in carrying capacity without loss of performance.

drives a Getrag 5-speed gearbox with Porsche-type synchromesh, which is unusual in having a direct fifth gear instead of the more normal overdrive. The propeller shaft has a central steady bearing and the hypoid rear axle has the same ratio as that of the open car, the GT also sharing the main chassis dimensions of the existing machine.

The body is a monocoque, fabricated from steel pressings, with bolt-on front wings for easy repairs. It is of the popular type in which the occasional rear seats may be folded to provide additional luggage space, with access through a

large top-hinged rear window on gas struts. The interior furnishing and equipment are much more elaborate than those of the Healey, as befits a closed car. Some details, such as the delayed-action courtesy lights, which stay on while you get out of the car and lock it, are taken from the Jensen Interceptor.

There is a foam-filled surround to the burr walnut fascia and instrument panel, while the laminated windscreen is in a stainless steel frame. The seats are upholstered in Ambla, with nylon fabric or ribbed velour facings over rubber cushions on webbing suspension. There is an illuminated glove locker in the fascia and a tool locker and lockable storage compartment are concealed in the floor of the boot, the tailgate release being received in the driver's door pillar.

This is a well thought-out and attractive car which gives fuel economy that is relevant to our times. It's possible that its shape may give it the edge over the Jensen-Healey, so it's certainly a 120 mph car, though a weight increase of 200 lbs or so must slightly increase the acceleration times.

SPECIFICATION

Car described: Jensen GT 2+2 Coupé. price £4,189 including car tax and VAT.

Engine: Four-cylinders 95.2 x 69.3 mm (1973 cc). Compression ratio 8.4 to 1. 144 bhp. DIN at 6500 rpm. Twin belt-driven overhead-camshaft operating 16 inclined valves. Two twin-choke Dellorto carburettors.

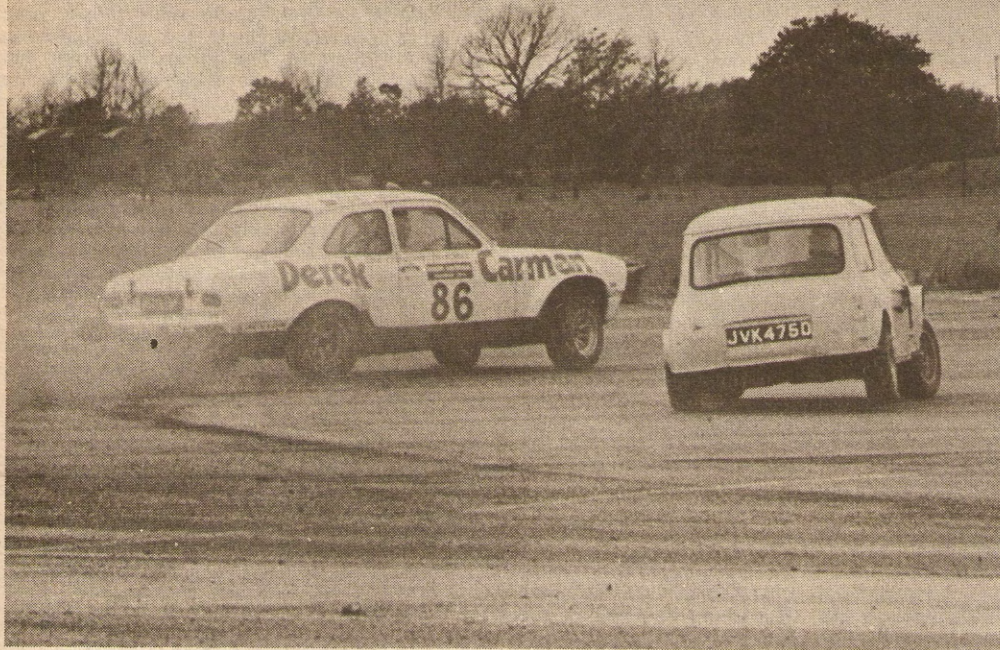
Transmission: Single dry plate clutch. 5-speed synchromesh gearbox with central change, ratios: 1.0, 1.24, 1.58, 2.16, and 3.37 to 1. Two-piece propeller shaft. Hypoid rear axle, ratio 3.4 to 1.

Chassis: Steel monocoque. Independent front suspension by wishbones, coil springs, and telescopic dampers, with anti-roll bar. Rack and pinion steering. Live rear axle on four links with springs and telescopic dampers. Servo-assisted dual-circuit disc/drum brakes. Bolt-on aluminium wheels, fitted 185/70 HR 13 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Voltmeter. Oil pressure, water temperature, and fuel gauges. Clock, heating, demisting, and ventilation system. 2-speed windscreens wipers and washers. Heated rear window with electric wiper and washer. Flashing direction indicators. Reversing lights.

Dimensions: Wheelbase 7 ft 8 in. Track 4 ft 5 1/4 in/4 ft 4 1/2 in. Overall length 13ft 10ins. Width 5ft 3 3/4 in. Weight 2,400 lbs.





Tom Airey takes a short-lived advantage on Tony Drummond as the Derek Carman car slides wide.

LONG MARSTON

Wheldon's Beetle bonanza

If the summer of '75 was not already carving its indelible way into the record books, it would be more than believable that, for the second successive weekend, the sun was unobscured by the usual grey cloud-mass over Long Marston last Sunday. This time, rally driver Tony Drummond just missed the overall award, finishing second to Hugh Wheldon in the grand final and, after a 5s penalty was taken into account for clipping track markers, Tony was relegated to third position behind George Warren.

Fruit farmer Wheldon, with his immaculate (by rallycross standards) VW1303 drove with his customary cool throughout the day to take the final by a convincing six VW lengths from Drummond. It was a just reward after last week's misdemeanour. Wheldon's yellow Beetle, when assessed by the ATV television cameras, must have been considered the most boring car and driver combination possible — and to have taken the chequered flag... nothing against Wheldon; in fact, quite the contrary. The first weekend, Wheldon lost-out in the final to Drummond after a day-long display of the utmost in consistent driving. Last Sunday, Wheldon repeated that consistency to an almost uncanny degree during

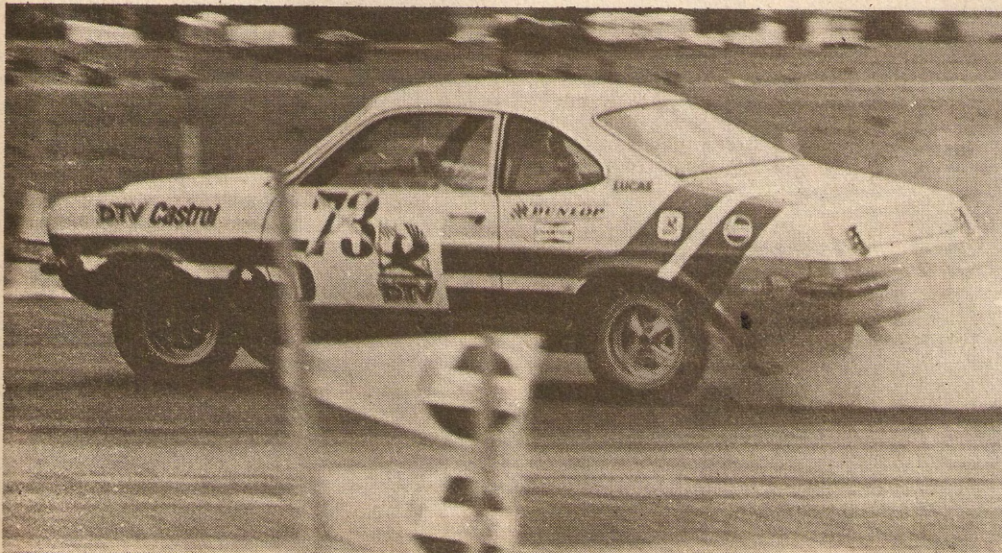
the 23 laps required in achieving his final placing. Never did he experience any critical situations.

Long before the slickly operated knock-out heats were run-off for the TV cameras, there were big dramas at the flat airfield circuit. The doctor scheduled for duty couldn't keep his commitment due to ill health and, with no other doctors available in the district, a degree of luck came into play when a doctor was traced who would, in any case, have been spectating later in the day. As a result, the morning's qualifying runs were almost 1½ hours late in commencement. With television time the all-important reason for the day taking place, there followed a variety of double-quick runs, containing up to eight starters in each.

After a remarkably telescoped lunch break, the quarter-finals, of four laps duration for each six cars with the first three past the flag going forward, formed-up with the race going to John Winsor (Mini) from Roger Burn's Clan and the Mini of Bruce Rushton. The second heat was a more spirited affair with Drummond's Derek Carman Escort taking Peter Harrold's Autocavan VW and Mick Bird's Mini.

Perhaps inspired by the tidy and quick racing of the second heat, the third quarter-final was a very

Will Sparrow entertains the crowd with the oversteering DTV rallycross "special."



red-blooded ding-dong heat. Hugh Wheldon's dorkwork VW stormed off into an unassailable lead while the Fords of Trevor Hopkins and John Welch scrapped for the second and third positions. Both cars exchanged paintwork frequently — Hopkin's car making most of the body contact initiative and receiving a 5s penalty for what the judges considered to be "roughhouse tactics".

The fourth and final heat turned out to be the sort of race that is best forgotten. Only three cars finished, all automatic qualifiers, so the action fizzled-out early. Biggest disappointment was the retirement of Rod Chapman's Escort 2. Nick Jesty's V8 Imp took off from the flag with the expected traction, leading John Button's VW and Chapman. A second lap spin put Button out of any further racing while during the next lap Chapman pulled off the course. By the last lap, Jesty cruised over the line with a flat rear tyre, Pip Carrotte's Mini followed the Sylvasprings Watercress car, while a walking pace run for qualification was completed by Bruce Bamber's Mini, also suffering a flat tyre.

The day continued at unabated pace with the first of the semi-finals. Tony Drummond was on good form, third away from the line and into the first Mickey Mouse corner and exiting at the head of the pack. Tom Airey squeezed through after Drummond with George Warren in third position. Drummond and Airey were never more than a few feet distant; two completely different but superbly matched driving styles. The pace continued relentlessly until Tony slid wide coming off the straight and Airey nipped smartly through to take the lead — a lead which lasted until the very next corner, where the Mini driver paid for his out-braking with a straight-on, and relegation to a temporary fifth position. While this action was holding the crowd's attention George Warren's progress was going almost without notice. He had lined-up Drummond in his sights and passed the Yorkshireman's car after a bumping session. Warren took the semi-final from Drummond and Peter Harrold's VW, while Airey received 10 penalties — knocking himself out of a final placing.

Undoubted star of the second semi-final was Wheldon, his VW once again out in front and never putting as much as one wheel wrong. Following the Beetle were John Smith, Jesty, Hopkins, Carrotte and Bamber who were all close enough to be really interested in putting each other off-line. Jesty pulled out of the fray with an overheating problem while Smith spun out of the fun. Wheldon was followed to the flag by Hopkins, Carrotte and Bamber; the latter two Minis both very crisply driven and avoiding the tangles.

The final (eight cars for six laps) lined-up as Wheldon, Hopkins, Drummond, Warren, Bamber, Burn, Harrold and Carrotte. It looked like it had to be a good race. The cars sorted-out from the roaring, tyre smoking start scramble with Hopkins in the lead from Wheldon and a very sideways Drummond and a spinning Harrold. By the second lap Hopkins had headed straight from his lead back to the paddock with a broken car and Wheldon was beginning to look comfortable as he settled down to the drive. The others were stringing-out in Grand Prix fashion. It turned out to be that sort of race — Wheldon keeping Drummond's Escort firmly in his mirrors. A token scrap, between the Minis of Bamber and Carrotte, did what it could to keep the excitement level high. The race finished in that order with Warren third and followed after a few seconds lull by Bamber and Carrotte, with Burns's Clan involved in a tussle with Harrold's recovered Beetle. Drummond was credited with a time just one second down on Wheldon but another 5s, added for clobbering a tyre-pile marker, saw him back two seconds behind Warren.

Group one rally cars were again totally dominated by Bernard Banning's Avenger, this time from Chris Field's car and the ungainly looking, but spiritedly driven Capri Two of David Hardcastle. An extra event was run for quick non-qualifiers and those who had repaired faulty cars. It was dominated by Judith Jesty's Mini from John Welch and Roger Dawson's GT6.

IAN SADLER

Class 1

1. Hugh Wheldon (VW) 7.12.9; 2. George Warren (Escort) 7.16.6; 3. Tony Drummond (Escort) 7.18.9 (+5); 4. Pip Carrotte (Mini) 7.30.1; 5. Peter Harrold (VW) 7.31.7; 6. Bruce Bamber (Mini) 7.32.6 (+5); 7. Roger Burn (Clan) 7.35.5 (+5); 8. Trevor Hopkins (Escort) Retd.

Class 2

1. Bernard Banning (Avenger) 11.54.4; 2. Mike Ranger (Avenger) 12.05.5; 3. David Hardcastle (Capri) 12.09.9; 4. Mike Hill (Lancia) 12.11.7; 5. Chris Field (Avenger) 12.20.5; 6. Mike Bowcott (Ascona) 13.23.2* (*includes penalties).

Forbes-Robinson's opener

Qualifying second and running behind Bill Brack until he had mechanical problems, Elliott Forbes-Robinson drove his *Penthouse Lola T360* to a fine win over the Skiroule March 75B of Gilles Villeneuve in the St. Jovite Player's Atlantic series on July 6.

The race marked a successful re-opening of the Le Circuit track, the site of the Canadian Grand Prix in 1968 and 1970. Over 20,000 spectators came to see the first race held at the scenic facility since 1971, which marked one of the largest crowds ever to see a Player's Formula Atlantic event.

Since the series started at Edmonton in May, Bill Brack has had a gleam in his eye whenever he talked about the last half of the trail. "Wait till we get to the real race tracks," was his comment after his soggy fourth at Gimli. The defending champion showed that he meant business this weekend as he was fastest in all three sessions putting the STP Chevron B29 on pole for the second race running.

As at Gimli, the team was well organised and was the only one to get below the 96 sec barrier, achieving that in each of the sessions. His final best was a 1m 35.803s. Joining him on the front row was the *Penthouse Lola T360* of Elliott Forbes-Robinson. He has gone a little better at each race, after finding himself a bit out of the hunt in qualifying at the start of the year. The hard work of the Bill Scott forces was rewarded with a 1m 36.076s by the FSV champion.

Heading row two was Bobby Rahal, continuing to impress with his *Lola T360*. His 1m 36.255s was achieved despite running out of petrol in the final session. Beside Rahal was his Gimli nemesis, Gilles Villeneuve. Handling problems were worked out during the course of the day, and he made his countrymen happy with a 1m 36.314s in the Skiroule March 75B.

Dave Walker found the circuit "a bit bumpy but otherwise fantastic," and he showed his pleasure by leading row three in his *Lola T360*. With a bit more fiddling with gears, he thought he could have improved into the 35s, but time ran out. Beside him was another *Lola*, the Traylor *T360* of Tom Klausler. He had been doing some experiments, trying Firestone B41s as well as the "almost standard" American Goodyears, and at the end of practice wasn't sure which type he'd use in the race.

It was another trying week for Bertil Roos as things just weren't going as well as in the first two races. The major problem was an opening day of practice shunt, trying out the tyre barrier. Although both left side corners were damaged, the monocoque was untouched. The whole thing had been caused, as Bertil said, "When I came into the corner I didn't have any rear brakes. The fronts locked up and I slid off." After an all-night session the car was ready for the second day of practice, but handling woes and some lingering doubts about the brakes meant Roos was seventh on 1m 36.499s.

Adding to the Bill Scott *Lola* team's smiles was Howdy Holmes' effort at 1m 36.630s putting him eighth on the grid.

Further down the grid were the Tui duo, John Nicholson and Damien Magee. Johnny Nick had a spot of gear linkage problems but lapped in 1m 37.352s, which was 0.237s quicker than new driver Magee, who has replaced Brett Lunger. Damien just couldn't get both ends of the car to work right at the same time but it was decided that the aeon rubbers would be removed from the shocks of both cars for race day to help on the bumps of the circuit.

Robert Joubert was a good 16th in his *Lola T360* on 1m 37.977s ahead of newcomer Fred Phillips in a new *Lola T360*. The Super Vee man recorded 1m 38.002s despite an initial day of sorting fraught with many minor bothers, mostly centring around ride height and electrics.

Toward the back of the grid were two F5000 men, Vern Schuppan's March 722 heading Jon Woodner's March 75B. Schuppan still had fuel feed bothers (1m 38.416s) while Woodner had two spins and did a couple of noses on the way to a 1m 38.480s.

Hector Rebaque's Opert Chevron B29 (1m 38.633s) was next, and the Mexican just cannot seem to get his car sorted to his liking and currently seems to be considering a return to F2, where he was having much more success.

Although scheduled to attend, sports car driver Ian Grob had the Shierson crew scratching their heads by his non-appearance. "We thought he was coming and haven't heard anything otherwise," said Shierson.

Schuppan's crew had decided that a pre-race engine change was in order and they set about

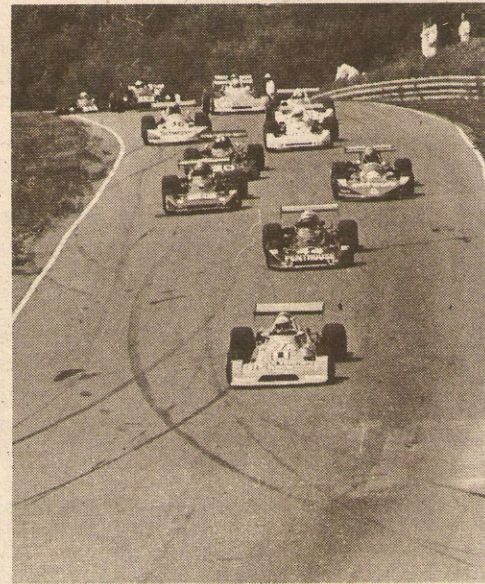
doing that on race morning, while Chip Mead's mechanics had to make last minute repairs to his March 75B when he went off the course during warm-up breaking his nose and deformable side structures.

After pace laps behind a Datsun driven by former Canadian F2 man David McConnell, the flag was dropped and Brack nosed in front after a close moment in which everyone charged over the first corner and down the hill two abreast. Forbes-Robinson was second with Rahal right with him, while Walker had dropped back a bit, taken by surprise at finding Villeneuve mostly on the gravel and grass in a bid to try and sneak by on the back part of the circuit.

The front three held their positions for the first lap, but that was it for Rahal. He had had some warm-up bothers with carburation in left hand corners and on lap two the car just died and he drove to the pits to retire.

Villeneuve was then third, holding off Klausler and Roos, with Jensen and Holmes up next, pulling out a bit of a gap over Magee and

Bill Brack and Forbes Robinson lead the field on the re-opened St. Jovite circuit.



Nicholson who led a six-car train, joined by Bobby Dennett, Mike Hall, James King and Phillips. Schuppan was trying to work his way up, finding the new engine a considerable improvement, but couldn't seem to get past Rebaque's Chevron, while Woodner's race ended almost before it began, going off the road of lap five after a tangle with another car.

Brack held his lead until the end of the fourth lap when entering the hairpin before the pits he found no clutch on the STP car and missed first gear. EF-R was through in a flash while Brack was fumbling, the Canadian champion getting under-way again in front of Villeneuve, but the young Canadian closed right in on the veteran's tail. Klausler and Roos had become separated a bit but neither looked in a position to challenge for one of the top three spots.

