INSIDE: COMPLETE GUIDE TO LOMBARD RAC RALLY

AUTOSPORT

Lancia Stratos to end Ford's RAC domination?



AUTOSPORT

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CONTENTS

2 Pit and Paddock

10 Phoenix: Super Tex's seventh score

11 Parnelli's turbocharged DFX

12 Private Ear

14 Correspondence

16 Special Stage

23 Purley Personal

24 Brands Hatch: Musetti provides the cream

26 Track test: Rapid's Atlantic Chevron

28 Cockpit Cameos: Kenny Gray, Rad Dougall and Rod Bremner

SPECIAL RAC RALLY GUIDE

31 Introduction

32 The route

34 The Entry

37 Top Twenty drivers

39 One man's view

41 The Teams

44 Rally Information services

59 Name from the past: Giancarlo Baghetti

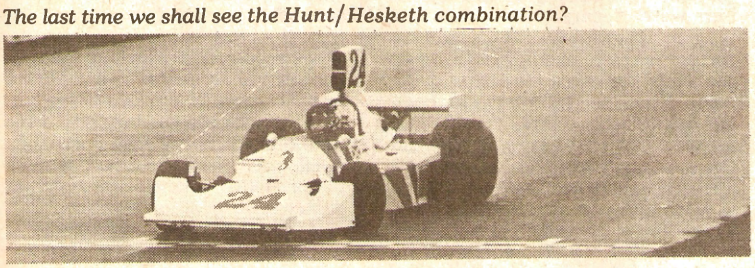
62 Thruxton: Keegan flies the flag

64 Profile Danny Sullivan

67 Tune In

71 Sports Extra

The last time we shall see the Hunt/Hesketh combination?



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EDITORIAL

Pressed to raise enthusiasm

"How many people do you reckon are in this forest tonight then?" Typical of the sort of question most who witness some of the RAC Rally action will be trading in the coming few days. We all itch to make our guesstimates . . .

"Oh I don't really know Dai – I always reckon that Clocaenog Three is roughly equivalent to Cardiff Arms Park, and judging by the singing going on in here divided by the number of English and multiplied by the total number of stages – I'd reckon on about two million." And so the man from the *Mirror*, overhearing this conversation some seasons ago, came by his shock figures. The man from *The Times*, if we remember correctly, decided that 200,000 spectators was an easier figure to contemplate.

To the best of our knowledge the *Mirror*'s startling estimate has never been bettered, or ever remotely approached; still, the *Mirror* does boast the largest circulation of any newspaper and perhaps these professional estimators were talking circulations, assuming that everyone out watching would rush to their newsagents the following day. Some hope!

In the bad old days, when the RAC Rally was first sponsored by the old-style *Sun* and subsequently by Europe's largest selling *Daily Mirror*, there appeared to be a vast black-hole in communications between the policy decision makers and the Chief Subs of their respective sports pages. No matter what sensation-grabbing, bizarre, horror-packed copy was filed, there usually appeared the following morning a brutally cropped and badly mis-spelled few column inches, often with whole lines out of sequence. There were no suppements, no area-by-area spectator information panels, not even a tear-stained human interest feature; viz: "Cuddles the cat eaten by Pericles the parrot as rallyists thunder through village." In fact, not a dicky-bird of a chance that these two newspapers could even begin to communicate anything of the essence of the rally to their wide-eyed readers — and these papers were supposed to be the experts in purveying mass media porridge. Even *The Times*, which claims to take no pride in prejudice, until quite recently kept their miniscule RAC reports firmly off the sports pages, burying them in Home News.

Our national press is quite dismal in its arrogant and ignorant attitude towards motor sport in general; only ever sitting up and taking note when there is a first-magnitude disaster. The RAC Rally has little chance with the newsmen. Credit for a good job on rally coverage can go to *The Scotsman*, the *Western Mail* and the *Birmingham Post* – all three having accurately assessed their public's desire to be informed. Unfortunately, none of these papers are truly national.

It can be ascertained (from the pages of the RAC Rally guide contained within this issue) that there appears to be quite an upswing in media interest this year, principally from television and radio organisations. Doubtless much of this can be attributed to better than average pre-event PR this year, coupled to the "novelty" value of this once per annum happening. Such coverage is, we fear, unlikely to be of much lasting value.

The many first-class international and national rallies organised in this country each year belong on the sports pages of the big papers along with the golf, soccer, bowls, tennis, and so on. This would be no more than expected in many other less jingoistic European communities. While we blow our trumpets and enthuse over a man on the radio talking of rallying, perhaps we should pause to ponder that the RAC Rally *has* previously been sponsored by the largest selling newspaper in Britain, which should have brought about a well-nigh ideal base situation by this time. Perhaps we need a new press! What should we do?

our cover picture

The Lancia Stratos is undoubtedly the rally supercar of the decade. Three of them will be starting the RAC Rally from York on Saturday in a bid to end the three-year Ford Escort domination of the event. Photo: Hugh Bishop

Opposite: *George Hill and Phil Short won this year's Castrol/AUTOSPORT Special Stage Rally Championship in their Martin Group prepared G2 Vauxhall Magnum. Foor this weekend's RAC Rally they will have a brand new Magnum, completed early this week, at their disposal. Photo: Hugh Bishop*

Hesketh may continue but it depends on . . .

At 3 pm on Tuesday, there was still hope that Hesketh Racing would continue in Grand Prix racing next year. Lord Alexander's Friday night deadline came and went and nothing was forthcoming, or so many were led to believe. The following day at Thruxton, Lord Hesketh announced to millions on BBC TV's Grandstand programme that this was the end. It looked over as far as everyone was concerned but it doesn't appear to be so cut and dried. The financial crisis at Hesketh Racing is rather puzzling.

Alexander's original appeal for the required £300,000 sponsorship, otherwise he couldn't carry on with his Grand Prix programme for James Hunt, didn't exactly bring tears to his fellow Grand Prix competitors. Many were wary of what the Lord was up to because being "an anti-establishment" figure, he's prone to do things off the cuff and in strange, elaborate ways.

Theories were put forward that Hesketh's Friday night deadline was a hoax and that a brand new commercial sponsor would be announced to a startled world the day after and the publicity value would be tremendous. Not so.

Lord Hesketh's televised "Farewell" at Thruxton, combined with some valuable air time on BBC's Nationwide programme the night before, was enough exposure for the team to receive three worthwhile telephone calls. Two were dismissed but one was serious "and a company of considerable means" said a Hesketh spokesman. The future looked bright. But then what of Rochas, the French perfumery concern who catergorically told us in last week's issue that they would like to sponsor the Hesketh team.

We had further words with Tony Gibbon, of Rochas, on Monday. He was helpful, as always, admitting, yet again, that "we are willing sponsors". Gibbon added that they were prepared to put up the required finance and that the company would use the team to promote their Men's toiletries. However, a decision cannot be made until November 25 so we hear and Lord Hesketh claims he isn't prepared to wait until then. So what is happening?



Lord Hesketh—"anti-establishment."

Aside from Rochas, Hesketh also had talks with the "secret telephone" sponsor on Monday and another Hesketh spokesman reckoned the result, regarding the team's future, would be known "within 24 hours."

Lord Hesketh told us at Thruxton that he would be probably moving into bike racing in 1977 with an all-Hesketh built and developed bike, but the subsequent chain of events that have followed could alter that programme.

The staff at Hesketh Racing have been told that there is a chance of the team continuing and already donations are pouring in from well wishers who want the team to carry on. No news is usually good news. However, the team remained optimistic at the beginning of this week and James Hunt, along with the other team members, still expressed a wish to carry on racing under Hesketh colours next season.

Ugeux replies to Sir Clive

Pierre Ugeux, President of the CSI, has answered Sir Clive Bossom's ultimatum in his capacity as Vice-President of the FIA from our last week's issue. Through the CSI Secretariat, Ugeux said on Tuesday of this week that: "since the matters that you relate to us reflect the same opinion as that of Sir Clive Bossom, there has been a misunderstanding right from the start concerning the true role of the CSI.

"Everyone hopes to have in front of him an adequate interlocuter.

"In underlining the different interests of the organisers and of the CSI, we forget that as far as the Formula 1 is concerned, the triumvirate, with Mr Martin Pfundner and Mr Ugeux, assisted by Mr Herbert Schmitz, negotiated during several years with the constructors, represented at that time by Mr Max Mosley, Mr Ken Tyrrell and Mr Phil Kerr, without running into any major difficulties.

"With regard to the Formula 1, there is a constant argument because the World Championship of Drivers belongs to the CSI and because the National Sporting Authorities are holders of this title in their respective countries even if they hand over their rights to a promoter, therefore, the organiser of the Grand Prix must normally be, according to us, the National Sporting Authority.

"Luckily, now that a three year agreement has been reached, the judicial quarrels are no longer present around us and anyway Mr Loitron, the FIA's lawyer's consultation had covered us in the event of recourse to an arbitrary method.