Walker and Bobby Brown had both been early pit visitors, the Australian with a misfire that had his Quaker State *Lola* running on three cylinders, and Brown with problems with wheel locating studs on the right front wheel, which were rounding out of their holes, on the wheel. Walker returned to the track to continue, running quickly although still on only three cylinders until he came together with Hugh Cree's Chevron. The two cars left the track, with Cree's far more severely damaged. A new wheel for Brown had him going well again, but he had lost a couple of laps.

By just over quarter distance, EF-R had pulled out 3.5s over Brack and Villeneuve who were now nose-to-tail. Klausler was 1.1 secs behind

Villeneuve with Roos another 2.5 secs in arrears. Holmes was now by himself, having lost Jensen who broke his car's nose doing some agricultural work, losing it on some oil in the hairpin while completing his ninth lap.

The next group was now led by Dennett, from Nicholson, Bill O'Connor, Magee, who was dropping back with a broken cam follower in his engine, King, Phillips, and a fast closing Joubert. Schuppan, having finally gotten rid of Rebaque on the eighth lap, hardly had a free moment before a half shaft broke, scattering bits all over the track and ending his day.

On lap 11, O'Connor and King came together when the *Lola* spun in front of King's March. Both cars were damaged in the incident, with O'Connor's now sporting a neat hole punched clear through the side of the monocoque, courtesy of King's tail pipe.

While Magee's fortunes were falling, eventually to retire after 15 laps, Nicholson was starting to go better, and with a bit of daring got past Dennett entering the fast first series of corners on lap 11.

Forbes-Robinson's lead was starting to look less secure as Brack coped with the problems of shifting with no clutch. He began to reel the American in, closing 0.7s to 2.5s on lap 17. Each time around, the dayglo STP machine moved closer to the brown *Penthouse* entry, until finally on lap 21 Brack was only four tenths back. But all was not well as an ominous cloud of blue smoke had been coming from the left rear of Brack's car. The smoking continued until lap 23 when the Hart engine expired. "I only knew there was something wrong for two laps before it went, when the oil pressure light came on. All it's good for now is a boat anchor." A later inspection found the oil pump to be the culprit.

With Brack gone things were a bit easier on Forbes-Robinson, who was finding himself getting tired, and had a very sore right hand. Villeneuve was 6s behind and although he appeared in no danger of losing second to Klausler, he equally appeared to be no threat to EF-R.

Klausler looked to be a safe third although every once in a while Roos would close to within two seconds, only to drop back again.

Howdy Holmes was giving the Scott forces a double dose of good fortune by motoring along in fifth position well clear of both those in front and behind, thinking, "I can't catch those in front so I'll just slow down a bit in the last part of the race," and he was just waiting for the chequered flag.

Behind the top five Robert Joubert had his *Lola T350* motoring very well and was up to sixth on lap 24, benefiting from Nicholson fading after a strong run, the Kiwi having a recurrence of the fourth gear bothers that hampered his qualifying. In fact by lap 28, with only 10 more to go, Johnny Nick had dropped to 10th, behind Craig Hill, Dennett and Hall. But that became ninth one lap later as Hill was forced into the pits after the throttle springs broke, ending a good run in his Gabriel March.

With the leading positions decided well before the finish, the only last minute drama was provided by a couple of cars running out of gas. EF-R's *Lola* stumbled as it started the last lap, but the Californian took it easy and won, stopping with no fuel left on the cool off lap.

Villeneuve was a strong second despite losing oil and having the pressure sink to below 20 psi in the race's late stages and with these problems, he was lucky to stay with 6.7s of Forbes-Robinson. Klausler, who had rear brake problems, came home third, ahead of Roos, whose later comment was "I couldn't have done any better."

Holmes was fifth but Joubert lost a certain sixth when he ran out of petrol completing lap 35. He stopped at the end of the pits and pushed the car back where fuel was added and he went back out, to be docked a lap for a push start. Sixteenth finishing spot was cruel luck for such a promising effort by the South African. This gave sixth to Dennett ahead of Hall and Nicholson.

CHRIS WADDELL

Player's Quebec Le Circuit-Mont Tremblant
St Jovite—July 6, 38 laps — 100.70 miles
Player's Atlantic series — round 4

- 1, Elliott Forbes-Robinson (Lola-BSR Ford BDA T360), 59m 45.0s;
- 2, Gilles Villeneuve (March-Villeneuve Ford BDA T360), 59m 51.7s;
- 3, Tom Klausler (Lola-Whitehurst Ford BDA T360);
- 4, Bertil Roos (March-Hart Ford BDA T360);
- 5, Howdy Holmes (Lola-BSR Ford BDA T360);
- 6, Bobby Dennett (Chevron-Hart Ford BDA B29), 37 laps;
- 7, Mike Hall (Lola-Smith Ford BDA T360), 37 laps;
- 8, John Nicholson (Tui-Nicholson Ford BDA BH2), 37 laps;
- 9, Seb Barone (Chevron-Hart Ford BDA B29), 37 laps;
- 10, Frank Devecchio (March-Hart Ford BDA T360), 37 laps.

Fastest lap: Villeneuve, 1m 35.595s, 99.82 mph (record).
Leading championship positions (after 4 rounds): 1, Roos, 75 points; 2, Villeneuve, 67; 3, Klausler, 62; 4, Bill Brack (Chevron-Hart Ford BDA B29), 58; 5, Forbes-Robinson, 45; 6, Bobby Rahal (Lola-McCoy Ford BDA T360), 34 and Holmes, 32 pts, etc..



The big lean: Tony Dron's new Strand Glass Escort comes under heavy pressure from David da Costa's older car.

OULTON PARK

Yet another Gray day

It was the turn of South African Kenny Gray to win the National Organs Formula Ford race last weekend which takes him back to the top of the table after last week's leader Geoff Lees failed to score despite winning his heat and setting a new lap record in the final. Another Gray, ex-motorcyclist Robin, was a surprised winner of the mod sports race in his Morgan Plus 8 after a mighty struggle with the opened-up Elan of John Evans. On the abbreviated track the meeting was over well before time, the BRSCC NW Centre not following the lead of other clubs by giving the races more laps. So much for the spectators seeing the cars more often, as the PR men claimed when the circuit was chopped.

The FF heats were unusually less than full and included only a dozen or so front runners. Kenny Gray's Van Diemen led the first throughout, but he had to work very hard to keep out Mike Blanchet, now well into the swing of his Crosslé 30F. At the line the cars were almost level with Gray just getting the verdict. It was just as close for third between South African Rad Dougall (Royale RP21) and Rick Morris (Hawke DL12) for third and between Matthew Argenti's Van Diemen and John Bright's old Merlyn for fifth with the first-named of each pair just in front. The second heat was led for half a lap by Stuart Baird's Merlyn Mk 24 until he spun at the Folly, rejoined fifth only to be spun again at the next corner by Nigel Haywood's crashing Merlyn and continued lead from which he recovered to fourth by the end. Australian Jim Adamson led for the rest of that lap and a little more in his Van Diemen before Geoff Lees took over in his Royale RP21 and drew away to a 7.6s win. His pursuers were sorted out on lap six when Irishman Eddie Jordan's bid for second was thwarted by a loose plug lead. Adamson went off at Druids and Kelvin Hesketh emerged on his own in a similar Crosslé to Jordan's which spluttered round to qualify for the final.

The Penthouse Escorts became locked in combat at the very first corner as Gordon Rigby, Pete King, Mike Freeman, Nick Weir and Geoff Evans cannoned off each other. Rigby and Evans, after a spin, carried on, King was left trapped in the catch fence for several laps, Weir called at the pits and Freeman rejoined as the leaders came round again headed by Graham Hollis, Tony Dron, David da Costa and Steve Thompson. Hollis was soon passed Freeman, but the rest found it more difficult, since Freeman is normally a front runner anyway, and it was not until Thompson had applied his experience to the task on lap six that he had a clear run at Hollis. Despite the ex-F5000 man's best efforts, however, Hollis held on to take a well deserved win by 0.2s. Da Costa dealt with Dron to secure third, Tony being chased home by fellow noter Gordon Bruce in a similar Sport.

A shower of rain delayed the start of the LEC Clubmen's race as those who had them switched

to wets. Missing altogether was championship leader Geoff Friswell, who had rubbished a corner on his U2 at Druids on the first lap of practice after finding some unflagged oil. Straight into the lead went Caldwell Smythe hoping that grooved slicks were the answer, but he soon found out they weren't as his U2 slipped down the field to sixth. Taking over were Peter Cooke in his unique and impressive Harrison Mk 7 and Peter Deal's Pink Panther Gryphon, the Dover dentist thereafter maintaining a second or so advantage to the end as both drivers put in well controlled performances on the tricky surface. Gryphon builder Andy Diamond had his first race for many months in (ssh! tell it not in Roade!) a U2, that of Peter Evans normally driven by Frank Sytner, promptly put it on pole and then acquired an incurable misfire which plagued him for the rest of practice and the race itself until he called it a day. One of his products, the Gryphon of Ruari Gillies, was so amazed at what its builder was up to that it had the moment to end all moments at Knickerbrook, without actually hitting anything but causing the following Gryphons of John Davies and Sid Marler to waltz in sympathy. All continued as far as Lodge where Gillies went off and couldn't restart the engine, so Davies was left with third from Marler and Ray Edge, who drove a forceful race in his U2 after a push start. Chris Greville-Smith's second in the FF class with the Phantom behind Alan Webb in the works U2 takes him back past Friswell into the overall lead of the championship.

The National Organs FF final was predictably a battle royal between Lees and Gray on a gradually drying track. Lees led for the first four laps before Gray forced a way past and held off his arch-rival with some strong tactics including wheel-rubbing. After a few more laps the oil tank of Lees' Royale came loose and jammed the gear linkage so that when he arrived at Lodge on lap 11 he found top instead of second and had to spin. Gray was left with a handsome lead which he allowed Blanchet to reduce slightly in the closing stages while Hesketh headed Bright for third. Jordan came through strongly from the sixth row to almost pip Bright on the last corner, while Argenti's sixth place was enough to keep Lees out of the points. Dougall's Royale was also afflicted with gear selection gremlins and he struggled home ninth behind Baird.

A mediocre field of special saloons contested the Esso Uniflo round, the only large capacity cars in the race making something of it for the lead until Alan Minshaw put his foot down and powered the DAF-Oldsmobile past the Escort FVC of Paul Rhodes which retired just before the end with no brakes and a broken Panhard rod at the rear. This elevated Jeff Ward's increasingly phenomenal new Imp which not only trounced Derek Walker's Fiat 850 Coupé on its home ground, but also beat

Peter Baldwin's Allen BDA-engined 1300 Mini by several seconds. In the 850 class Brendan Chappel's all-BL Mini had no answer to the Chrysler power of Geoff Gilkes' version but was able to stay in front for a couple of laps before Gilkes settled down on a strange circuit for him.

A good gridful of Modsports came out for a round of the BRSCC Midland Centre championship which goes a long way towards redeeming HQ's blinkered attitude towards the category. It was a three-way contest between the E-type of Brian Murphy, the Elan of John Evans and the Morgan of Robin Gray, the Lotus leading for two laps before Gray took over when Evans was badly carved up by a backmarker. Murphy's bid for the lead ended in a brakeless spin gently into the Druids armco on lap eight, allowing Evans to make another bid for the lead which all but came off on the last lap. Dave Morgan was a clutchless third in his smart red E-type.

IAN TITCHMARSH

Formula Ford, Heat 1 (10 laps): 1, Kenny Gray (Van Diemen-Scholar RF75), 11m 32.6s, 85.97 mph; 2, Mike Blanchet (Crosslé-Minister 30F), 11m 32.6s; 3, Rad Dougall (Royale-Scholar RP21), 11m 45.2s. **Fastest lap:** Gray and Blanchet, 1m 8.2s 87.31 mph.

Formula Ford, Heat 2 (10 laps): 1, Geoff Lees (Royale-Minister RP21), 11m 37.0s, 85.45 mph; 2, Kelvin Hesketh (Crosslé-Minister 30F), 11m 44.6s; 3, Rob Orford (Van Diemen-Scholar RF75), 11m 53.6s. **Fastest lap:** Lees and Hesketh, 1m 8.6s, 86.80 mph.

Penthouse Ford Escort Championship round (10 laps): 1, Graham Hollis (Mexico), 13m 52.2s, 71.55 mph; 2, Steve Thompson (Mexico), 13m 52.4s; 3, David da Costa (Mexico), 13m 54.2s; 4, Tony Dron (Sport), 13m 56.4s; 5, Gordon Bruce (Sport), 13m 58.4s; 6, John Morris (Mexico), 14m 15.4s. **Fastest lap:** Thompson and da Costa, 1m 22.0s, 72.61 mph (record).

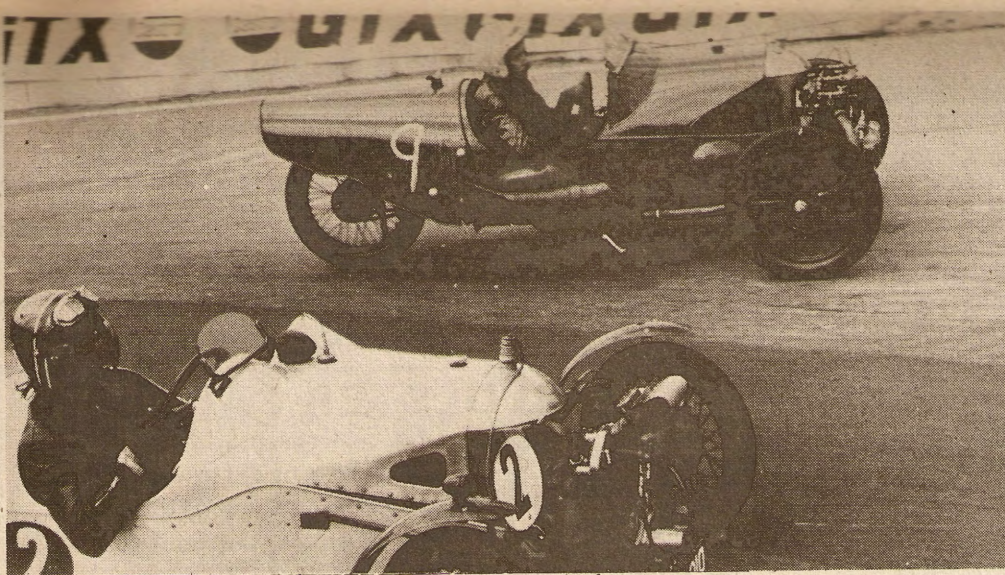
LEC Refrigeration clubmen's Formula Championship round (10 laps): 1, Peter Cooke (1.6 Harrison-Cosworth Mk 7), 11m 58.0s, 82.93 mph; 2, Peter Deal (1.6 Gryphon-Abbott/Cosworth C4A), 12m 0.4s; 3, John Davies (1.6 Gryphon-Holbay C4A), 12m 24.0s; 4, Sid Marler (1.6 Gryphon-Davron C4A), 12m 31.8s; 5, Ray Edge (1.6 Mallock U2-Davron/Holbay Mk 15/17), 12m 57.6s; 6, Caldwell Smythe (1.6 Mallock U2-Swindon Mk 16), 13m 1.4s. **Fully modified engines 1001 to 1600 cc class:** 1, Cooke, 82.93 mph; 2, Deal; 3, Davies. **Fastest lap:** Deal, 1m 9.4s, 85.50 mph.

Formula Ford engines class: 1, Alan Webb (Mallock U2-Holbay Mk 16E), 74.42 mph; 2, Chris Greville-Smith (Phantom-RE P74/75); 3, Nick Adams (Mallock U2-Holbay Mk 14). **Fastest lap:** Greville-Smith, 1m 15.8s, 78.55 mph.

National Organs Formula Ford Championship round (15 laps): 1, Kenny Gray (Van Diemen-Scholar RF75), 17m 26.6s, 85.33 mph; 2, Mike Blanchet (Crosslé-Minister 30F), 17m 29.6s; 3, Kelvin Hesketh (Crosslé-Minister 30F), 17m 35.4s; 4, John Bright (Merlyn-Whitehurst Mk II/IIA), 17m 38.8s; 5, Eddie Jordan (Crosslé-Aldon 30F), 17m 39.0s; 6, Matthew Argenti (Van Diemen-Scholar RF75), 17m 42.2s. **Fastest lap:** Geoff Lees (Royale-Minister RP21), 1m 7.6s, 88.08 mph (record).

Esso Uniflo Special Saloon Car Championship round (10 laps): 1, Alan Minshaw (4.8 DAF-Oldsmobile 55 V8), 11m 38.4s, 85.25 mph; 2, Jeff Ward (1.0 Hillman Imp), 11m 50.8s; 3, Peter Baldwin (1.3 Mini-Clubman BDA), 11m 55.8s; 4, Derek Walker (1.0 Fiat 850 Coupé-Ford), 12m 6.8s. **Over 1300 cc class:** 1, Minshaw, 85.25 mph; only finisher. **Fastest lap:** Minshaw, 1m 7.4s, 88.34 mph. **1001 to 1300 cc class:** 1, Baldwin, 83.18 mph; 2, Gerry Gough (1.3 Mini-Cooper S); 3, Bob Fox (1.3 Mini-Cooper S). **Fastest lap:** Baldwin, 1m 9.4s, 85.80 mph (record). **851 to 1000 cc class:** 1, Ward, 83.77 mph; 2, Walker; 3, Richard Long (1.0 Ford Anglia BDA). **Fastest lap:** Ward, 1m 9.4s, 85.80 mph (record). **Up to 850 cc class:** 1, Geoff Gilkes (850 Mini-Clubman-Imp), 77.06 mph; 2, Brendan Chappel (850 Mini); 3, Mike Kirby (850 Hillman Imp). **Fastest lap:** Gilkes, 1m 15.2s, 79.18 mph (record).

BRSCC Midland Centre Modified Sports Car Championship round (10 laps): 1, Robin Gray (3.5 Morgan Plus 8), 11m 42.8s, 84.72 mph; 2, John Evans (1.8 Lotus Elan), 11m 42.8s; 3, Dave Moore (4.5 Jaguar E), 12m 17.4s; 4, Bryan Litherland (4.5 Jaguar E), 12m 22.6s. **Over 3000 cc class:** 1, Gray, 84.72 mph; 2, Moore; 3, Litherland. **Fastest lap:** Gray, 1m 8.2s, 87.31 mph (equals record). **1151 to 2000 cc class:** 1, Evans, 84.72 mph; 2, Max Payne (1.6 Lotus Elan); 3, Ian McCullough (1.3 Austin-Healey Sprite). **Fastest lap:** Evans, 1m 8.6s, 86.80 mph. **Up to 1150 cc class:** 1, James Thacker (1.1 Austin-Healey Sprite Mk II), 73.14 mph; 2, Peter Richings (1.1 MG Midget); 3, Peter Fontles (1.1 Austin-Healey Sprite). **Fastest lap:** James Adamson (1.0 Davrian-Imp Mk 7), 1m 17.4s, 76.93 mph.



The Morgan Three Wheeler race provided a nice change in the programme.