"The time has come for us to unite for the greatest well-being of international motor sport and to work together."

DJM Records back F2 Thruxton

DJM Records, sponsors of Tony Lanfranchi's G1 Mazda this year, are increasing their motor racing involvement for next year in conjunction with the BARC. It was announced at London's Martini Terrace last week that DJM, whose list of artists include Elton John, Count Basie and Louis Armstrong, will sponsor the Easter Monday Formula Two meeting and the BARC FF1600 series.

The F2 meeting is on April 19 and traditionally is the biggest gathering for the Formula in the early part of the season. Other races will cater for BP F3s, DJM FFs, RAC Saloons, Thoroughbred Sports cars and a special Ferrari race.

The DJM F2 meeting is top of the bill in the BARC's impressive 11 meeting programme for Thruxton next year. The dates are:

March 7, championship meeting (F3); April 4, DJM Records day (production saloons); April 17/19 DJM F2 meeting; May 9, British Touring Car championship; May 31, Bank Holiday 5000 championship meeting (G9); August 8, Indylantic race day; August 29, British sports car championship meeting (2-litre sports); September 12, Summer 5000 meeting (G9); October 31, Championship finals meeting (F3); November 14, November Trophy meeting (F3).

Season Tickets are now available from the BARC Thruxton Circuit, Nr Andover, Hants. These allow a saving of 50% at £9 for one, £17 for two or a maximum of £25 for three.

F1CA compromise with CSI/GP organisers for '76

The Formula 1 Constructors and the CSI reached a compromise last weekend in Brussels over the fee each Grand Prix organiser is obliged to pay if they want to stage a qualifying round of the World Championship next year. Although the figure agreed upon is $65,000 short of what the F1CA were originally asking for, they've regarded it "as a conditional and provisional agreement pending a financial formula" which they hoped will be worked out for the subsequent years (1977 and 1978) of the three year agreement. "There will have to be very substantial increases," said one constructor, "and this will be discussed in Paris at a meeting scheduled for Friday of this week, providing they don't cancel it."

The constructors agreed to the compromise "as long as the organisers were prepared to do their bit" because up until now, the Grand Prix performers have had little interest in the people who actually attend the races. Now that the onus has been put on attracting larger crowds and benefiting from the revenue, maybe the sport will offer up a far more attractive package than ever before.

Attending the Brussels meeting were Pierre Ugeux, Jean-Marie Balestra, Michel Boeri and Claude Le Guezec, representing the CSI, Bernie Ecclestone and Max Mosley on behalf of the F1CA and Pat Dueffler (Marlboro) for the sponsores.

On Monday of this week, Claude Le Guezec issued the following press release on behalf of the CSI, outlining the proposals discussed at the Brussels meeting.

"The FIA, holder through the intermediary of the CSI of the power in motor sport and holder also of the World of Drivers' Championship title, brought to agreement the points of view of the organisers and constructors by this championship, points of view which diverged completely as a result of the financial demands of the latter.

"After several unsuccessful meetings between the parties Mr Pierre Ugeux, President of the CSI, surrounded by representatives of the Executive Committee of the CSI, had called upon the constructors, organisers and sponsors' representatives to meet in Brussels on Saturday, November 15, at the seat of the Royal Autoclub of Belgium to make a last attempt at a conciliation, under the auspices of the CSI.

"Following a working meeting, which lasted seven hours, the following 3-year agreement was decided upon by the parties: In 1976 for the nine European Grands Prix 'excepting Great Britain' the constructors as a whole will receive from each organiser and for each race a total maximum sum representing the grid fee and also including the prizes, bonuses, starting monies, transportation expenses, etc, equal to $285,000.

"Also, it was decided that this three-year contract based upon the amount attributed for 1976, could only be indexed in '77 and '78 according to a co-efficient resulting from the progression of the number of spectators in comparison with the complimentary revenue which would ensue.

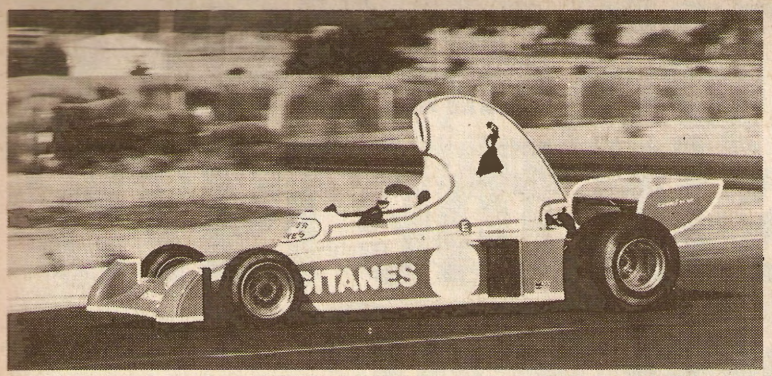
"As far as the seven extra European organisers are concerned, total freedom is given them in the negotiations with the constructors for the defrayment resulting from the transportation of the personnel and of the materials necessary for the running of each race.

"However it must be noted that the basis for negotiation of $285,000 'price of the grid paid by each European organiser already included an allocation therefore must not be taken into account during the negotiations that will be held between the extra European organisers and constructors.

"The sponsors have greatly participated in the elaboration of this formula and played an important role toward the outcome of the negotiations.

"Also, the constructors undertake to respect entirely the international sporting calendar established by the CSI.

"Another meeting will take place on Friday, November 21, at the seat of the CSI so that the various modalities and details concerning the application of this accord may be determined."



Jean-Pierre Beltoise testing the F1 Ligier-Matra JS5 at Ricard recently.

Ligier-Matra: big aggro?

Testing of the new Gitanes-sponsored Ligier-Matra Grand Prix car is certainly causing a stir among the French drivers and racing personnel. Further to our report in last week's issue that Jacques Laffite had lapped the short Ricard circuit at 1m 10.5s, this has now been lowered by the F2 champion to 1m 10.1s. "Do you believe it?" said one constructor to us this week, "but I'll bet you anything that that car will be on the seventh or eighth row of the grid in Argentina," Oh boy. It look's like the big needle's creeping in already and the season hasn't even begun.

Another prominant Grand Prix driver also found the lap times rather startling. "I'll admit they've got the same designers as the Matra MS120 and we all know they've carried out testing with the same chassis, even though they've been out of Formula 1 for a few years now, but to bring a car out of a box and go that quickly is, how can we put it, surprising."

The whole testing episode down at Ricard has also been thought of as surprising and amusing, according to former works Matra Grand Prix and sports car driver Henri Pescarolo. The bearded Henri had some pretty cutting remarks to make about the whole operation in the French press, especially the politics, that surround the "patriotic" French equipe.

"I followed with interest the trials of the Ligier-Gitanes at Paul Ricard," he said, "especially as I was considered to be too heavy to take part. In comparison to whom I asked? How much do Peterson, Reutemann and Brambilla weigh then? Pace as well.

"It's nothing to do with me that Ligier doesn't wish me to drive his car. All the same, if Ligier and his team don't want Beltoise to drive it either, why did they ask him down to Ricard anyway? Anyway, back to the testing.

"Beltoise was the first to carry out the first serious tests of the Ligier.



Jean-Pierre reads the comments.

He does his job as a test driver very seriously the frosty atmosphere in the pit. The chassis is being tuned well and quickly but the engine was working badly. The car was fitted with the hard compound tyres, not suitable for quick laps. Beltoise's times of 1m 12.0s were comparable to Fittipaldi (1m 11.9s) and Depailler (1m 12.5s).

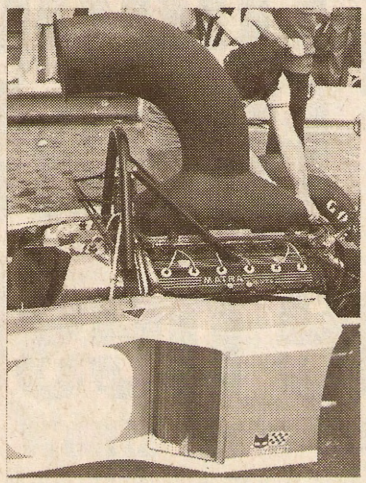
"Two days later it's Laffite's turn. The engine has been changed. Is something wrong? A Matra engine should do 2000 kms with no problems. The chassis is shaping up well but the engine was still misfiring. While this continues, Laffite cannot better Beltoise's time but at 2 pm the problem is resolved and the times come down to 1m 11.2s.

"Then they put on the soft compound tyres to extract the maximum from the car. Laffite does a 1m 10.1s. Up until then, outside the bad vibes surrounding Beltoise, all is going well.

"Theoretically Beltoise should be doing the testing the following day after Laffite. The last mentioned fell off three times in two days. Finally he broke the nose cone (it's funny that no one has yet mentioned it) and finally Beltoise is allowed to drive. Remember up until then he hasn't used the good engine or the good tyres. Not bad for a film script? The national press, radio and TV are led to believe that the "old" Beltoise can't drive anymore and that it would be disgusting not to give the car to the "young" Laffite (32 years old). Public opinion has been formed and the powers that be at Gitanes are led to believe the same and begin to ask questions.