MALLORY PARK

Argenti strikes gold

Why Hot Rods and Morgan 3-wheelers? "Well, it's better than the Bay City Rollers!" said one of the BRSCC Midland Centre luminaries and he's probably right although the crowd on a warm afternoon could be measured in tens rather than thousands. Billed as Renault 5 Challenge day it's not surprising the crowd was so small and many of the French tin boxes stayed away too, possibly to avoid unfavourable comparison with the Hot Rods. Of the conventional races, the Brush Fusegear Formula Ford final was the usual hectic scramble and resulted in a decisive win for Matthew Argenti's Macinnes Amcron Van Diemen after a couple of lean months.

Practice accounted for three of the fastest FFs. Richard Wills damaged the front of his MRE at the hairpin and lost his front row position for heat one while a more serious accident befell Eddie Jordan at the same place when his Crosslé rammed Richard Eyre's Javelin when the brakes failed. Jordan was taken to Leicester Infirmary with broken bones in his leg after being released most efficiently from his twisted car by the club's Rescue Unit. At the time both he and Eyre had recorded 49.8s, the fastest any FF has managed all year on the Dunlop tyres.

The first of the heats was the best, for what looked like a Geoff Lees benefit in the DJ Bond Royale was turned upside down by fast American Fred Sigafoos in his now Minister-powered Jamum at the hairpin on the last lap. Sigafoos, along with Chris Skellern's Crosslé, had battled his way past Lou de Marco's Hawke in the early laps, a feat which Mike King also managed in his Lola near the end. The second heat was resolved at the hairpin on the first lap when leader Matthew Argenti kept to his line under pressure from Terry Fisher's similar Van Diemen and the latter's nose section was knocked off. Argenti pressed on to good effect after that, chased but not challenged by Glenn Eagling's Van Diemen, and secured pole position for the final. The third heat settled itself even earlier than the second when Jim Walsh thrust his Hawke past John Bright's about to be pensioned off Merlyn at the Esses for the first time and pulled further and further away. Bright should have been a secure second but spun at the hairpin on the last lap and dropped to seventh.

A ragged start for the final saw Walsh singled out for penalty when several others were probably just as guilty. Anyway it was the young Ulsterman in his smart Crompton Lighting Hawke who scorched round the first lap in the lead from Argenti, Lees, Sigafoos and Eagling and it was this bunch which dominated the race. Argenti forced past into the lead at the Esses on lap two but was back to second again a lap later. Two more laps of following Walsh was enough for Argenti and he retook the lead at the Esses for keeps. Meanwhile Sigafoos was putting great pressure on Lees which paid off on lap nine and a lap later the American was past Walsh too, this move allowing Argenti to make a break and pull out the few yards needed to preserve his lead to the end. Walsh repassed Sigafoos at the Esses on the penultimate

lap but his 10 sec penalty dropped him to eighth, behind Sigafoos, Lees, Eagling, Skellern, King and Rob Orford's Van Diemen.

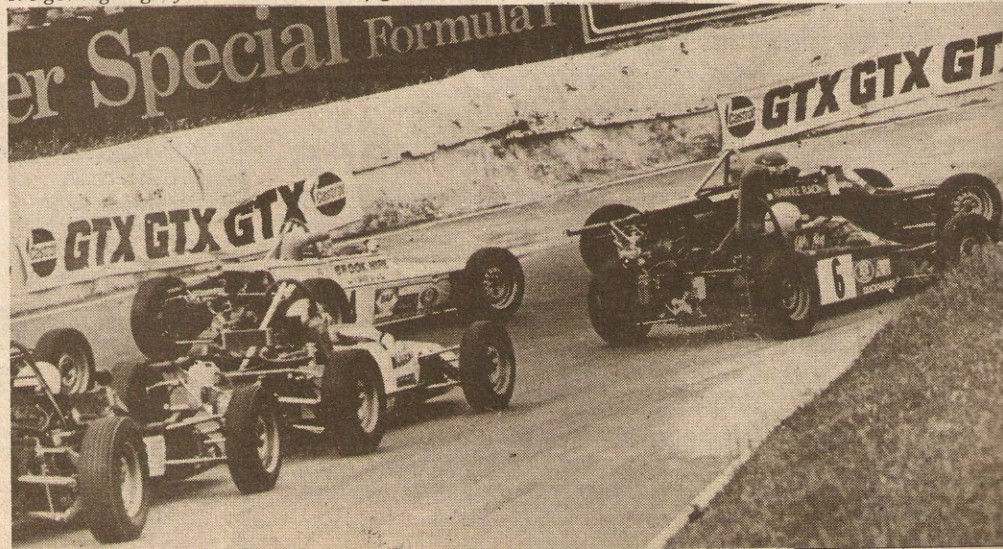
Jeff Ward totally dominated the 1-litre Simoniz race in his low-slung Imp in the absence of Derek Walker whose Fiat-Ford damaged a piston in practice. A slow start by Richard Long's Anglia BDA saw him seventh on lap one but he worked his way to second by the end, still a long way behind the flying Ward. Two 850s came next, David Enderby's Mini holding off Mike Kirby's Imp while David Edge's 1-litre Mini-Ford followed closely.

Enderby's class win meant that Nick Whiting had to win his race to keep his two point championship lead and this was a feat he managed with ease, the nearest opposition being an off-colour Tony Sugden who had started from the back of the grid anyway after practising without a clutch in top gear. The leading 1300, Peter Baldwin's BDA Mini, stayed with Sugden after the Brook Hire Escort went past, and all but regained second overall on the line. The three conventional Cooper Ss of Tony Westbrook, Paul Taft and Terry Harmer crossed the line nose to tail in their keen scrap for second in class.

Fourteen cars was all the Renault 5 brigade could muster for their "feature" race which became a two car scrap, on and off the tarmac, between Neil McGrath, who won, and Mick Hill, who finished a centimetre behind. Keith Collier lurched his way through to third ahead of the pack but was well behind the leaders.

Faster, noisier and far more spectacular were the Morgans some of which lapped at fearsome speeds in the hands of their be-leathered and oily pilots. JAP-powered Super Sports from the late twenties and early thirties are the recipe for

It's getting mighty crowded: the FFs fight their way into the Hairpin.



success in this ACU-supported class of racing and Bill Tuer from Liverpool averaged over 73 mph, with a fastest lap of 75 mph, on his way to victory in a 1932 version. His closest rival Gary Caroline started in a cloud of smoke with an oiled up plug, then went agricultural, and rejoined just ahead of Tuer so that we were treated to a splendid scrap as Caroline all but successfully tried to stay unslapped. On the way he brought his 1928 Aero-Jap back to fourth behind Timothy Green's 1929 Aero and Andrew Stewart's 1932 model. A fine third until engine trouble intervened was Stuart Harper in his more vertical-looking but immaculate 1922 car.

Hot Rods look like special saloons of the Escort/Anglia or Mini variety but without the windows. More accustomed to quarter-mile ovals, the open spaces of Mallory were a whole new world and many drivers had cars unsuited to the conditions. One who didn't was Pete Briars in an Escort who came through to lead at half distance and successfully hold off national champion Tom Laffey in a similar car. A feature of this type of racing is that the faster men start from the back of the grid so that Laffey had a good few cars to overtake yet it all passed off without any bodily contact. Best Mini was a 1-litre Cooper S driven by Barrie Davies, which had started from the front row, and finished fifth behind Joe Tandy's Anglia and the Escort of Pete Stevens.

IAN TITCHMARSH

Formula Ford 1600 Heat 1 (10 laps): 1, Fred Sigafoos (Jamun-Minister T3C), 8m 46.6s, 92.29 mph; 2, Geoff Lees (Royale-Minister RP21), 8m 46.8s; 3, Chris Skellern (Crosslé-Scholar 30F), 8m 47.2s. **Fastest lap:** Lees, 51.6s, 94.19 mph.

Simoniz Special Saloon Car Championship round (10 laps): 1, Jeff Ward (1.0 Hillman Imp), 9m 8.6s, 88.59 mph; 2, Richard Long (1.0 Ford Anglia BDA), 9m 42.2s; 3, David Enderby (850 Mini), 9m 45.6s; 4, Mike Kirby (850 Hillman Imp), 9m 47.4s. **851 to 1000cc class:** 1, Ward, 88.59 mph; 2, Long; 3, David Edge (1.0 Mini-Ford S). **Fastest lap:** Ward, 53.6s, 90.67 mph. **Up to 850cc class:** 1, Enderby, 82.99 mph; 2, Kirby; 3, Reg Ward (848 Mini). **Fastest lap:** Enderby 57.4s, 84.67 mph. **Formula Ford 1600, Heat 2 (10 laps):** 1, Matthew Argenti (Van Diemen-Scholar RF75), 8m 43.8s, 92.78 mph; 2, Glenn Eagling (Van Diemen-Scholar RF75), 8m 45.6s; 3, Rob Orford (Van Diemen-Scholar RF75), 8m 51.8s. **Fastest lap:** Argenti and Eagling, 51.4s, 94.55 mph.

BRSCC Renault 5 Elf Challenge round (10 laps): 1, Neil McGrath, 11m 52.2s, 68.24 mph; 2, Mick Hill, 11m 52.4s; 3, Keith Collier, 12m 1.4s; 4, Martin Lefevre, 12m 2.0s; 5, David Taylor, 12m 3.6s; 6, Stuart McCrudden, 12m 3.8s. **Fastest lap:** McGrath and Hill, 1m 9.6s, 69.82 mph.

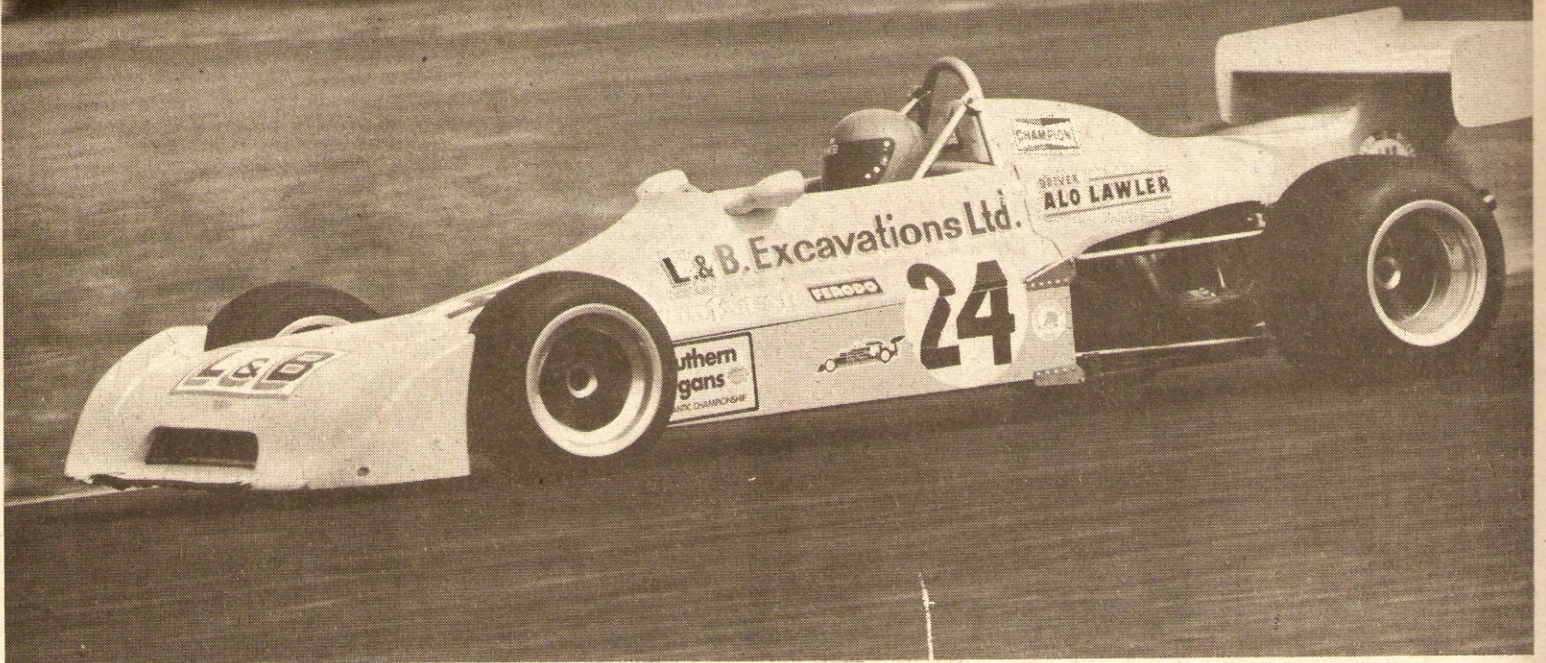
Formula Ford 1600, Heat 3 (10 laps): 1, Jim Walsh (Hawke-Scholar DL12), 8m 45.0s, 92.57 mph; 2, Chris Fearon (Titan-Titan Mk 6), 8m 54.6s; 3, John Lewis (Hawke-Rowland DL11), 8m 55.8s. **Fastest lap:** Walsh, 51.6s, 94.19 mph.

Morgan Three Wheelers (10 laps): 1, Bill Tuer (1.1 Morgan-JAP Super Sports), 11m 4.6s, 73.13 mph; 2, Timothy Green (1.0 Morgan-JAP Super Sports Aero), 11m 34.0s; 3, Andrew Stewart (1.1 Morgan-JAP Super Sports), 11m 48.4s. **Modified class:** 1, Tuer, 73.13 mph; 2, Green; 3, Stewart. **Fastest lap:** Tuer, 1m 4.8s, 75.00 mph (record). **Standard class:** 1, Howard Chivral (1.2 Morgan-Ford F2), 56.04 mph; 2, Charles Pilbeam (1.2 Morgan-Ford Super); 3, John Rowland (1.0 Morgan-Matchless MX). **Fastest lap:** Rowland, 1m 22.0s, 59.27 mph (record).

Simoniz Special saloon Car Championship round (10 laps): 1, Nick Whiting (2.0 Ford Escort FVC), 8m 32.4s, 94.85 mph; 2, Tony Sugden (1.8 Ford Escort BDE), 8m 56.4s; 3, Peter Baldwin (1.3 Mini-Clubman BDA), 8m 56.6s; 4, Tony Westbrook (1.3 Mini-Cooper S), 9m 20.2s. **Over 1300cc class:** 1, Whiting, 94.85 mph; 2, Sugden; 3, Divina Galica (1.9 Ford Escort FVC). **Fastest lap:** Whiting, 50.2s, 96.81 mph. **1001 to 1300cc class:** 1, Baldwin, 90.57 mph; 2, Westbrook; 3, Paul Taft (1.3 Mini-Cooper S). **Fastest lap:** Baldwin, 52.2s, 93.10 mph.

Brush Fusegear Formula Ford 1600 Championship round (15 laps): 1, Matthew Argenti (Van Diemen-Scholar RF75), 13m 1.2s, 93.32 mph; 2, Fred Sigafoos (Jamun-Minister T3C), 13m 3.0s; 3, Geoff Lees (Royale-Minister RP21), 13m 3.2s; 4, Glenn Eagling (Van Diemen-Scholar RF75), 13m 3.6s; 5, Chris Skellern (Crosslé-Scholar 30F), 13m 8.4s; 6, Mike King (Lola-Close T342), 13m 8.8s. **Fastest lap:** Argenti and Lees, 51.0s, 95.30 mph.

Hot Rods (10 laps): 1, Pete Briars (1.7 Ford Escort), 9m 39.0s, 83.94 mph; 2, Tom Laffey (1.7 Ford Escort), 9m 48.2s; 3, Joe Tandy (1.7 Ford Anglia), 9m 59.8s. **Fastest lap:** Briars, 55.8s, 87.10 mph (record).



Alo Lawler takes his Chevron on his way to victory in the Texaco Ulster Trophy race.

KIRKISTOWN

Alo Lawler takes the trophy

Towards the end of the Texaco Ulster Trophy race at Kirkistown last Saturday, the commentator asked Brian Nelson if he thought a 30 lap race was too long for FA cars. The ever-diplomatic Nelson may have been keeping his options open when he replied, "Well, it has certainly sorted them out" but this was no less than the truth. By the time the original field of 15 cars in the Ulster Automobile Club's old established race had been reduced to five runners, the fairly unknown name of Alo Lawler was destined to join those of Prince Bira Farina, Taruffi and Hawthorn on the magnificent trophy.

Practice had indicated that Jay Pollock in a rebuilt Crosslé dubbed the "32F" would be the man to beat for he was no less than four tenths of a second quicker than the current Irish FA Champion Patsy McGarrity in his Chevron B29 despite an inoperative clutch. Pollock is certainly a most remarkable young man for this sort of pace was attained after nearly a year's lay-off from the sport and one can only say again what a pity it is that he does not take the thing more seriously. Third place on the front row was taken by Harold McGarrity's B27. Next in order were John Pollock in Gerry Kinnane's Chevron B25, Alo Lawler, the ex-patriate Irishman in a B29 and South African Len Booyesen in John Wingfield's Brabham BT40 after borrowing a tyre from Gerry Kinnane — "I'll get it back from Wingfield at Silverstone" growled ex-golf addict Kinnane.

Lap one finished with Patsy McGarrity in the lead from brother Harold, Jay and John Pollock, John Smith and Lawler while poor Ken Fildes was left to survey the damage to his Lotus 69 after being pushed into the Armco at the Hairpin. It was not until lap four that the younger Pollock pushed into second place, a good 200 yards astern of Patsy McGarrity just as Smith called at the pits to remove a front spoiler damaged in the first lap nonsense at the Hairpin. No further major change occurred until lap eight when John Pollock momentarily turned off the steering wheel ignition switch and lost four places — it was as close as that. But by now it seemed obvious that the race was between Patsy McGarrity and Jay Pollock. Truth to tell, it seemed as if old hand McGarrity had it sewn up for although he must have felt a trifle apprehensive to have Jay in his mirrors, the gap was closing only very slightly despite a new 55.2 second lap record from the Crosslé driver.

But unknown to all but the most acute observers, both cars were in deepening trouble with overheating. Patsy had suspected head gasket trouble in practice and was worried as the

temperature gauge kept rising while Jay was in similar trouble from a leaking radiator caused by a stone thrown by Harold McGarrity's car on the first lap. Patsy was the first to go on the 20th tour but as he removed his helmet his main gripe was about the state of the track. "It's breaking up very badly at Fishermans and is getting very dangerous — something will have to be done very soon." Jay Pollock's lead only lasted two laps when his engine also overcooked and when Harold McGarrity was just about to reap the benefit of others' misfortune, his engine also tightened up. This left a most surprised Lawler in front — surprised, as he had been having clutch trouble and had been driving to finish. But in front he was and stayed there to the finish as Des Donnelly's March, his nearest challenger, also retired with the dreaded overheating malaise on lap 23, and John Pollock's car just went dead on the following lap while Booyesen had long since departed the scene with a broken gear linkage.

Thus while Lawler cruised to his win, all eyes shifted to a desperate dice between Billy Gowdy (March 74B) and Walter Kinnear (Lotus 69) which had lasted all race but by the process of attrition had been eliminated from a somewhat lowly eighth place rating to second place status. Coming into the Hairpin on the last lap Gowdy had the all-important inside position but then made a mistake and slid off with locked wheels. To make matters worse he then missed a gear. By this time his fellow Tandagee citizen Kinnear should have been well clear but all this messing must have mesmerised him for he politely held back as Gowdy got sorted out and was still a good two lengths away as they crossed the line. Certainly an exciting Ulster Trophy and if Ulster is never again to see the halcyon days of road racing, this was a reasonably fair substitute.

On paper it looked as if the Formula Ford race would be a cracker with no less than five cars sharing the same fastest practice time. But from the flag Derek Daly took his Crosslé 25F into a lead which it never lost and stretched to over four seconds at the finish. After early opposition from Brian Edgar's Van Diemen, Crawford Harkness settled his similar car in second place to the finish with Richard Parsons having a good result in placing his Crosslé 25F third.

The Special Saloon race entry did not promise too much excitement and indeed, Rosemary Smith in her now Sada sponsored Escort FVA led with ease from start to finish. However for a while there was a splendid second place scrap between the 1275 Coopers of Paul Chadwick, Jim Tanner and Forsyth and the three changed places all round

the circuit with Tanner giving Chadwick a lesson in the coarse art of late braking. However Chadwick expired in a cloud of smoke and water vapour on lap eight and left the racing to Tanner and Forsyth. But on the last lap Tanner came home on his own with Forsyth a disappointed third — "I thought I had it in the bag at first but then the brakes began to play up and on the last lap she went onto two cylinders."

In the Modsports race, it looked as if Mike Nugent's Elan could at last have some opposition from the similar car of Scots visitor Alan Smith. Unfortunately Smith was a late arrival at the circuit and after three laps unofficial practice on the lunch period started from the back of the grid along with compatriot Kenny Allers' Clan Crusader. To further reduce the prospects of a good race, Smith spun at the Hairpin on the first lap taking Allan with him. By the time the dust had cleared, Nugent was in the lead by half a mile from Robert Baker's Triumph GT6, Alan Gale and Arnie Black (Midgets) with Smith right at the tail of the eight car field and Allan in the pits. By lap seven, Smith had gobbled up the small fry but seemed to have little prospect of catching Nugent. But then the leader's car expired in a cloud of smoke on the back straight and Smith's somewhat fraught journey was indeed worthwhile after all. Baker's second place Triumph disappeared with one lap to go and second place was taken by Gale well ahead of Dorman and his sparring partner Black.

A long day, which included an autotest demonstration and a cavalcade of foreign cars; was brought to a close by the Production Saloon Race which produced a varied field of nearly 20 starters. Robert Ward's Dolomite led from the start to almost the finish — with half a lap to go a drive shaft broke and a delighted George Windrum took his Capri to an easy win from Plum Tyndall's Fireza which had only made the race after an all night session on the engine. Once again the main interest in this race was provided by Ian Woods' Mazda RX3 which gave Tyndall a hot time for the latter half of the race.

ESLER CRAWFORD

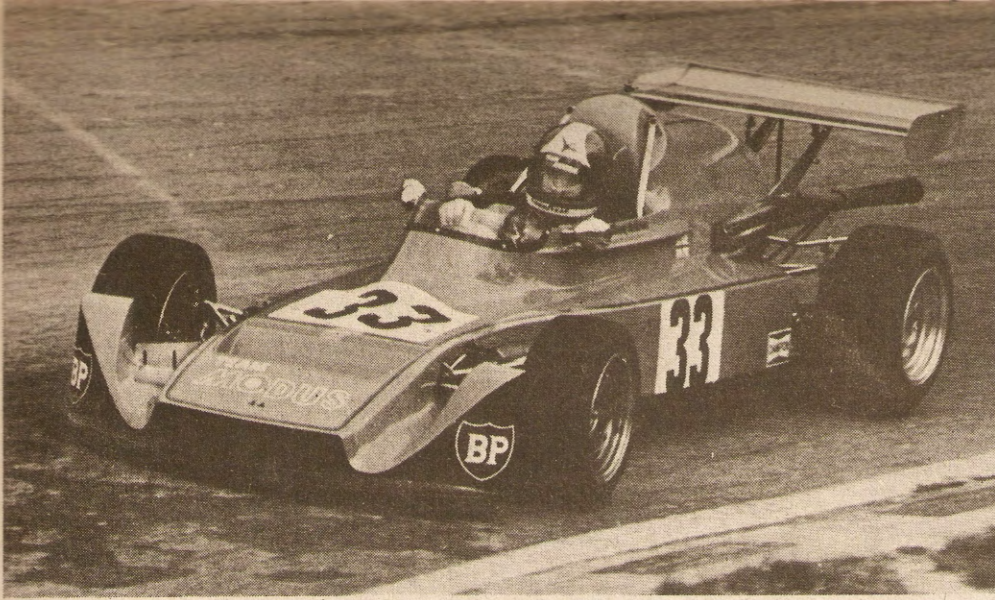
Modsports (15 laps): 1. Alan Smith (Lotus Elan), 17m 02.8s, 80.64 mph; 2. John Gale (1.3 Midget), 17m 37.4; 3. Robert Dorman (1.1 Ginetta G4), 17m 42.2. **Fastest lap:** Mike Nugent (Lotus Elan), 1m 04.4s, 85.38 mph.

Modified Saloon Cars (15 laps): 1. Rosemary Smith (1.9 Escort FVA), 17m 07.2s, 80.29 mph; 2. James Tanner (1.3 Cooper S), 17m 40.4s, 3. Tony Forsyth (1.3 Cooper S), 17m 53.4s. **Class winner:** Ray Piggett (875 Imp). **Fastest lap:** Rosemary Smith, 1m 06.8s, 82.3 mph.

Texaco Ulster Trophy for Formula Atlantic (30 laps): 1. Alo Lawler (Chevron B29), 28m 21.0s, 96.97 mph; 2. Billy Gowdy (March 74B), 29m 15.4s; 3. Walter Kinnear (Lotus 69), 29m 16.0s. **Fastest lap:** Jay Pollock (Crosslé 32F), 55.2s, 99.61 mph. **(record).**

Formula Ford (15 laps): 1. Derek Daly (Crosslé 25F), 16m 14.4s, 84.64 mph; 2. Crawford Harkness (Van Dieman), 16m 18.4s; 3. Richard Parsons (Crosslé 25F), 16m 19.4s. **Fastest lap:** Harkness, Parsons, Trevor Templeton and Harry Acheson, 1m 04.0s, 85.91 mph.

Production Saloon (15 laps): 1. George Windrum (3.0 Capri), 19m 33.0s, 70.31 mph; 2. Plum Tyndall (2.3 Vauxhall), 19m 49.6s; 3. Ian Smith (Mazda RX3), 19m 50.8s. **Class winner:** Tom Irvine (Honda Civic). **Fastest lap:** Robert Ward (Dolomite), 1m 16.2s, 72.16 mph.



Danny Sullivan and the works Modus-Toyota dominated the BP F3 qualifier.

CADWELL PARK

It's the Kentucky Kid

Driving with superb skill around the twists and turns of the difficult Cadwell Park circuit, America's Danny Sullivan, handling the works Modus, completely dominated the ninth round of this year's BP Super Visco Formula 3.

Sullivan occupied the pole, an honour which he shared with the controversial Brazilian Alex Ribeiro in the works Rastro March, but the Kentucky Kid quickly put the onus on Ribeiro and everyone else by rocketing away in fine style. It was a win that he badly wanted, a win that puts him well into the championship reckoning, especially as series leader Gunnar Nilsson and runner-up Patrick Neve both failed to finish due to separate accidents, Nilsson's being a horrific 120 mph roll from which he was lucky to escape with nothing more than a severe headache. He was taken to hospital for observation but later released.

In the supporting races on the BARC's very full programme, Geoff Friswell moped up the Supersports round with another crushing win, the outright circuit record holder competing just in case the F3s broke it but he wasn't troubled. Jock Robertson and John Brindley took customary Britax wins while Bruce Venn was indeed rather fortunate to win the Super Vee race after the retirements of both Mike Young and John Morrison. Other victories fell to Bob Davis (F1300), Tony Dickinson (Special Saloons) and Alan Baillie (Motoposto) during a pleasant day's racing where six lap records fell.

The main race of the day was, without doubt, the BP Super Visco F3 qualifier. Unfortunately, this round took place just a week before the big Grand Prix thrash and, consequently, the field was reduced to very meagre proportions indeed. It is a great shame that the F3 contingent seem to think of themselves as prima donnas. We understand their plea for more money in the championship and, we are sure that, if they cooperate, their wishes may come true, albeit next season. But to give BP a grid of 15 cars, of which just a dozen started, isn't exactly doing much to encourage their continued support. Hopefully many points will be sorted out over the next few weeks but to just simply cry out for a series at the beginning of a season and then virtually disregard it, just because a round happens a week before a more financially viable one, is rather selfish. One can understand the logistics but it's a little more spirit that's required right now.

Despite the small turnout, virtually all the leading championship contenders were present. The F3 record for this circuit stood to Brian Henton, which he set up in the works March last year at 1m 29.4s. This, until Geoff Friswell reduced it to 1m 28.4s, in a Clubmen's race a few weeks ago, used to be the outright record. Anyhow, two men eventually tied for the pole, these being Danny Sullivan's works Modus, now running a works loaned Novamotor Toyota engine instead of his usual Neil Brown twin-cam and Alex Ribeiro's works March. Both clocked 1m 28.8 s with the Modus doing it first.

Next up, just 0.2s slower were the ever improving Ingo Hoffman (March-Toyota) and Chris Barnett, winner of the last F3 race here in his Schnitzer BMW-powered March 753. Then came Patrick Neve, back in the works Safir, although his 1m 29.2s was only achieved in two flying laps as the team were trying some new Dunlops as well as their regular Goodyear tyres and because of a confusion in the officials not allowing the mechanics down over the track to the pits from the paddock, the session was stopped briefly. The only other runner to break 90s was Dick Parsons' semi-works Modus on 1m 29.8s.

Championship leader Gunnar Nilsson had to

make do with 1m 31.2s as the Swede had fallen off earlier on and rooted his nosecone and frame, thereby his time was achieved without this important aerodynamic device. Also without a nose for most of the session was Rupert Keegan, now back in his spare BAF March 743 after his Thruxton crash, although he was to retire in the race with a blown head gasket.

The only non-starters were Bob Arnott who had the timing chain tensioner break on his March before practice and Tim Brise who found his Elden handling so badly he felt it better to pack up and go home.

Sullivan got a really super start to lead the pack away with a lagging Ribeiro ("my tyres gripped too much") just barely able to hold off Barnett, Hoffman, Neve and Parsons. It wasn't long before Alex forced his way by the BMW car but the orange Modus had already opened a handy lead and he extended this for a couple of laps before settling on a neat cushion which he held onto with considerable ease. Lapping consistently close to his pole time, Sullivan stroked it home. No one would have beaten him today.

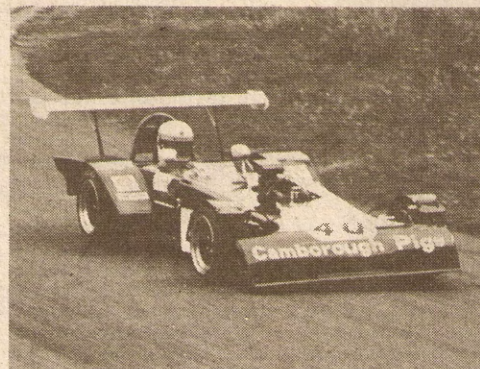
Behind him Ribeiro had got clear of the gaggle that were now fighting over third place with Barnett just heading Hoffman, Parsons and the fast moving Nilsson, Neve having dropped back unable to stay on terms due to brake problems. The Belgian was to fall off into a ditch later on, although without any serious damage to the car, when the brakes locked up.

Nilsson physically forced by Parsons, only to have the Modus push back and launch the March into the air. Nilsson dropped back slightly before collecting himself for another attack. However, he said afterwards that the car felt a little twitchy due to the heavy landing and the consequences were dire. On lap 5, the car got away from him around Charlie's, just where the F3s snick into top gear, and the Swede's car dug in on the dirt and flipped several times before coming to rest upside down. It took a little while for the marshals to reach him, by the time he'd extracted himself for the second race running. He was lucky to emerge unscathed.

Meanwhile Hoffman had left Barnett and began closing on Ribeiro. Although Ingo's engine didn't sound too crisp, he pulled Alex in until he spun at the bottom of the Mountain dropping behind Parsons. By this time, Barnett had spun and the bent rear wing punctured the oil tank. He retired after a good run.

It looked as if Hoffman might retake Parsons but then with a lap to go, Ribeiro got into trouble on the dirt at the Gooseneck ("maybe Danny flicked some up") and it enabled all three to close right up but they remained as they were to the flag.

Another FF-engined class win befell Nick Adams in the Clubmen's event.



Hot stuff as Peter Jopp's Mini head the Simcas of Simon Kirkby, Neville Knight and Tony Stubbs' Lada.



SUPPORTING RACES

Opening the day's events was an F1300 round. This was a Brian Davis benefit as he led from flag to flag. Series leader Philip Lloyd had his work cut out to oust Vic Waterhouse which he did near the end after the latter spun.

The smaller Britax production saloon round saw the appearance of only two Mazda's, Tony Lanfranchi being a last minute non-starter after failing to change his gearbox in time (kindly lent by John Markey) after problems with 3rd gear in practice. It was Wendy Markey's RX3 which led Jock Robertson's similar car initially for just half a lap before she ran wide and let Jock through.

However, John Griffiths had rolled his Moskvitch at the Gooseneck on the first lap and Robertson made history (we think) by electing to halt the race himself and the rest followed suit! The start line officials were a little bemused by the incident. Mrs Markey led away again but Jock was soon in front and that's where he stayed. Mrs Markey did suffer some clutch and brake problems which saw Neville Knight's little Simca Rallye head her briefly but the lady quickly redressed the situation. Knight succeeded in holding off Simon Kirkby's similar car while Peter Jopp, after heading them during the first "race" in his 1275 Mini, didn't fare nearly so well in part two.

The Formula Super Vee race could have been very good but it petered out within a lap. John Morrison led away in his works Supernova from Simon Kirkby's similar car and pole man Mike Young in the Wallspan Modus. Unfortunately Kirkby tried the heroics on the first lap, outbraked Morrison, spun and took the former FSV champion off. Young then lasted a lap in the lead before he thought a piston broke. This put Bruce Venn in front which he held until the end easily beating Barry Hopwood's Royale after Bill Burley's similar car had quit after four laps.

Despite problems throughout practice with the metering unit, Tony Dickinson recovered from a slow start in his neat little mid-engined BDA Imp to easily win the very poorly represented special saloon race.

The larger of the Britax races saw John Brindley and his Chevrolet Camaro manage to avenge their earlier Cadwell defeat by Derrick Brunt's identical American beast. However, he had to wait until two laps from the end before getting by Brunt. Further back Phil Dowsett's Capri managed to head Marc Smith's similar car until he too got by, although much earlier on, while Gerry Marshall's LBC Vauxhall Magnum desperately tried to stay in the news but couldn't.

Much burning of midnight oil saw Geoff Friswell able to turn out for the Clubmen's Supersports race following his crash at Oulton the day before. It was such a rush that Geoff hadn't been able to change to a suitable diff and he also had to run on odd front wheel rims. But it didn't make any difference for although Malcolm Jackson's U2 led off the line, Friswell was soon in front and pulling away at a vast rate. Even a spin on top of the Mountain did little to dent his huge lead.

In the smaller class, Nick Adams put in yet another polished drive in his Camborough

"Piglet" taking a new record into the bargain. A not too distant second, considering it was his first visit to the circuit, was Chris Greville-Smith.

Jim Yardley in the unique transversely engined Beagle Mk3 threw away the Monoposto race when he lost valuable time just after taking the lead from Alan Baillie's well kept Viking on lap 4. With Yardley no longer a threat, Baillie was able to keep Joe Applegarth's wide tyred Brabham BT23C comfortably behind him throughout the remaining laps.

CHRIS WITTY

Formula 1300 (8 laps): 1, Bob Davis (Davis/F1300), 13m 51.6s, 77.92 mph; 2, Philip Lloyd (Nomad Mk 1), 14m 11.4s; 3, Vic Waterhouse (Mallock U2 Mk 14), 14m 22.2s; 4, Ian Addelee (Keuda Clubmans), 15m 10.6s. **Fastest lap:** Davis, 1m 42.2s, 79.25 mph (record).

Britax Production Saloon Car Championship, up to £1299 and £1300 to £1699 class (8 laps): 1, Jock Robertson (2.0 Mazda RX3 Coupe), 16m 33.2s, 65.24 mph; 2, Wendy Markey (2.0 Mazda RX3 Coupe), 16m 35.8s; 3, Neville Knight (1.3 Simca Rallye 1), 16m 52.8s; 4, Simon Kirkby (1.3 Simca Rallye 1), 17m 00.6s. **Up to £1299 class:** 1, Knight, 63.98 mph; 2, Kirkby; 3, Tony Stubbs (1.2 Lada 2300). **Fastest lap:** Knight, 2m 05.0s, 64.80 mph (record). **£1300 to £1699 class:** 1, Robertson; 2, Mrs Markey. No other starters. **Fastest lap:** Mrs Markey, 2m 01.2s, 66.83 mph.

Silver Cup Formula Super Vee Championship (8 laps): 1, Bruce Venn (Elden-Heidegger FSV), 12m 49.8s, 84.19 mph; 2, Barry Hopwood (Royale-Heidegger RP18A), 12m 59.2s; 3, Mike Catlow (Supernova-Heidegger BH3), 13m 09.6s; 4, Mike Tobitt (Supernova-Daghorn BH4), 13m 34.0s. **Fastest lap:** Venn, 1m 33.2s, 86.90 mph.

Special Saloons (8 laps): 1, Tony Dickinson (1.3 Hillman Imp-Ford BDA), 14m 51.8s, 72.66 mph; 2, Geoff Byman (1.3 Mini), 15m 22.8s; 3, Peter Cottam (1.0 Mini-Cooper S), 15m 50.0s; 4, Rod Birley (3.0 Ford Capri 3000 GT), 16m 23.0s. **Up to 850cc class:** 1, Graham Larrington (848 Mini), 64.18 mph. No other starters. **Fastest lap:** Larrington, 2m 03.6s, 65.53 mph. **851 to 1000cc class:** 1, Cottam, 68.20 mph; 2, David Woolgar (1.0 Hillman Imp). No other finishers. **Fastest lap:** Alan Smith (1.0 Mini Cooper S), 1m 53.2s, 71.55 mph. **1001 to 1300cc class:** 1, Dickinson; 2, Byman; 3, Tony Smith (1.3 Mini-Cooper S). **Fastest lap:** Dickinson, 1m 45.4s, 76.85 mph. **Over 1301cc class:** 1, Birley, 65.92 mph. No other starters. **Fastest lap:** Birley, 2m 01.0s, 66.94 mph.