"I must add," continues Pescarolo, "that the journalists who played along with this game are either incompetent, which is serious, or are lacking completely in objectivity, which is hardly less serious.

"One can either like, or dislike, Beltoise. One can think he should



All that work and effort for nothing?

have retired but to take the evidence of the tests, as did the former "sportsman" and driver, Guy Ligier, is inadmissable as Beltoise was the principle factor in extracting the necessary finance from Gitanes by Ligier."

As to who will debut the Ligier-Matra in Argentina, Ligier himself has been quoted in the French press as saying that the decision would be taken "two weeks before the event." Beltoise is not allowed to race there because of legal problems.

The French now seem to have a glut of talented drivers. They are all trying for too few places and with an all French team in evidence, they all seem to want to jump on the bandwagon. Perhaps Patrick Depailler is the exception for although Jean-Pierre Jarier claims to remain faithful to Shadow, one gets the impression that there would be no love lost if the situation were to change.

Goodbye Phil



Phil Kerr, who for the last 8 years has been one of the mainstays at McLaren Cars, is returning to New Zealand. Kerr's been in racing 23 years, nine of them with Brabham, "but I don't want to be in racing all my life so I'm going home."

Brabham give Neve another go

Belgian Formula 3 ace Patrick Neve has been given a second go in one of Bernie Ecclestone's Brabham BT44 Grand Prix cars and he drove the car at Silverstone on Tuesday, where he got down to 1m 20.5s.

The previous Tuesday, both Neve and fellow F3 driver Gunnar Nilsson drove the Ford-powered BT44 with Neve getting down to a 1m 21.6s before handing over to Nilsson. The Swede got down to a 1m 21.8s in four laps before running into "braking problems" which curtailed the day's testing.

Surtees eyes the future

John Surtees has been giving a number of drivers the opportunity to test his TS16 F1 car recently and was an interested spectator during the F3 race at Thruxton on Saturday. "We're not dead down at Edenbridge," he told us on Tuesday. "We've got quite a bit to do. I'm not in a rush over drivers, I think that situation is quite healthy. Our first aim is to put together a programme with the new car, which should be ready by the end of the month. We're not going to run on a shoestring or even half a shoestring budget like we did this year. Sponsorship negotiations are in progress and we're pushing on regardless in order to come up with a winning combination. We're taking a sensible look at the areas where we've been active in the past and making sure we don't make the same mistakes.

"We're also looking long term as there are a lot of good young drivers around at the moment. As we're no longer involved in F2 we've got a development programme arranged, obviously for a G9 car, if suitable agreements can be made."

Both Ted Wentz and Richard Scott were due to test the TS16 last week before clutch problems intervened.

Ashley tests the Stanley-BRM

With their regular Grand Prix driver Bob Evans out of action with a damaged foot, sustained in an accident at home, the Stanley-BRM team were still able to undertake some testing last week at Snetterton with Ian Ashley at the wheel of one of their P201 chassis'.

Ashley, who last drove an F1 car in practice for the German Grand Prix where he heavily crashed the F1 Williams and broke his right foot, has been recovering well ever since and has put up some courageous performances in Richard Oaten's F5000 Lola T330. However, with their relationship having dissolved recently, Ashley has been left without a regular driver.

Although Snetterton isn't often used by the Grand Prix teams, Ashley was able to get the BRM around in under the minute, or under the outright circuit record held by a F5000. The Lincolnshire driver is expected to have another go in the car soon.

Willi's Wolf cry in a Modus

Walter Wolf, the wealthy industrialist who has been involved with the Frank Williams Formula 1 team this year, has found himself a new protege. His name is Willi Siller. He's Austrian and Wolf ultimately wants to see him reach the heights of Formula 1. Siller, who has already tested a works Modus F3 at Cadwell Park earlier this year, is expected to compete in an F3 Modus next year.

BP continue in F3—tyre restriction for 76

The BP petroleum company, through it's Motor Sport outlet, announced last Friday that it will continue to sponsor the British Formula 3 Championship in 1976. As they have done this year, the BARC will organise the series which has now been cut from 19 rounds to a more economically viable 11. Once again, all the major British circuits will host a qualifying round while the supporting F3 race at the British Grand Prix is again included.

BP have allocated almost £8,500 for the series which is a substantial increase from this season. £2,500 will be given toward the British GP race, £1,000 to the Thruxton Easter Monday Formula 2 meeting with £550 spread over the rest.