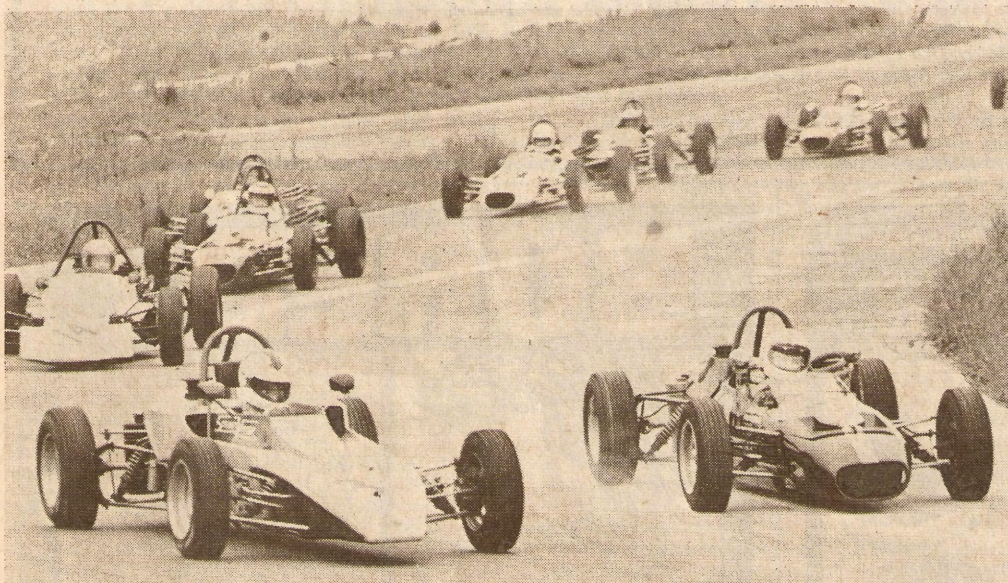
BP Super Visco British Formula 3 Championship (12 laps): 1,

Danny Sullivan (Modus-Novamotor Toyota M1), 18m 0.4s, 89.96 mph; 2, Alex Ribeiro (March-Novamotor Toyota 753), 18m 11.0s; 3, Dick Parsons (Modus-Brown Ford t/c M1), 18m 11.4s; 4, Ingo Hoffman (March-Novamotor Toyota 753), 18m 12.2s; 5, Peter Clarke (Modus-Brown Ford t/c M1), 18m 37.8s; 6, Ken Silverstone (March-Brown Ford t/c 743), 18m 49.0s. **Fastest lap:** Parsons, 1m 28.8s, 91.21 mph (record).

Britax Production Saloon Car Championship, £1701 to £2299 and over £2300 class (8 laps): 1, John Brindley (5.7 Chevrolet Camaro Z28), 15m 32.8s, 69.46 mph; 2, Derrick Brunt (5.7 Chevrolet Camaro Z28), 15m 36.4s; 3, Marc Smith (3.0 Ford Capri 3000 GT), 16m 14.6s; 4, Phil Dowsett (3.0 Ford Capri 3000 GT), 16m 23.2s. **£1701 to £2299 class:** 1, Smith, 66.48 mph; 2, Dowsett; 3, Stuart Patterson (3.0 Ford Capri 3000 GT). **Fastest lap:** Dowsett, 1m 58.4s, 68.41 mph. **Over £2300 class:** 1, Brindley; 2, Brunt; 3, Maggie Anderson (1.6 Renault 17T3). **Fastest lap:** Brindley, 1m 54.6s, 70.68 mph (record).

National Organs Clubmen's Championship, 1001 to 1600cc fully modified and FF class (8 laps): 1, Geoff Friswell (1.6 Mallock U2-Hart Ford Mk 16), 12m 23.0s, 87.21 mph; 2, Malcolm Jackson (1.6 Mallock U2-Ford Mk 14), 12m 34.8s; 3, David Orbell (1.6 Stallwood U2-Ford Mk 16), 12m 37.4s; 4, John Holroyd (1.6 Mallock U2-Ford Mk 16), 13m 18.2s. **Fastest lap:** Friswell, 1m 29.2s, 90.80 mph. **Formula Ford engine class:** 1, Nick Adams (1.6 Mallock U2-Morgan Ford Mk 14), 79.60 mph; 2, Chris Greville-Smith (1.6 Phantom-Ford P75B); 3, Nick Scott (1.6 Mallock U2-Ford Mk 11B/14). **Fastest lap:** Adams, 1m 40.0s, 81.00 mph (record).

Varley Monoposto Championship (8 laps): 1, Alan Baillie (1.6 Viking-Ford 1A, 13m 02.2s, 82.84 mph; 2, Joe Applegarth (1.6 Brabham-Ford BT23C), 13m 06.8s; 3, Paul Maxwell (1.6 Brabham-Ford BT21C), 13m 24.2s; 4, Trevor Scarratt (1.6 Brabham-Ford BT21B), 13m 32.4s. **Fastest lap:** Jim Yardley (1.6 Beagle-Ford Mk 3), 1m 34.0s, 85.62 mph (record).



Paul Sleeman (right) outbrakes Steve Veitch's Royale into Devil's Elbow to take the lead in the FF race.

LYDDEN

Three wins for Sleeman

The BARC (SE) race meeting at Lydden on Sunday was dominated by Paul Sleeman from Gillingham. Driving his Merlyn Mk IIA he won the first Formula Ford race, went on to win the final, and then capped those performances with a win in the *Formule Libre* race.

The Special Saloon event started with a three-cornered battle between Peter Smith, Roger Kirk and Alan Rogers; but then Rogers lost third place when he spun the Whitegates Service Station Mini into the bank at Pilgrims Drop. Kirk's Mini cocked a rear wheel at Smith's similar car as it took the lead at half distance and then went on to win by 1.4s. Mike Scott's rapid and well-driven 970cc Anglia finished third.

With only four-tenths of a second covering the fastest six cars in practice, the Formula Four race proved the most closely fought of the day. Fergus Tait had put his Delta in pole position as usual and he led from flag to flag, but Bruce Coate-Bond

set the fastest lap of 81.08 mph in his efforts to catch the leader, and the immaculate Ensign was only a length behind at the finish. The Falconer bodied March of Jim Burrows just held off Roy Lewington's Brabham BT28 for third spot.

Following a race-long dice in the Formula 1300 race Brian Cocks (Elva Mk 8) got the verdict over Bob Jarvis in the Aquila, although they crossed the line together and were credited with identical times. Brian Wells finished a lonely third.

A feature of this race was a spectacular shunt by Steven Hutchins who, it must be said in all fairness, had been suffering dire gear selection problems in practice for this, his first race. Unfortunately he spent so much time looking down at the gear lever that he kept wandering off the track! Eventually he ran wide at the exit of the Devils Elbow, launched his Lotus 23 off a marshals post narrowly missing several officials in the process, and finished up perched precariously on

top of the bank.

After a couple of Formula Ford warm-up races won by Sleeman and David Wigdor respectively, the same entry lined up for a "final". Once again Sleeman was never headed although Nick Orford (Merlyn 20A) put up a good fight and was only 1.8 seconds behind at the end. Wigdor held third position until he spun backwards into the bank at the end of the main straight. Steve Veitch (Royale) finally got past the Image of Richard Wilson to finish third.

Dave Bettinson's controversial Lotus 7 completely outstripped the opposition to win the Modsports event, and Simon Packford (Davrian) just failed to snatch second place from Ed Reeves (Midget) on the line.

The final race of the afternoon was for *Formule Libre* cars, and yet again Sleeman put his Merlyn straight to the front. Tony Howard maintained second position until displaced by Geoff Illes on the fourth lap. Try as he might Illes was unable to reduce the deficit, and Sleeman ran out the winner by 1.6 seconds. Howard held on to third place to make it 1-2-3 for Formula Ford Merlyns.

KERRY DUNLOP

Formula Ford (10 laps): 1, Paul Sleeman (Merlyn Mk 11A), 7m 58.4s, 75.25 mph; 2, Len Marchant (Brabham BT21/28), 8m 2.8s; 3, Steve Veitch (Royale RP18A), 8m 3.4s. **Fastest lap:** S. Williams (Merlyn Mk20A) and Geoff Illes (Merlyn Mk20A), 46.6s, 77.25 mph.

Special Saloons, 1001-1300cc, 851-1000cc and up to 850cc (10 laps): 1, Roger Kirk (1.3 Mini-Cooper S), 8m 25.4s, 71.23 mph; 2, Peter Smith (1.3 Mini-Cooper S), 8m 26.8s; 3, Mike Scott (1.0 Ford Anglia), 8m 36.4s. **1001-1300cc:** 1, Kirk; 2, Smith; 3, A. Grover (1.3 Mini Cooper S). **Fastest lap:** Kirk, 49.6s, 72.58 mph. **851-1000cc:** 1, Scott, 69.71 mph; 2, E. Melurg (1.0 Mini). No other finishers. **Fastest lap:** Scott, 50.2s, 71.71 mph. **Up to 850cc:** J. Oxborrow (850 Mini), 68.36 mph; 2, P. Harding (850 Mini); 3, A. Kember (850 Mini). **Fastest lap:** Alan Roger (850 Mini), 50.2s, 71.71 mph.

Formula Ford (10 laps): 1, David Wigdor (Image FF1), 7m 53.6s, 76.01 mph; 2, R. Wilson (Image FF1), 7m 58.6s; 3, Geoff Illes (Merlyn Mk20A), 7m 58.6s. **Fastest lap:** Wigdor, 46.6s, 77.25 mph.

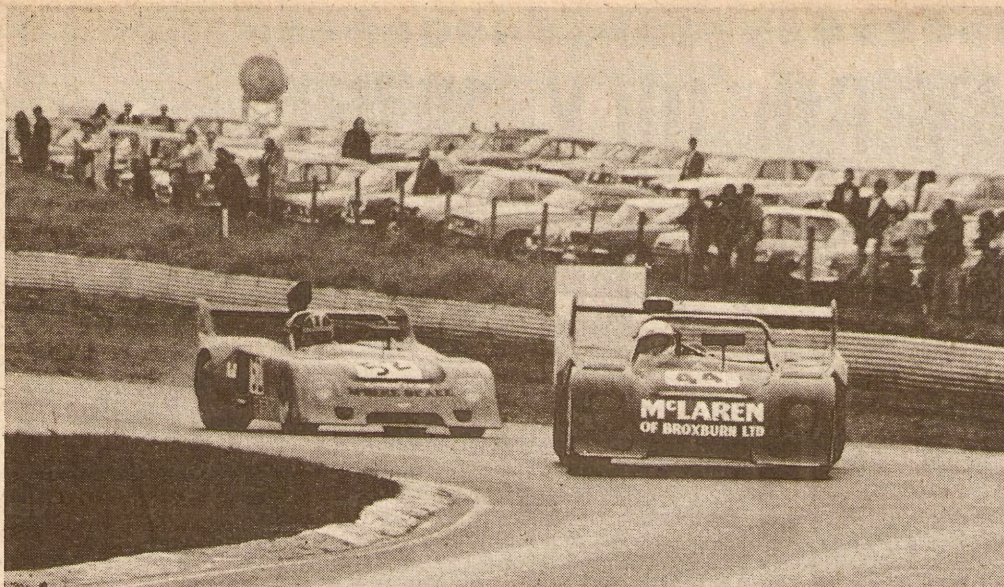
Formula 4 (10 laps): 1, Fergus Tait (Delta 1RF4), 7m 39.8s, 78.29 mph; 2, Bruce Coate-Bond (Ensign LNFA), 7m 40.0s; 3, Jim Burrows (March 713), 713), 7m 56.4s. **Fastest lap:** Coate-Bond, 44.4s, 81.08 mph.

Formula 1300 (10 laps): 1, Brian Cocks (Elva Mk 8), 7m 56.6s, 75.54 mph; 2, Bob Jarvis (Aquila), 7m 56.6s; 3, Brian Wells (Delapena), 8m 16.6s. **Fastest lap:** H. Cooper, 46.6s, 77.25 mph.

Formula Ford (10 laps): 1, Paul Sleeman (Merlyn Mk IIA), 7m 57.0s, 75.47 mph; 2, Nick Orford (Merlyn Mk 20A), 7m 57.8s; 3, Steve Veitch (Royale RP18A), 7m 58.4s. **Fastest lap:** Veitch, 46.6s, 77.25 mph.

Modsports, over 3000cc, 1151-2000cc and up to 1150cc (10 laps): Overall: 1, Dave Bettinson (1.6 Lotus 7), 7m 58.6s, 75.22 mph; 2, Ed Reeve (1.3 MG Midget), 8m 14.2s; 3, Simon Packford (1.0 Davrian Mk 7). **Over 3000cc:** 1, M. Ridd (3.8 Jaguar E), 66.37 mph; no other finishers. **Fastes:** 1, 51.8s, 69.50s. **1151-2000cc:** 1, Bettinson; 2, Reeve; 3, J. Wilmhurst (1.3 A. H. Sprite). **Fastest lap:** Bettinson; 46.8s; 3, J. Wilmhurst (1.3 A. H. Sprite); 1, Packford, 72.76 mph; 2, J. Palmer (1.1 AH Sprite); 3, D. Mercer (1.1 MG Midget). **Fastest lap:** Packford, 48.4s, 74.38 mph.

Formule Libre (10 laps): 1, Paul Sleeman (1.6 Merlyn Mk IIA), 7m 58.2s, 75.28 mph; 2, Geoff Illes (1.6 Merlyn Mk 20A), 8m 0.8s; 3, Tony Howard (1.6 Merlyn Mk 17/25), 8m 5.0s. **Fastest lap:** Len Marchant (1.6 Brabham BT21/28), 46.6s, 77.25 mph.



Iain McLaren (Chevron B26) holds off Ian Grob's newer B31 on his way to victory.

KNOCKHILL

Iain McLaren's wet victory

Sunday's two litre sports car event was the main race at the largest meeting to be held at the Fife circuit of Knockhill. It was put into jeopardy when the main sponsors withdrew their support but the meeting was saved however, when Knockhill Circuits guaranteed the prize money based on attendance. To some competitors (the attendance was less than 1,000) prospects of money, even to winner Iain McLaren, seemed slim.

For the first two litre sports car event in Scotland an excellent entry had been gathered together. Chevron were numerically the strongest make, with drivers like Ian Grob, Martin Raymond, Iain McLaren, Robin Smith and Tony Charnell. Lola had five examples arrive driven by Ian Bracey, Nigel Clarkson, Derek Worthington, Guy Edwards and Richard Robarts. The singleton March was piloted by John Lepp. How about a Mallock U2?, a MK17 for Richard Mallock to be exact, not as strange as it would seem. The most notable non-starters were Richard Scott and John Hine.

Three practice sessions gave the large entry over an hour's official and unofficial practice with many covering more than the race distance. Local driver (and class record holder) Iain McLaren was notably smooth and quick to record 52.8s in his ex-works Chevron and at the end of the first session he was joint quickest with Martin Raymond, both 0.4s ahead of John Lepp. In the unofficial session, Richard Robarts (sometimes F1 driver) was quite hairy in his Lola especially under braking for Dobbies Dip.

The second session saw Lepp improve to 52.8s and Ian Grob (in spite of spinning off at the right hander leading on to the main straight - when will they be named?) equalled the circuit record at 52.6s.

Surprise! Surprise! Richard Mallock in his Mallock U2 MK17 BDA upset a few apple carts when he recorded 53.8s, but unfortunately his brakes were wearing very quickly and it was doubtful if they would last the distance of the race.

Sunday practice was hampered by a fine drizzle which did not allow any improvement on Saturday's times. Guy Edwards, appearing for his first session, was very quick in the conditions but his time of 54.2s only gave him sixth position on the grid.

The first 25 lap heat for sports cars opened the programme. On pole position on the two by two grid was Grob with Raymond alongside, McLaren and Lepp filled the second row, with Mallock and Edwards on three. As the flag fell, Lepp and Robarts made very good starts and the front few rows were all mixed up as they dragged down to the first corner. Lepp on the outside got it all wrong and slid straight down on into the catch fencing. He managed to continue to the pits only to retire due to front end damage. Grob's engine was missing badly and he dropped back and eventually parked at the end on the main straight. The battle was hotting up for the lead with Robarts, Edwards and Raymond nose to tail with McLaren a few seconds behind. On lap nine however, Robart's throttle came apart at the hairpin, Edwards went off avoiding him and damaged his Lola's nose and had to retire. Almost at the same time Robin Smith lost his Chevron into the first corner, caught the end of the catch fencing and spun down the barrier to perform a rather expensive demolishing act. The race ran out without any more drama, Raymond taking a comfortable win from McLaren, Mallock, Blanckley, Clarkson and Harrower with Robarts a lowly tenth after repairing his throttle.

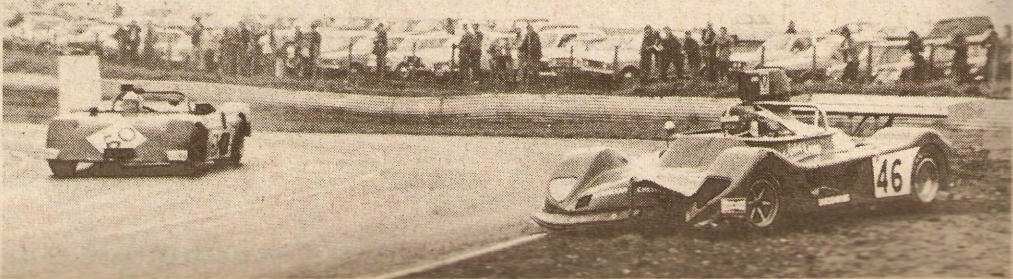
The weather for the second heat was unsettled and the drivers were given ten minutes, after their two warming up laps, to decide which tyres to use. Raymond had his Chevron B31 on pole with the other positions filled in order of finishing the first heat with Grob at the back of the grid. Most of the drivers elected to stay on wet tyres even though the rain had stopped, one of the exceptions being Robarts.

As the starter dropped his flag, Raymond stalled his engine holding up his side of the grid and allowing McLaren (who made a very good start) to rocket off into the distance to open out a lead of about 150 yards by the third corner on Mallock who had at least 30 yards on Clarkson in third place. Raymond, after he got going, started to pick up places very quickly but on his second lap he went off at the third corner and from then on his fortunes changed and finally his Hart engine simply ceased to function.

McLaren meantime was pulling out a large lead and was soon lapping the tail enders. Robarts, after starting in tenth position was making up ground as the track slowly dried out, working his way past Clarkson, Jenvey and Harrower into fourth place. Such was McLaren's pace however, that with some nine laps to go, he had lapped the fifth place man and was on Robarts' tail. The track was now very dry and McLaren's wet weather tyres were at a disadvantage with Robarts' slicks and he found it impossible to lap him.

Mallock had his gearbox jam in fourth gear with seven laps to go and was having to slip his clutch

John Lepp damaged the works March on the first lap and retired.



savagely to coax his BDA engine to pull out of the hairpin. Robarts and McLaren soon caught and passed Mallock as he struggled out of the hairpin. After this McLaren was content to stay behind Robarts who was now in third place. The only two cars unlapped as the race ran to a close were Worthington who had steadily worked his way up the field in front of Robarts in third. Mallock held on to his fourth place with Harrower, Jenvey and Clarkson following.

The winner on aggregate for the two 25 laps heats was McLaren in his Chevron B31, second was Mallock in his Mallock U2, followed by Clarkson, and Blanckley with Robarts sixth.

By the time the Formula Fords came out the rain was well established. As the cars, encased in a ball of spray, scurried into the first corner it seemed certain that at least one was not going to make it but they all managed to squeeze through. The pattern of the race quickly settled with George Mundell (Royale) leading from Neil Williamson and Peter Morrison's Crossle with a gap to Alan Wilson. A second group formed and was headed by Miller until he spun out of contention.

The Special Saloons were next out on the track. John Fyda had his Agra Imp on pole after the demise of Graham Walker who blew his Firenza's engine in practice. Fyda made a good start and led the field into the first corner. Simpson and Bill Coull's Viva went into the first corner side by side with Coull leaning on Simpson's door; somehow they managed to untangle without the expected gyrations. Coull came out in front of Simpson's Escort and chased after the leaders. The Viva's greater power soon told and after Fyda's engine started to miss, the race turned out rather processionally with Coull leading Ian Forrest's Imp and Pinkerton. Fyda, after a visit to the pits, came back out his engine still missing to finish a race for a change.

The last event of the day was a Libre race. On pole was Norman Dickson (March 74B) with Douglas Thompson (Chevron B27) and J. Mackie (McLaren 4A) completing the front row. At the start Dickson went off into a commanding lead from Thompson, Andrew Jeffrey's Chevron and Andy Barton's March. It was short lived however, when his car expired at the beginning of the straight. Thompson held the lead for a couple of laps until he slid wide coming onto the straight and Jeffreys and Barton went by. The order was not to change until the flag.

NORMAN KENYON

Two litre sports cars, aggregate (2 x 25 lap parts): 1, Iain McLaren (Chevron/BDA B26), 50m 41.4s, 79.29 mph; 2, Richard Mallock (Mallock U2-Swindon/BDA Mk 17), 49 laps; 3, Ian Harrower (Lola-Richardson/FVC T294), 48 laps; 4, Nigel Clarkson (Lola-Heavens/FVC T294), 48 laps; 5, John Blanckley (Chevron-Blanckley/FVC), 47 laps; 6, Richard Robarts (Chevron-Smith/BDA B23), 46 laps.

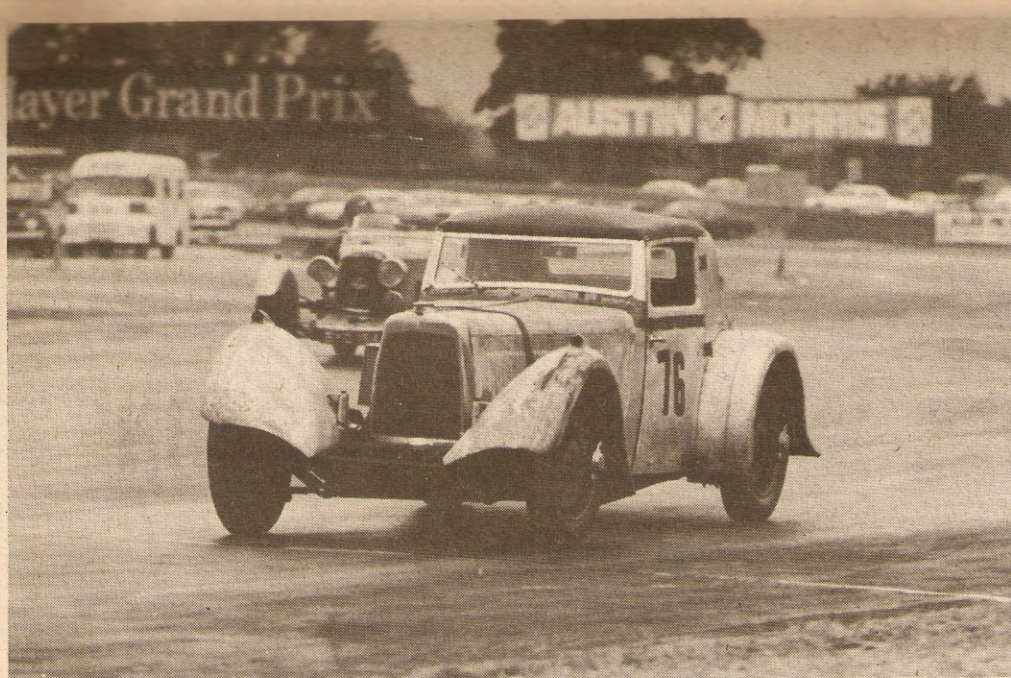
Part one (25 laps): 1, Martin Raymond (Chevron-Hart B31), 25m 12.8s, 76.69 mph; 2, McLaren, 25m 44.8s; 3, Mallock, 25m 48.4s; 4, Blanckley, 24 laps; 5, Harrower, 24 laps; 6, Clarkson, 24 laps. **Fastest lap:** Robarts, 57s, 81.41 mph.

Part two (25 laps): 1, McLaren, 24m 56.6s, 77.52 mph; 2, Derek Worthington (Chevron-Richardson/FVC T294), 25m 38.2s; 3, Robarts, 25m 52.6s; 4, Mallock, 24 laps; 5, Harrower, 24 laps; 6, Richard Jenvey (Vogue-ARK/BDG SP1), 24 laps. **Fastest lap:** McLaren, 58s, 79.46 mph.

Formula Ford (12 laps): 1, George Mundell (Royale RPM16A), 13m 4.4s, 67.58 mph; 2, Neil Williamson (Van Diemen), 13m 45.3s; 3, Peter Morrison (Crossle 25F), 13m 47.2s; 4, Alan Wilson (Elden Mk 8), 13m 50.2s; 5, Bruce MacMichael (Crossle 20F), 14m 6.8s; 6, John Franchitti (Hawke DL12), 14m 22.6s. **Fastest lap:** Wilson, 66.8s, 69.47 mph.

Special Saloons (12 laps): 1, Bill Coull (2.3 Vauxhall Viva), 14m 9.8s, 65.53 mph; 2, Ian Forrest (1.0 Imp), 14m 20.8s; 3, John Pinkerton (1.3 Cooper S), 14m 46s; 4, J. Patrick (1.3 Mini), 15m 6s. **Fastest lap:** Coull, 69.6s, 66.67 mph.

Formula Libre (15 laps): 1, Andrew Jeffrey (Chevron B25), 14m 19.6s, 80.97 mph; 2, Andy Barton (March 73/74B), 14m 23.2s; 3, Doug Thompson (Chevron B27), 14m 30.6s; 4, R. Philp (Lola 212), 14 laps; 5, J. MacGilvray (Crossle 25F), 14 laps; 6, P. Barker (Triumph GT6), 13 laps. **Fastest lap:** Barton, 54.8s, 84.68 mph.



Paul Flook's Aston Martin International Coupe, as yet unrestored, makes its way round Woodcote.

SILVERSTONE

Bill Elwell-Smith's Horsfall

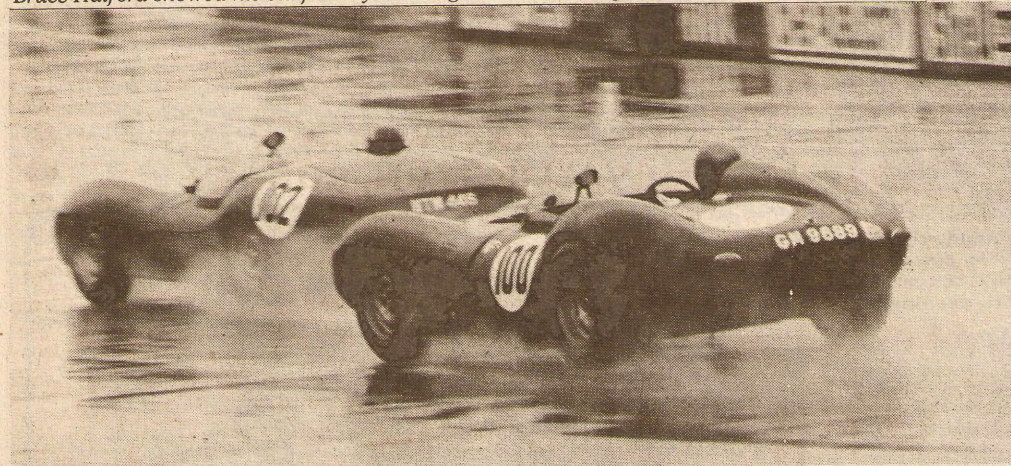
The annual St. John Horsfall Race meeting is now the only event which the Aston Martin Owners' Club organises at Silverstone each year since the passing of the Martini. This year the meeting was supported by as wide a variety and considerable number of motor cars as ever before and the result was some very entertaining races despite a break in the weather.

The first race was sponsored by that arch-enthusiast for Astons, Robin Hamilton and was the Jaguar versus Ferrari versus Aston Martin challenge race. This was won comfortably by Willie Green in Anthony Bamford's 275 LM Ferrari, chased by Colin Crabbe's similarly

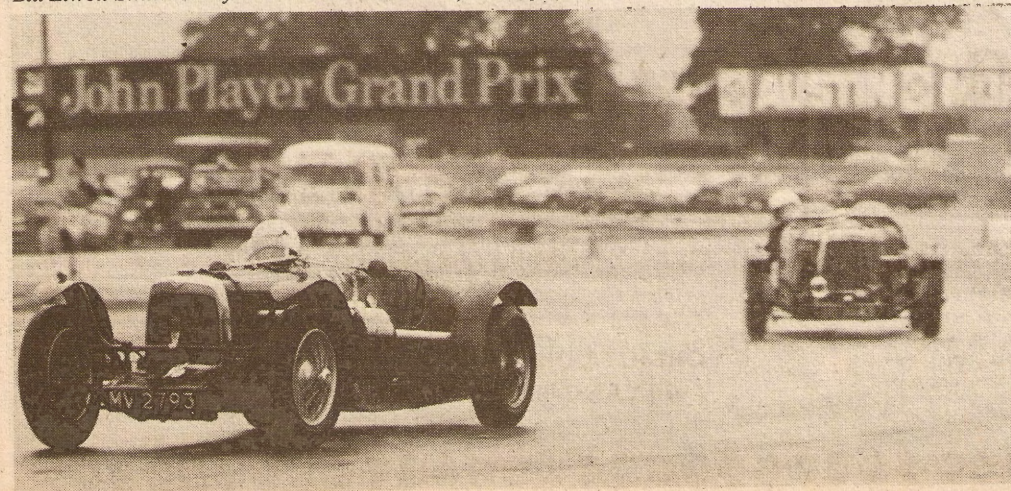
powered Testa Rossa. Robin Hamilton himself had his new way-out V8 DBS racer in third place at first before giving way to pressure from Frank Sytner in one of the two Bamford ex-Cunningham Lightweight E's and Mike Salmon's stylishly driven Project 212 Aston, these two the first of their representative marques.

The Radio Luxembourg Trophy race was won by Rupert Glydon's neat Lola Mk1, chased all the way home by Tony Goodwin's Lotus 11 Le Mans after Jeffrey Johnstone's similar car was black-flagged at the end of the first lap. John Harper's rather sad-looking yellow Lola Mk1 proved very swift after starting from the back of the grid and

Bruce Halford showed his old flair by winning in his Lister-Jaguar. David Ham follows.



Bill Elwell-Smith easily won the St. John Horsfall Trophy in his Aston Martin Le Mans despite a spin.



worked steadily up to third place. Roderick Macpherson's Le Mans Replica Frazer Nash won the road-sports category and the Radio Luxembourg Trophy.

Elwell-Smith's splendid Le Mans Aston nearly threw away the St. John Horsfall Trophy race by spinning on the first lap at Woodcote but regained the lead from David Taylor's similar car to win the race. Bob Fowler's well-used Le Mans was third. There was an excellent field of Vintage and PVT Astons in this race including two coupes, one restored and the other in the process of.

The Cooper Metals Ltd Historic race was led throughout by none other than Bruce Halford, who showed that he had lost none of his flair, driving Barry Simpson's Costin bodied Lister Jaguar. Chris Drake's Lister Jaguar was a cool second followed by John Beasley's difficult Lister Chevrolet. William Symons unfortunately was put off line when Bobbie Bell's Lister had a moment at Woodcote and bent his recently acquired DBR1's tail against the Armco.

In the Vintage and Venerable car race for the Dixon Compton Trophy and Jack Emmott Trophy, Chris Mann's superb Monza Alfa was unchallenged, the blown straight-eight sounding beautiful as the driver coped with a soaking track.

John Harper's Tester-prepared XK 120 wouldn't fire-up on the start line for the Oldham and Crowther Thoroughbred race so it was left to Ian Moss and David Preece to fight over the lead in their DB4s. Moss went missing after 8 laps and Preece, though misfiring, won the race, followed by Reg Woodcock's TR3.

Roger St. John Hart's DBS V8 won the Seven Seas Trophy Race for road-going Astons, being rapidly caught towards the end by Malcolm MacGregor's very fast DB5. Robert Cooper took third place in his nice lightweight DB4GT after Simon Phillips had understeered through the mesh barriers into the Armco at Woodcote on the last lap.

Clubmen's driver Peter Lovett dominated the Unicognac GT and Sports car race in his superb Porsche RSR despite the presence of an excellent turnout of GT40s, Lola T70s and other exciting cars. Robin Hamilton was a gallant third in the big DBS, behind Richard Bond's Lola T70 Mk111.

Championship leader and ex-hill-climber Richard Thwaites won the Speed Merchant's Classic Car Championship race followed by Mike Salmon's Project 212, Frank Sytner's JCB Lightweight 'E' type, Martin Hilton's Cobra, John Webb's remarkably swift Elan S1 and John Harper's breadvan Ferrari struggling on rain tyres on a drying track.

ROBIN REW

Jaguar Ferrari v Aston Martin challenge (10 laps): 1, Willie Green (3.3 Ferrari 275 LM), 10m 58.4s, 89.92 mph; 2, Colin Crabbe (3.0 Ferrari Testa Rossa), 14m 0.4s; 3, Frank Sytner (3.8 Jaguar Lightweight E), 11m 5.8s; 4, Mike Salmon (4.2 Aston Martin Project 212), 14m 8.6s. **Fastest lap:** Green, 1m 4.4s, 89.89 mph.

Radio Luxembourg Trophy (10 laps): 1, Rupert Glydon (1.2 Lola Mk 1), 11m 56s, 80.85 mph; 2, Tony Goodwin (1.1 Lotus 11 Le Mans), 11m 57.6s; 3, Edward Röllason (Lola), 12m 11.6s; 4, John Harper (Lola) 12m 28.6s. **Fastest lap:** Jeffrey Johnstone (Lotus II), 8m 9.6s 83.17 mph. **Class winners:** Alan Smith (2.0 Ace Ace Bristol), Roderick Macpherson (2.0 Frazer Nash High Speed) Roy Martin (2.9 Aston Martin DB Mk 3), Glydon.

St John Horsfall Trophy race (10 laps): 1, Bill Elwell-Smith (1.5 Aston Martin Le Mans), 15m 54.6s, 60.64 mph; 2, David Taylor (1.5 Aston Martin Le Mans), 15m 55.2s; 3, Bob Fowler (1.5 Aston Martin Le Mans), 16m 39.2s; 4, Malcolm Cann (2.0 Aston Martin 15/98), 16m 45.4s. **Fastest lap:** Taylor, 1m 32.8s, 62.38 mph.

Cooper Metals Historic cars (10 laps): 1, Bruce Halford (3.8 Lister-Jaguar), 12m 24.8s, 75.35 mph; 2, Chris Drake (3.8 Lister-Jaguar), 12m 33s; 3, John Beasley (5.3 Lister-Corvette), 12m 34s; 4, John Harper (3.8 Lister-Jaguar), 13m 0.6s. **Fastest lap:** Drake, 1m 14.4s, 77.81 mph. **Class winners:** Halford, Hon Patrick Lindsay (2.5 Maserati 250F), Gerry Walton (1.9 Connaught Type A).

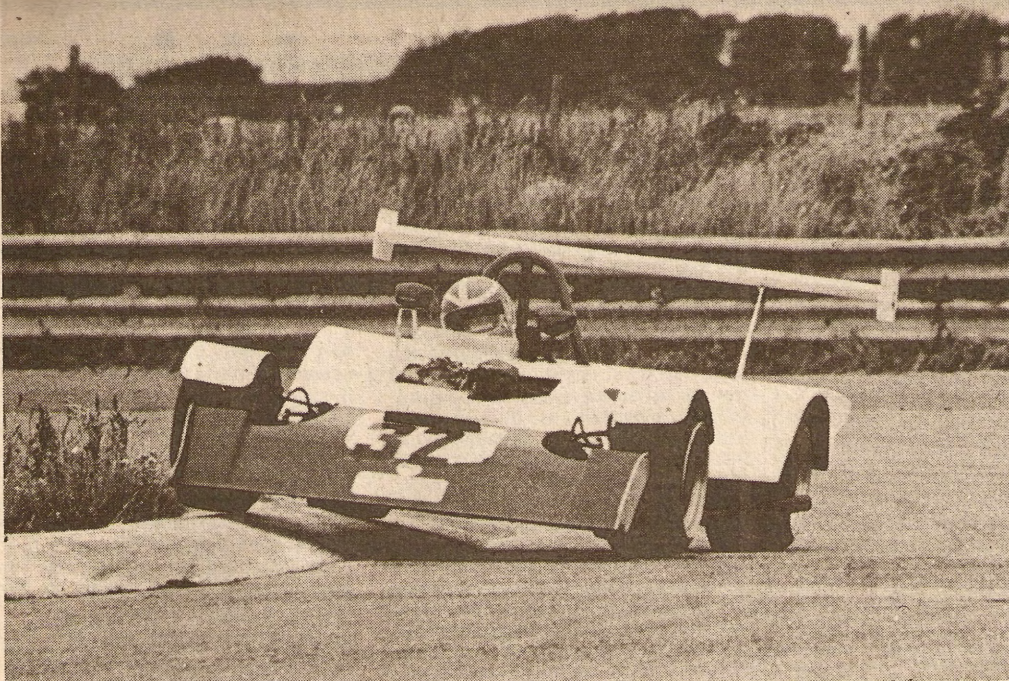
Dixon Compton Trophy (7 laps): 1, Chris Mann (2.6 Alfa-Romeo Monza), 10m 16.2s, 65.76 mph; 2, John Guyatt (Talbot 105), 10m 47.6s; 3, Alistair Barber (Lagonda V12), 10m 54.2s; 4, Peter Russel-Floyd (Hotchkiss 686), 10m 57.8s. **Fastest lap:** Mann, 1m 26.8s, 66.69 mph.

Oldham and Crowther Thoroughbred sports cars (10 laps): 1, Dave Preece (3.7 Aston Martin DB4), 13m 0.8s, 74.14 mph; 2, Reg Woodcock (2.2 Triumph TR3), 13m 21.6s; 3, Gery Bristow (3.0 Austin Healey 3000), 13m 36.6s; 4, John Harper (3.8 Jaguar XK120), 13m 28.8s. **Fastest lap:** Ian Moss, 1m 15.2s, 76.98 mph. **Class winners:** J. Bruce-Brown (1.6 Elva Courier), Woodcock, Preece.

Seven Seas Trophy (10 laps): 1, Roger St J. Hart (5.3 Aston Martin DBS V8), 13m 39.2s, 70.66 mph; 2, Malcolm MacGregor (3.9 Aston Martin DB5), 13m 47.2s; 3, Robert Cooper (3.7 Aston Martin DB4), 14m 1.6s; 4, Anthony St J. Hart (Aston Martin Zagato), 14m 16.6s. **Fastest lap:** Roger St J. Hart, 1m 19.6s, 72.72 mph.

Unicognac GT and sports cars (10 laps): 1, Peter Lovett (2.9 Porsche RSR), 12m 7.4s, 79.58 mph; 2, Richard Bond (5.0 Lola T70 Mk 3), 12m 27.6s; 3, Robin Hamilton (5.3 Aston Martin DBS V8), 12m 32.6s; 4, Mike Salmon (4.2 Aston Martin Project 212), 12m 57.2s. **Fastest lap:** Lovett, 1m 10s, 82.70 mph. **Class winners:** Lovett, Bond.