In addition to this, Mike Keegan, chairman of British Air Ferries and himself a staunch supporter of the formula, has offered up a very generous award of a £5 bonus to the leader at the end of every lap at each one of the 11 races. That could amount to £100 per race, which, together with the BP money and trade bonuses, could amount to around £400 for a win.

An answer has also been found to the escalating costs of F3 tyres. A recent meeting called by BP and attended by all major Formula 3 race car constructors "either by appearing, by letter or proxy" agreed that, for 1976, a "one tyre" policy would be the best way of reducing this expensive proportion of race teams budgets.

The outcome of the recent tyre testing which we reported on from Silverstone recently was that one tyre will be selected (thought to be Goodyear's latest G54 construction) as the most suitable in relation to performance, wear rate and price, and will be adopted as the official F3 tyre for next year. It is estimated that the chosen tyre will be able to last for at least 500 race miles at competitive speeds. The cost of the tyre chosen is also thought to be reduced considerably, some say by as much as one third in overall price.

To simplify the policing of this "one tyre" policy, all tyres will be stamped 'Formula 3' and will be the only dry slick tyre acceptable for the BP Championship.

Les Thacker, BP's Motor Sport Co-ordinator said: "I believe this arrangement will considerably reduce overheads and help attract new blood to this sport. We have kept the other European F3 associations informed of our plans and I believe they may go this route eventually."

Aside from the increase in prize money and the tyre restriction, there are several other smaller items which many feel (and hope) will make the championship all the more professional in its overall approach.

As an aid to spectators, race numbers will be dictated by drivers' current Championship positions. Each race will enjoy two separate practice sessions of at least 30-minutes duration. Drivers will be expected to appear during a suitable interval at a special enclosure in the paddock to sign autographs for young racegoers (GPDA take note). Special free autograph cards of drivers in action will be supplied by BP for this purpose at every event.

To ensure a continuing high standard of car preparation, a special Concours Award (£5 plus a bottle of champagne) will be presented by BP Motor Sport to the mechanic of the best prepared car before the race starts.

Finally, track layouts permitting, cars will be pushed on the track by mechanics and drivers will walk alongside them to the startline. This will give spectators in startline areas a close-up view of the drivers taking part.

Provisional dates and venues for the 1976 BP Championship are: March 7, Thruxton; April 19, Thruxton (Easter Monday); May 9, Thruxton; May 23, Brands Hatch; June 6, Silverstone; July 10, Oulton Park; July 18, Brands Hatch (RAC Grand Prix); August 15, Mallory Park; September 12, Thruxton; September 19, Snetterton; October 31, Thruxton.

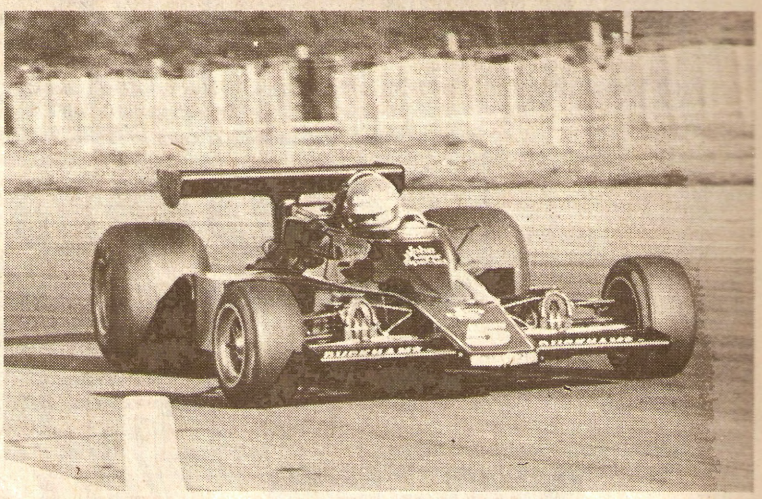
Gurney's future plans

Dan Gurney and his All American Racers team have admitted that as far as their efforts in this year's SCCA/USAC Formula 5000 series are concerned, the final ingredients for success have escaped them so far. Their best result, apart from winning the Indianapolis 500 with their USAC car driven by Bobby Unser, was in F5000 with Vern Schuppan's fortunate second place at Long Beach.

However, the team is undetered and at the present time, Dan and the AAR design team under Gary Wheeler are working feverishly on a new car, which hopefully will be tested before Christmas. The car is the first Eagle from AAR since Gary became the head of the design team, and it is quite exciting so we're told. It bears little resemblance to any previous Eagle, and naturally they hope that it will be the best yet.