Speed Merchants Classic Car championship round (10 laps): 1, Richard Thwaites (2.0 Elva-BMW Mk 7S), 11m 41.6s, 82.5 mph; 2, Mike Salmon (4.2 Aston Martin Project 212), 11m 47.6s; 3, Frank Sytner (3.8 Jaguar Lightweight E), 11m 48.4s; 4, Willie Green (3.3 Ferrari 275 LM), 12m 13.2s. **Fastest lap:** Thwaites 1m 8s, 85.13 mph. **Class winners:** Thwaites, Salmon, John Webb (1.6 Lotus Elan), Green.



Vernon Davies working his U2 really hard on the way to a new outright record.

LLANDOW

Davies' demon lap record

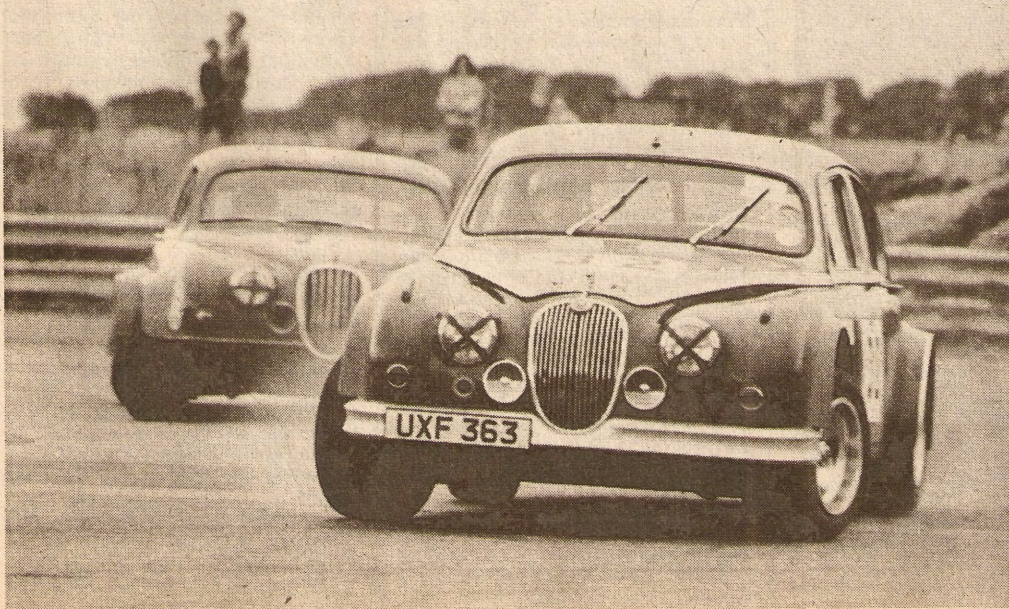
On what promised to be a very wet day for BRSCC and eventually turned out to be a very dry afternoon's racing, the F750 event saw Kim Perry break his two-week-old record, Mini Miglia motorists made many marvellous memorable moments and mistakes. Formula Vee saw Peter Wimhurst consolidate his position as championship leader. There was a new outright lap record for Vernon Davies in his Mallock U2 Mk16 in the Pole Position Supersports, a very exciting Mini 7 race, Ian Moore in his Dulon MP15 pressurising old rival Tony Broster into a race-losing error at Devils Elbow in Formula Ford, an easy Special Saloons win for John Morgan in his Mk1 Jaguar once he had got past Reg Palmer in a similar car, and revenge for Peter Grzelinski in his Mallock U2 Mk14 in the *Formule Libre* race even after a 10 second penalty for a push start.

Kim Perry in a DNC MkIII again dominated the F750s, winning by a comfortable margin establishing a new record of 41.6s to top his exciting two-week-old record. The main excitement was

provided by Rob Wells, Trick Fore, and Chris Hague in his Wessex DNC Special, dicing throughout the race for third and fourth places respectively. Mark Birrell (JDS) battled with R. Harvey's Darvi Mk IIc and provided a big moment at the end by getting on the grass at Devil's Elbow, regaining the track and just nudging Harvey enough to send him spinning into old paddock and down to sixth place.

Mini Miglia opened with Colin Davies spinning on the warming up lap and deciding not to start. The race then started without to much drama until at Devils Elbow it all started happening with everyone trying to avoid three spinning cars. One stopped in the centre of the track adding to the fun, Phil Spurling found he had no braking when going over grass and bent the car on the armco and the other just provided another part of this mobile chicane. The race then developed into a series of interesting skirmishes with eventual winner Alan Curnow battling throughout with Russell Dell only gaining a real advantage as back

Reg Palmer gets the tyres smoking on his Jaguar Mk1 on the way to second place.



markers interfered. Alan was lucky on one occasion to avoid rolling as the car hopped over the concrete haunching at Devil's Elbow. In the lower orders, Bob Eyres, Michael Milne and Derek May had a good thrash until Bob dropped out leaving the other two to battle it out to the line where the timekeepers could not separate them. Alan Curnow now leads the championship with 80 points followed by Russell Dell on 75 and Steve Harris on 70.

In Formula Vee Ian Flux and Peter Wimhurst provided the interest with a race long battle for first and second, Wimhurst losing his chance with a spin into the infield at Old Paddock scrambling the PA cables in the process.

Pole Position Supersports saw Peter Grzelinski in his Mallock U2 Mk11/14 get a fabulous start leaving Vernon Davies in his Mallock U2 Mk16 to do the chasing, both lapping at near the lap record until Peter dropped out leaving Davies to set two laps at the new outright record of 34.2s, 105.26 mph, Vernon frequently putting half the car over the Devils Elbow haunching in his efforts to shave fractions off his lap time.

Mini 7 provided all the excitement of not having limited slip diffs without the attendant accidents. Graham Wenham in the Micktuned car establishing a commanding lead on his way to taking the 1975 championship. But what a dice between John West, Terry Pudwell, Alan Seekings and Jim Mancey, these rushing and power sliding around boot to bonnet with West and Seekings having a bumping contest round Devils Elbow on one occasion, all generally recovering the cars from impossible angles. Towards the end Jim Mancey dropped back slightly leaving the other three to cross the line separated by 0.2s.

Formula Ford was really exciting for a change with Tony Broster in a Dulon MP17 fending off Ian Moore in a Dulon MP15 until harried into a race losing error at Devils Elbow where over-enthusiasm resulted in Broster standing on the anchors to kill off enough speed to get around. Which left Ian Moore to dive through on the inside to take a well deserved revenge win.

John Morgan in his 3.8 Mk1 Jaguar won yet another Special Saloon race in comfortable style once the ultra-wide road going Jaguar of Reg Palmer was passed, none of the rest of the runners being able to duplicate this feat permanently leaving Palmer to second place.

Formule Libre promised another attack on the lap record by Vernon Davies and the Mallock U2 Mk16 but the damage sustained across the haunching in the Supersports race, included the important side of the nose cone prevented this. This let Peter Grzelinski storm off to a well deserved win by a margin big enough to make up for his penalty for a too enthusiastic start.

A good meeting with three new lap records, one an outright record for Vernon Davies and a lot of exciting racing.

ANDREW THOMAS

Formula 750 (15 laps): 1. Kim Perry (DNC Mk 3), 10m 43.4s, 83.93 mph; 2. Tim Green (Time Mk 3), 10m 46.2s; 3. Rob Wells (Trick Fore), 11m 2s; 4. Chris Hague (Wessex DNC), 11m 2.6s; 5. Mark Birrell (JDS), 11m 18.6s; 6. R. Harvey (Darvi Mk 2C), 11m 40.4s. **Fastest lap:** Perry, 1m 41.6s, 86.54 mph (Record).

Mini Miglia (15 laps): 1. Alan Curnow, 10m 41.8s, 84.14 mph; 2. Russell Dell, 10m 45.2s; 3. John Bradburn, 11m 10.4s; 4. Colin Bigmore, 14 laps; 5. Derek May, 14 laps; 6. Michael Milne, 14 laps. **Fastest lap:** Curnow, 41.2s, 87.38 mph (Record).

Formula Vee (15 laps): 1. Ian Flux (Scarab), 10m 0.7s, 88.96 mph; 2. Peter Wimhurst (Veemax Mk 4D); 3. Tim Green (CM Vee Mk 1). **Fastest lap:** Flux and Wimhurst, 39s, 92.31 mph.

Pole Position Supersports round (15 laps): overall and 1600 cc modified class: 1. Vernon Davies (Mallock U2 Mk 16), 8m 51s, 101.69 mph; 2. Ray Edge (Mallock U2 Mk 17), 8m 51.6s; 3. Ian James (Mallock U2 Mk 12), 9m 25s; 4. Peter Lovett (Phantom F73), 9m 27.4s. **Fastest lap:** Davies, 34.2s, 105.26 mph (Outright lap record). **1600 cc FF:** 1. Tony Harris (Mallock U2 Mk 11B), no speed given; 2. Nigel Chrisman (DRW 7C); 3. Brian Young (Haggispeed Mk 6B). **Fastest lap:** Chrisman, 43.4s, 82.95 mph.

Mini Seven (15 laps): 1. Graham Wenham, 11m 17.2s, 79.74 mph; 2. Hugh Shipley, 11m 25.6s; 3. John West, 11m 33.4s; 4. Terry Pudwell, 11m 33.4s; 5. Alan Seekings, 11m 33.6s; 6. Jim Mancey, 11m 35s. **Fastest lap:** Wenham, 44.2s, 81.45 mph.

BRSCC Formula Ford championship round (15 laps): 1. Ian Moore (Dulon MP15), 9m 37.6s, 93.65 mph; 2. Tony Broster (Dulon MP17), 9m 40s; 3. Brian Sharp (Merlyn), 9m 42.6s; 4. Terry Richards (Merlyn Mk 20A), 9m 45.2s; 5. John Skinner (Dulon Mk 15), 9m 48.6s; 6. Clive Power (Dulon MP15), 9m 55s. **Fastest lap:** Broster, 37.4s, 96.26 mph.

Special saloons, up to 850 cc, 851 cc to 1,000 cc, over 1,000 cc (15 laps): 1. John Morgan (Jaguar Mk 1), 10m 29.2s, 85.82 mph; 2. Reg Palmer (Jaguar Mk 1), 10m 41.2s; 3. John Routley (1.0 Cooper S), 10m 44.8s; 4. George Constantine (1.0 Mini-Ford), 10m 51.8s. **Over 1,000 cc:** 1. Morgan, 85.82 mph; 2. Palmer, no other finishers. **Fastest lap:** Morgan, 40.6s, 88.67 mph. **851 cc to 1,000 cc:** Routley, 83.75 mph; 2. Constantine; 3. Bob Hemmings (Cooper S). **Fastest lap:** Routley and Constantine, 41.4s, 86.96 mph. **Up to 850 cc:** 1. Barry Reece (Mini), 81.50 mph; no other finishers. **Fastest lap:** Reece, 42.6s, 84.51 mph.

Formula Libre (15 laps): 1. Peter Grzelinski (Mallock U2 Mk 14/11), 9m 9.2s, 100.15 mph; 2. Vernon Davies (Mallock U2 Mk 16), 9m 20.2s; 3. Ian James (Mallock U2 Mk 12), 9m 27.6s; 4. Keith Howell (Mallock U2 Mk 14), 9m 29.8s; 5. Tony Broster (Dulon MP17), 14 laps; 6. David Butiggieg (Dulon MP 17), 14 laps. **Fastest lap:** James, 34.6s, 104.05 mph.

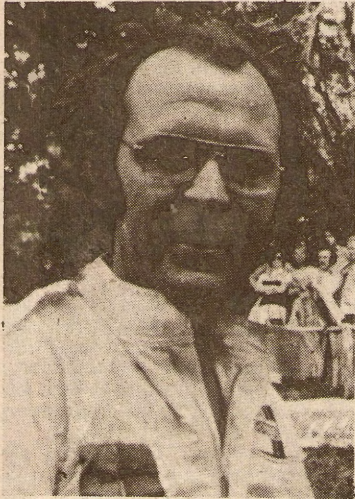
Lane takes another

By scoring his fourth RAC hillclimb championship win at Pontypool last Sunday, Warwick driver Roy Lane has opened up a three point lead in the exciting battle for the overall championship.

On the very last run of the day, Lane powered his 5.0 Fenny Marine GM1 through to victory in 28.30s — 0.13s outside the hill record.

On the first championship runs, Lane, with 29.22s was fourth behind hill record holder Alister Douglas-

Roy Lane — fourth win



Richard Brown took a new sports car record in his Martin BM8, as well as taking an excellent sixth in the run-off.



Osborn in the Pilbeam R15, Chris Cramer (March) and David Franklin in the Huntsman Ensign. On the second runs, Lane just beat his rivals with all four of them getting into the 28s bracket. Cramer finished second, one tenth of a second adrift and a similar margin ahead of Douglas-Osborn.

One of the best performances in the second championship run was the drive to sixth place by Richard Brown in his Martin BM8 who recorded the fastest ever time by a sports racing car at the venue and this was exactly the same time set by Ken MacMaster in the Modus M4.

On the first runs, John Cussins survived a nasty smash in his 5.0 Chevron B32 which went off the road at Pool Bend.

BTD: R. Lane (Fenny Marine GM1), 28.30s.
Class winners: T. Tatham (Mini), 35.98s; T. Clifford (Cooper S), 37.09s; J. Meredith (Cooper S), 33.34s; P. Shannon (AC Cobra), 34.48s; M. Ogier (Clan Crusader), 34.43s; A. Boshier-Jones (Mallock U2), 31.34s (**Record**); S. Madge (Mallock U2), 31.84s; R. Brown (Martin BM8), 30.07s; B. Brunt (Cooper), 33.16s (**Record**); B. Higgs (Lotus Elan Sprint), 35.66s (**Record**); A. Richards (Ginetta G17), 31.77s; Lane, 28.73s.
Top Ten: 1, Lane, 28.30s; 2, Chris Cramer (March), 28.40s; 3, Alister Douglas-Osborn (Pilbeam R15), 28.50s; 4, D. Franklin (Huntsman Ensign), 28.77s; 5, K. MacMaster (Modus M4), 29.19s; R. Brown (Martin BM8), 29.19s; 7, S. Cluff (Surtees TS8), 30.33s; 8, R. Jones (Surtees TS10), 30.56s; 9, D. Way (Ensign), 30.83s.

RAC championship positions: 1, Lane, 75; 2, Cramer, 72; 3, Douglas-Osborn, 60; 4, John Cussins, MacMaster, 42; 6, Franklin, 38.

Briant gets in

A successful appeal by three crews against a penalty of a fail for leaving a control in the wrong direction, meant that Mick Briant and John McKerrell moved into a narrow lead in the Welsh Rally Championship last weekend after they won the tough Eagle Uniflo Rally run by Newtown & District MC.

On a really tough night — tough because of shocking weather and tough because of the navigation/time allowance — only 40 odd crews from 115 starters managed to make it back to Newtown without being on maximum lateness.

Briant and McKerrell — one of the three crews originally docked a fail at TC4 for leaving up the wrong slot — dominated the rally and collected a deserved win by some seven minutes. Second, from North Wales, were Gwyn Pritchard and the experienced Dave Richards, whose Cooper S broke the otherwise Ford dominated top placings.

Although it rained non-stop through the event, only one short section had to be scrubbed due to

the weather and this presented no major problem for the officials.

The trouble which caused the results to be very late came at the fourth control. The first three cars were all penalised for departing up the wrong slot, only one subsequent car suffered the same imposition.

A success protest that the control was "50 yards off plot" was finally accepted by the stewards and besides Briant/McKerrell, Ted Cowell/Julian Chitty retained their sixth spot.

The route contained two selectives of some 23 miles and Briant proved he is a worthy championship leader by being quickest on both. On the first, he was 2m 6s over bogey with Pritchard second on 2m 13s and on the second he was on 6m 24s to the 7m 20s of Cowell.

1, M. Briant/J. McKerrell (RS 2000), 36m 30s; 2, G. Pritchard/D. Richards (Cooper S), 43m 25s; 3, H. Davies/P. Jones (RS 2000), 45m 0s; 4, S. Courtney/P. Watts (RS1800), 46m 56s; 5, G. Loos/J. Cappler (RS2000), 48m 15s; 6, T. Cowell/J. Chitty (RS2000), 49m 50s. **Semi-exports:** R. O'Neill/D. Jones (Viva), 61m 9s. **Novices:** G. Wheale/I. Jarratt (Escort), 7F 116m 33s.

Britax lead cut

Following several championship races which took place at Cadwell Park last Sunday, Jock Robertson's lead in the Britax has been cut down to three points by Simon Kirkby, Robertson suffering this weekend from only having two starters in his class.

Alan Baillie's Monoposto victory puts him further ahead in the championship with Trevor Scarratt and Paul Maxwell remaining unchanged in the next places. Both Geoff Friswell and Nick Adams, after scoring wins, remain at the head of the National Organs Clubmen's series in their respective classes, Friswell still the overall leader while Mike Young, despite retiring, still leads the FSV Silver Cup by a healthy margin.

No drag

The experimental eighth mile drag event at Aintree last Saturday was attended by over 5,000 spectators and was such a success that regular Saturday evening meetings are planned for the '76 season on a widened version of the excellent track.

Low e.t. on Saturday went to Trevor Young at 4.9s while Clive Skilton took top speed of the meeting at 166 mph with his Funny car. Mike Hall took Pro Comp with an excellent 5.5s run in his Altered while some 60 other cars and bikes raced side by side on the narrow track.

On Sunday, Clive Skilton beat Dennis Priddle for the first time this year at the Long Marston event laid on for ATV though the bumpy track kept times down. Skilton's second run against Liam Churchill's Capri ended in a spectacular oil fire though no damage was done to either car or driver. The third run of the "round robin" event was curtailed when the camera crew went home.

Farnborough again

For the second year in succession the three man Farnborough and District MC club team won last weekend's Guildford MC Triform. This unique event comprises three rally stages, three autotests, and three production car trial sections, and was once again held on Army land at Weaver's Down near Liphook, Hants.

The event attracted thirteen teams, all from the south, but the entry was smaller than hoped for. This was due to a regulation stipulating laminated windscreens.

The Farnborough team, who retained the Camberley Auto Factors cup, dropped only 88½ penalties to be clear cut winners. There was a close battle for second place with the Guildford team just beating Harrow Car Club by four and a half penalties.

Best individual performance was put up by Bill Robinson from the Bracknell club. In his Imp he dropped only seven penalties. Unfortunately, one of the Bracknell team failed to turn up leaving Robinson and his other team member to compete as individual runners. Second and third best individual performances came from the victorious Farnborough team with Ricky Wall just beating Dan Dukes, both in Escorts.

Sprint at Llandow

Welsh Counties CC are promoting a round of the Welsh Speed Championship at Llandow racing circuit, Cowbridge on August 9. Regs can be obtained from Rodney Jones, 3 Vine Cottages, Gwaelod y Garth, near Cardiff.

The following day, Swansea MC hold their Welsh Autocross Championship round. Regs from Brian Cosker, 9 Ravensfield, Bishwell Park, Gwerton, Swansea.

Frizzie's ups and...

It was a good news and bad news weekend for Clubmen's superstar Geoff Friswell last weekend. The bad news occurred on Saturday at Oulton Park when he slid off on some oil at Druids during the first lap of practice. His Mallock U2 was quite severely damaged around the front end and the chassis was tweaked. Undeterred, Geoff and his band of willing helpers spent many hours rebuilding the car so that he could take part at Cadwell Park the following day, Geoff anxious to defend his outright circuit record there against the Formula 3s.