Regarding their plans for next season, it is safe to say that AAR will participate in the USAC and F5000 Championships again in one form or another. That they are able to plan these programmes at all is largely due to their two major sponsors; the Earle M. Jorgensen Company in Los Angeles and Goodyear tyres.

● Both the Embassy Hill and Texaco Marlboro McLaren Grand Prix teams were due to carry out several days of testing at Silverstone last week. Tony Brise ran the new HI11 GH2 on the Tuesday but the car still needs a bit of sorting and he only recorded a mediocre 1m 21.4s. The following day, Brise was joined by Jochen Mass but the conditions were too cold to get any working temperature out of the tyres for either driver and it all came to nothing.



Ronnie Peterson, well tweaked up in the latest spider-like Lotus 77 which he has been testing with typical verve at Silverstone.

Ronnie gets quicker and...

"I think we are heading in the right direction" said Ronnie Peterson when we spoke to him earlier this week. We've heard that the Swede had improved even further on his testing times with the new Lotus 77 at Siverstone last Thursday, despite the bitter cold.

Running the new car with its narrower front track arrangement, Peterson managed to get down to a 1m 20.1s which, considering the track temperatures weren't far off freezing point, is a commendable effort.

The John Player Lotus equipe continued their tests at Silverstone on Monday of this week but a driveshaft broke after only 10 laps. In that time Ronnie had got down to a 1m 21.0s, "but it was so windy, the front of the car kept taking off as I went through Abbey" he said . . . . calmly.

Wentz tests latest F2 Lola-BDG

Lola Cars' unofficial "works" development driver, American Ted Wentz, has been carrying out extensive tests with the firm's brand new Formula 2 car, although it is still very much in its prototype trim. This is part of Lola's serious attempt to get back into the F2 market which they have been absent from for quite a while now. The last works effort was a somewhat abortive attempt with a T240 driven by Helmut Marko and Frank Gardner back in 1971. That car became the forerunner of the ultra successful T300 series F5000 car.

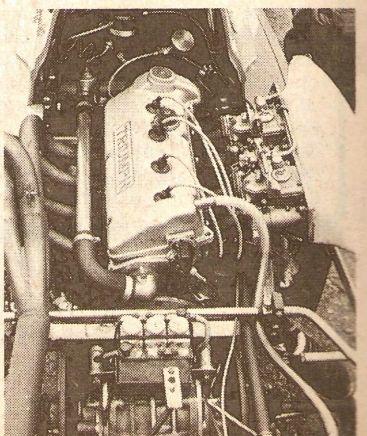
The prototype F2 looks similar to the ATS Super Vee Lolas with wide aerodynamic bodywork between the wheelbase or, better still, akin to the Elf 2Js driven by Jean-Pierre Jabouille and Gerard Larrouse. It's very small, again like the Elf 2J, and its design concept has impressed several people who have seen it, although, as we have stated, it is far from completed as a race car.

The car is powered by one of John Dunn's Swindon Ford Cosworth BDGs, although this is very much an experimental engine. What Dunn has done is to take the BDG unit as a whole and given it a complete re-think. He has greatly improved the torque at the bottom end and Wentz reckons the difference between that and the BDG he used in his two F2 races earlier this year is virtually incomparable.

The combination were lapping Snetterton last week consistantly under the circuit record and some reckon they were consistantly quicker than Vittorio Brambilla's best in the Renault V6-powered March 762 prototype.

Lola Cars are expected to run Wentz in a works F2 car next season, although as yet there is no official word on this from the factory.

Exciting debutant at Thruxton last weekend was the Leyland F3 engine. Based on the 16 valve Dolomite engine, it has been developed by Neil Brown Engineering and was fitted to Dick Parsons' Modus. Leyland themselves are taking a close interest in the project, while Parsons already rates it highly having equalled the Silverstone lap record with it in testing. No power figures are quoted, but its strength is reputed to lie in its impressive torque.



● A transposed line at the end of our Kyalami 1000 kms report took the credit away from Dunlop for supplying the tyres for the overall winning car and for Firestone for providing the winning radials.

Webb's JPGP concerto

If you've got next July 13 marked down as a night to stay at home and watch the telly, forget it. John Webb, impressario extraordinaire, has hired the Albert Hall in London to stage a motor racing gala night to promote Britain's 1976 World Championship John Player Grand Prix.

The show will be open to the public and will feature top GP teams and drivers and show business personalities.