John Heitman, on his way back from Oulton, popped in to see Geoff and very sportingly offered him the

Zerostat Gryphon in case the U2 was unfit but "much though I'd like to have driven the Gryphon, to see what it was like, I felt obliged to race my car, especially after all the work the lads put in."

At Cadwell, Friswell was entered by Langtonian Finance for the first time. This is a trial sponsorship arrangement which Geoff hopes will lead to better things in the future. He gave them value for money with yet another devastating win.

This weekend sees him racing Geoff Wood's Super Saloon Escort at the British Grand Prix before journeying up to Ingleston the day after for the clubmen's round. A hectic life for "Frizz the Whizz."

Turpin's good buy

A quick trip to a local scrap yard to pick up a secondhand drive shaft paid handsome dividends for Mike Turpin at the Lancs & Cheshire H & J Quick Autocross at Cleworth Hall, near Atherton, last Sunday. On his third run at this BTRDA two a side championship event, Turpin got down to 1m 34.8s in his Turpin Special a time which bettered Nick Seymour's Volnik by some two seconds.

Overnight rain made the course the best the "circus" has seen for a month or so and times got quicker as the day progressed. Of the class battles, the two Escort/Anglia classes provided the main interest with Dick Keen beating Bob Merridale by the smallest possible margin to maintain his undefeated run while "Nobby" Cresswell left it all until the last run before pipping Dimi Mavropoulos for the over 1300cc class.

Although several of the regulars were seeking fame and fortune in the second of the rallypoints at Long Marston, only one new name appeared as a class winner. This was Tony Morris who took the big engined Mini class with ease, being some four seconds quicker than the rest.

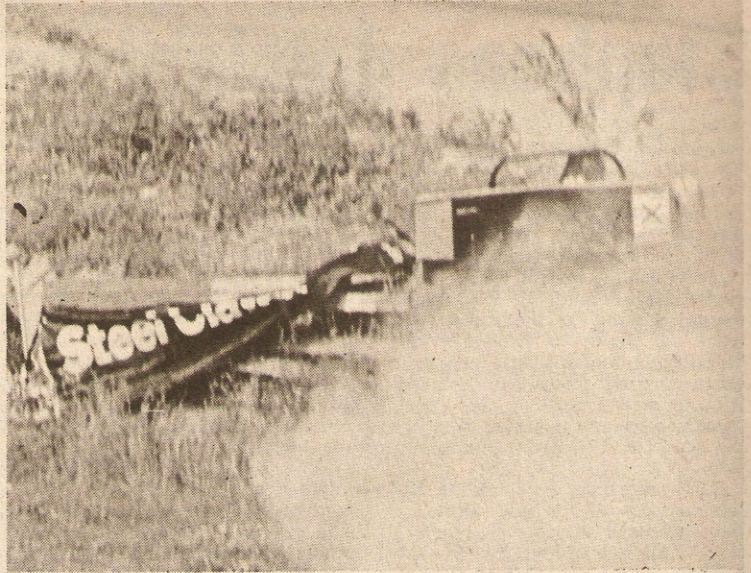
Martin Barnard continued his winning ways with his Datsun 240Z

in the combined Classes S and T but he had to keep an eye on John Williams' 1275 GT who was under a second adrift at the close. Derek Piggott collected the small capacity Mini class by almost two seconds from P. Wilson and J. Hopwood and Rob Gibson's Sprite easily had the measure of Howard Murray's TVR Tuscan, whether Murray or his co-driver were at the helm.

Brian Betteridge, back after a lengthy absence, scored his second rear engined class win with his 2.1 litre VW, beating his former partner Terry Westley by just under a second. Tony King's Imp was only a fraction away in third and Anne Harris was pretty close to Tony in the same car.

Roger Brunt's Mini had a second in hand over Bruce Male in the 1 litre Mini class where 13 entries was the highest class in a field of 80 starters. Only five specials appeared and after Turpin had disposed of Seymour on the last run, the rest were nowhere in such high class competition.

BTD: M. Turpin (Turpin Special), 1m 34.8s.
Class winners: M. Barnard (Datsun 240Z), 1m 48.9s; D. Piggott (Mini), 1m 43.4s; D. Keen (Escort), 1m 43.0s; R. Gibson (Sprite), 1m 39.5s; R. Brunt (Mini), 1m 41.1s; B. Betteridge (VW), 1m 45.9s; A. Cresswell (Escort), 1m 41.0s; A. Morris (Mini), 1m 43.9s; N. Seymour (Volnik), 1m 36.3s; P. Burgess (Mexico), 1m 53.2s. **Ladies:** Miss A. Harris (Imp), 1m 47.5s. **Novice:** A. Chalmers (Mini), 1m 49.1s. **Best L&C member:** D. Taylor (Anglia), 1m 46.3s.



Unsociable: Steve Hutchins rams a marshals post at Lydden on Sunday in his Lotus 23.

Cooper class carve-up

With only three tenths of a second separating the first four places, the up to 1600cc modified saloon class was the high spot of last Sunday's SUNBAC sprint at the Curborough sprint course near Lichfield. Nearly 90 cars turned up for the Assn of

Midland Motor Clubs Championship qualifier and Bob Rose never had to extend himself in taking BTD in his McLaren 14D.

Winner of the hotly contested modified saloons to 1600cc was Dave Carvell in his 1293 Cooper who did 36.24s to beat Tom Wood by 0.04s, Wood having made a mess of his first run. The 1563cc Cooper of John Taylor was third, one hundredth of a second adrift of Wood while Ron Carvell, sharing the class winning car, was three tenths away in fourth spot.

A horde of Minis, they dominated the class of 16 in the up to one litre modified class, were given a nasty shock when Geoff Farmer nipped in to take the class by more than half a second in his Imp. He did 37.26s to leave Neale Johnstone and Alan Hunt with only middle order 38s runs to their credit.

The whispering BMW of Richard Fowler beat the raucous Mustang of Palmer Hewardine by a second and Herbert Shepherd, Des Richardson and Roland Hand were all easy class winners.

Tony Southall and fellow U2 exponent Roger Williams were never more than half a second apart in the over 1300 clubman class while Lawrence Kyd's FTB had a similar margin over Peter Groom's Lotus 23B.

Martin Steel and Richard Lester produced runs of 33.34s in their Lyncar and Lola T 100 respectively, but Steele always had the class as Lester did a nonsense first time out.

BTD: R. Rose (McLaren M14D), 32.4s.
Class winners: C. Wild (Capri), 40.50s; R. Fowler (BMW), 40.22s; G. Farmer (Imp), 37.26s; D. Carvell (Cooper), 36.24s; R. Hand (Anglia), 36.27s; H. Shepherd (Jag E Type), 39.56s; D. Richardson (Turner), 37.30s; G. Wood (Elan), 35.66s; L. Kyd (FTB), 37.28s; A. Southall (Mallock U2), 34.32s; M. Steele (Lyncar), 33.34s. **Best SUNBAC:** B. Soanes (Mallock U2), 37.75s.

● Mike Tobitt's Supernova was powered, not by a Max Heidegger, but a Mac Daghorn VW engine in the FSV race at Cadwell last weekend. The engine proved a real flyer, this being the former Felday F3 driver's first serious attempt at VW engine rebuilds. It's expected that we'll see more of his name in FSV in the future.

Barney provides action

Two fine class scraps together with an initial struggle for the overall lead were the highspots of last Sunday's Airedale and Pennine MC's round of the BTRDA autotest championship on a service area car park on the M62 near Brighouse.

A late decision to run the event — it was first reported as being cancelled — produced 25 entries for the ten tests.

The two class battles involved Mark Mulligan, the young Irishman holidaying for three weeks and Phil Darbyshire. In the former class one battle, Mulligan hit a pylon early on which left him well behind Brian Johns, both in 1 litre Minis. But by the time the event had reached the eighth test, the pair were almost dead level and on the subsequent two tests, Mulligan eased him by just over three seconds.

Things were much tighter in the big Mini class. Darbyshire (Clubman

GT), swept into a five second lead after only two tests with John Larkin second. But Dave Barney (Cooper S) suddenly produced some scintillating runs and as Darbyshire went into the last two tests he was a mere 0.9s ahead. Darbyshire eased the pressure on himself by being fastest on the penultimate exercise but Barney was fastest on the final run and failed by 0.1s to score his first class win.

Initially, Trevor Smith (Midget) had a very much on form Dick Squire (Sprite) to contend with for the overall lead. However, Squire blotted his copybook around halfway with a ten second penalty and Smith sailed on serenely to score yet another BTD.

Overall: T. Smith (Midget) 311.9s.
Class winners: M. Mulligan (Mini) 362.1s; P. Darbyshire (Clubman GT), 340.9s; J. Plant (Opel Ascona), 412.3s; R. Squire (Sprite), 321.3s; M. Elliott (Sprite), 441.6s.

Historic race halt?

"That could have made history," said Tony Lanfranchi after the smaller Britax production saloon car round at Cadwell last weekend. He was referring to the actions taken by Jock Robertson and Wendy Markey during the race when, in their leading Mazdas, they elected to slow down and reform on the grid after John Griffiths' Moskvitch had rolled and partially blocked the track.

Wendy said she had very little to do with it because it was Jock out in front and he was the one who signalled to slow. Everyone else immediately followed suit and the whole incident totally bemused both the commentators and officials. The

cars had actually reformed on the grid before they were shown the crossed black and chequered flags. This gesture signifies that the race will be restarted.

Lanfranchi, in his many many years of racing, couldn't remember a similar incident and the nearest we can think of was last year at the Rouen F2 race when James Hunt tried, albeit unsuccessfully, to get the organisers to stop the race because of a sudden rainstorm.

● It seems that we've been doing successful sprint driver A. Pownall an injustice by calling him W. Townall. Sorry about that A.



New attraction to the tracks for spectators is delectable model, Valli. But not so much for fellow prod-sports competitors though for 20-year-old Valli has been putting in very competitive lap times and made her debut at Croft, entered by the circuit in the ex-Geoff Till Midget. She was lapping some 2s off the lap record, set on race tyres. So watch out for her, she may be going places!

Jordan's nasty

Eddie Jordan had a very nasty accident at Mallory Park on Sunday when his Crossle became involved with Richard Eyre's Javelin at the Shaw's hairpin during practice. Jordan was trapped in his car for some time and was removed to hospital where a badly broken leg found to have five breaks. Eddie would like to thank the marshals and St John ambulancemen for their hard and sympathetic work. Eddie hopes to be out of hospital for the Grand Prix this weekend, where no doubt he'll be watching the F3 event in which he had hoped to participate.

Stephens dominates

A brilliant drive by Mike Stephens earned him the major applause at the conclusion of last Sunday's Glossop & District Brentwood Trial at Marple near Stockport. Stephens did not win the event but he dominated the conventional saloon class by a huge margin and left his challengers behind by a colossal margin. On index, the top award went yet again to Irishman Bill Moffatt who took his class from four other competitors but with Geoff Spencer collecting his class again, there's no change at the top of either the RAC or BT&RDA Championships.

Early morning rain made the sections interesting and although tight for some they were always a real challenge even to the top echelon. Thirty-six sections provided plenty of action for a pretty good entry of 43.

Spencer's Cooper dominated Class 1. He had a five mark interval lead which he steadily built on to beat Barry Parker by an 18 mark margin with southerner Gordon Francis third nine down on Parker. Stephens showed his control of the Mexico very early in the day dropping only 11 marks on the first round of 12 sections - a score only equalled by Moffatt. This left his main rival Peter Higgins behind to some 22 points while Dave Slater (Escort Sport) was

another five behind and without hope.

Stephens never relented as he pursued an overall win and his score of only nine marks dropped looked certain to give him another spoon.

In contrast, Mike Harrison (Midget) and Malcolm Brown (Sprite) had another of their duels. Brown claimed an early lead of four marks at the break but Harrison nibbled this lead away and finally rubbed it in on the last section when, having got to the six marker to clinch the class, he potted through the rest of the section for an unusual clean.

Mike Hinde made a reappearance in the series - though not a contender - with his small engined Imp to win the fourth class on 34 marks. He was nine marks up on Colin Valentine's Sfiletto at lunch and the latter had an off day and did not offer a very effective challenge thereafter.

Ginetta man Moffatt dropped 17 marks all day and took the overall victory from Colin Mack (Chamois) who had a 41 mark total.

Overall W. Moffatt (Ginetta), 17 marks lost.
Class winners: G. Spencer (Cooper), 32 marks; M. Stephens (Mexico), 21 marks; M. Harrison (Midget), 68 marks; M. Hinde (Imp), 34 marks; C. Mack (Chamois), 41 marks.
Championship: RAC 1 = Moffatt and Spencer, 150pts; 3, Valentine, 144pts; 4, Stephens, 131pts; 5, Harrison, 102pts. **BT&RDA:** 1 = Moffatt and Spencer, 80 marks; 3, Stephens, 77; 4, Valentine, 76pts; 5, Higgins, 73pts.

Brown good recovery

Recovering from 10 seconds of penalties on his first run the Kent driver Terry Brown took BTD last Sunday at the Harrow CC sprint at North Weald. In this slalom type event, over two laps of an 800yds course, he returned a total of 343.2s for five runs in his Lenham Le Mans.

With a 50 plus entry in 12 classes, proceedings began with an easy win in the first class for Wally Pratt's Fiat Abarth who took the class by some 22s. Larry Marriott (Cooper S), had an almost equally easy win in Class 2 but in the up to two litre standard car class, Peter Noad had a mere two seconds in hand over Garry Fryer. Noad, in his Audi 80 GT beat his Mexico mounted opponent right at the finish for Fryer had led for three runs. Bert Wood, in a BMW 2002 was third, only two seconds down on Fryer.

The Pontiac Trans Am v 3 litre Capri battle was resolved - just -

in favour of Pontiac driver Bert Shirley but he had only two seconds in hand at the end over Peter Jones. Ken Davey, one time leader for BTD, let things slip away on his final two runs with his Cooper but he was a comfortable enough class winner from Don Amis.

The diminutive Honda S800 of Maurice Gates led the sports car class for a couple of runs until hauled in by David Beams in his Ginetta G 15 who took the class by three seconds while in the big capacity class, Malcolm Ridge's Porsche 911 S beat Phil Lawrence's 911T by seven seconds.

BTD: T. Brown (Lenham Le Mans), 343.2s.
Class winners: W. Pratt (Fiat Abarth), 384.0s; L. Marriott (Cooper), 368.4s; P. Noad (Audi 80), 372.2s; B. Shirley (Pontiac), 386.9s; K. Davey (Cooper), 349.6s; J. Fenn (Anglia), 367.6s; D. Beams (Ginetta G15), 378.0s; J. Canning (Elan), 379.6s; M. Ridge (Porsche 911S), 368.0s; A. Bishop (Davrian Imp), 352.8s; D. Shaw (Sprite), 363.2s; T. Moore (Mallock U2), 348.0s. **Best Harrow member:** K. Coad (Mini), 365.0s.

We're heading for a great, big... Hugh Weldon heads a traffic jam in the final at Long Marston. Trevor Hopkins, Tony Drummond, and Warren follow.



Harrington's Merlyn

The Formula Ford Merlyn Mk 29 which Scunthorpe driver Peter Harrington is running this year is effectively a works car which Peter is sorting in preference to racing his self-built Cougar. After a season's absence caused by a road accident Peter was beginning to wonder whether his inability to get results was his slowness until Bernard Vermilio tried the car at Snetterton last week and agreed that the gas-filled shock absorbers were not doing their job. Those from the Cougar were hastily fitted before Oulton Park where Peter was just off the leaders' pace. Essentially the chassis is the same as the Mk25 except that the radiators have been moved to just ahead of the rear wheels but Merlyn sales in a Formula they once dominated seem to have dwindled right away this year and hopefully Harrington will soon be getting the results that sell cars.

● The London Car Club's sprint at Duxford on July 26/7 has sadly been cancelled because of lack of amenities supplied by the land owners.

● Wendy Markey was feeling a bit stiff at Cadwell last Sunday. Why, you may ask? Well, she'd taken part in a "banger race" at the Ipswich World Championships the day before along with several other members of the BWRDC. She'd then suffered a "sandwich" shunt which, because her seat had no head restraint, pulled her neck muscles quite severely from the whiplash. The actual stock car World Championship was won by new FF recruit David Fisk who deposed reigning king Barry Lee.

Not very close

Fifteen different tests, done twice, provided plenty of activity last Sunday at Woolwich Barracks when Bexley LCC's autotest round of the LCAMC championship was won by the 998 Cooper of John Scott who totalled 1215.0s.

Only 21 competitors turned up and the closest of the four class battles was among the sports cars where Alan Claire's Midget had only 15 seconds in hand over Andy Gibson's Sprite. John Calton (Mexico) eased up with a troublesome gearbox otherwise he might have won this class by a record time.

BTD: J. Scott (Cooper), 1215.0s.
Class winners: N. Varney (Mini), 1312.0s; P. Skinner (Clubman GT), 1531.2s; A. Claire (Midget), 1245.4s; J. Calton (Mexico), 1448.4s.

Sunday's drag

Feature drag event this weekend is at Snetterton where Clive Skilton and Liam Churchill will be starring in a feature match in their Funny cars. In Dragsters will be Roz Prior and Trevor Young, but unfortunately, Dennis Priddle will not now be going.

● Tony Dickinson's Ford BDA-powered Imp is not, contrary to some reports, based on the infamous Hillman Californian of a few years ago. Dickinson's current machine "was a road car last October." Although the car currently runs with a 1300 cc BDA taken from his previous Escort, the Imp is designed to take a full 2-litre but Dickinson hasn't contemplated Super Saloons and Alec Poole's Skoda BDA... so far.

'Screen experiments

It was aeroscreen day in the Modsports world at Oulton Park. The Blue Book says: "Aeroscreens are permitted if supplied as an optional extra by the vehicles manufacturers" (RAC punctuation). Well, a Morgan with an aeroscreen is fair enough and no one would really quibble with Robin Gray's Plus 8 wearing one. But an Elan? Well, John Evans took the lid off his hitherto very proper-looking version (if you disregard those fashionable wings and spoilers) to see whether he had the answer to the Lotus 7 intrusion. In fact, the car had a slower top speed and the experiment will probably be discontinued while it is believed that for next year the rules will ban aeroscreens altogether. In the meantime don't be surprised if John Pearson's XK120 tries one, which would seem as unobjectionable as the Morgan's.

● New competitions secretary for the well known Owen Motoring Club is R. N. Cotterell, 505 Sutton Road, Walsall, Staffs. Tel: Walsall 22773.

XK120 back

A welcome return to the Modsports scene at Oulton Park last Saturday was made by John Pearson and his plastic Jaguar XK120, now painted blue in deference to sponsor Victor Raysbrook who has joined forces with John again after their split last year when John was going so well in the Elan. The XK's 1974 season ended with a blown piston and the car had been untouched until a couple of weeks ago when the head came off and race preparation began. Unfortunately idleness or the new coat of paint or something had driven all the brakes away and John spun to a hairy halt at Lodge in the race after chasing the three leaders for a couple of laps. The car was reluctant to restart and finished several laps behind.

● After 18 months' work, Alan Payne and Charles Bernstein had their first run with their 3.5 Rover engined Riley at SUNBAC's sprint at Curborough. Both were in the 38 seconds bracket and the car, when developed, should be a real contender for the class which is invariably dominated by Roland Hand's Anglia.



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