The evening will be competed by commentator Barrie Gill and staged by Championship Sporting Specialists Ltd.

MacDonald at Macau

David Purley, who had hired Tony Brise's championship winning works Formula Atlantic Modus just for the occasion, was out of luck during last Sunday's annual Macau Grand Prix held in the Far East. He didn't feature in the top half dozen although reports at this point are sketchy as to exactly what happened to him.

The race was won, almost predictably, by John MacDonald in one of Ron Tauranac's Ralt RT1 Formula Atlantic cars by two laps from Australian F5000 driver Kevin Bartlett in his Brabham BT40. Third, a further lap down, was Steve Millen in his Chevron B20.

Rapid Henton

Brian Henton was putting in some very quick laps with the Mike Pilbeam-designed Formula Atlantic Wheatcroft at Silverstone last week. The team were hampered initially by a misfire but on the Thursday, despite near freezing temperatures, Henton was able to knock 0.8s off the Atlantic record. Henton was trying the car with a slightly narrower front track.

This year's year's South African Formula Ford Champion Bobby Scott *will* be taking up his Driver to Europe Prize and expects to arrive in mid-February.

Broadspeed in France

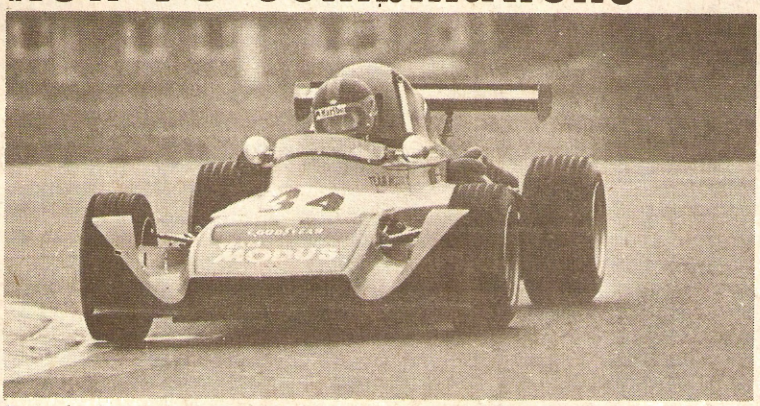
Broadspeed are to prepare a pair of Triumph Dolomite Sprints to the latest G1 specification for use in the Trophee British Leyland series which takes place in France next season. Joining Leyland as sponsors of the series will be Total and Seiko, the Japanese watch manufacturer.

Driving the pair of Dolomite Sprints will be Frenchmen Jean-Louis Lafosse and Rene Metge with support from British Leyland France.

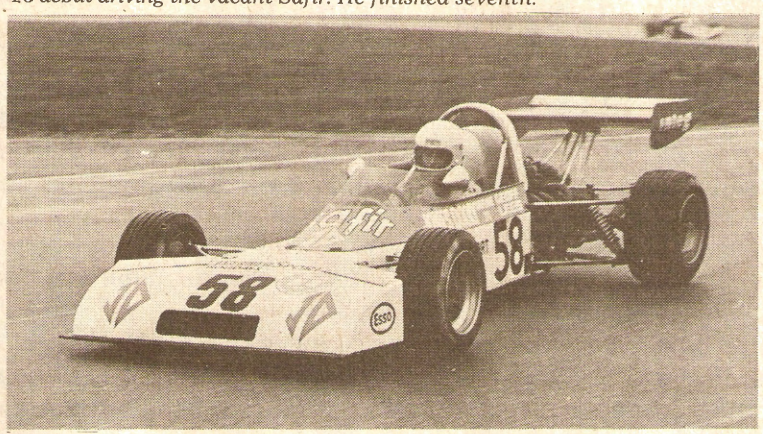
Thirty-four year-old Lafosse is the better known of the two, having started racing in Formule Renault back in 1970. He progressed on into Formula 3 with an Antar-sponsored Brabham BT35 and raced occasionally in Britain. From 1972 onward, Lafosse has been associated with sports prototypes and G2 touring cars, driving for the Lola and Abarth marque, the latter as a works driver in 1974. He was also due to make his F1 debut in one of the Scuderia Finotto Brabham BT42s at the 1974 Italian GP, but the deal, like his expected move into F5000, never came off. This year, he drove at Le Manns for the Gitanes-Ligier team.

Metge, 35 years-old, has had a less glamourous, although equally varied, career with competition experience usually centred around touring cars in both racing and rallies.

New F3 combinations



Formula 3 swop-over at Thruxton last weekend. Belgian Patrick Neve (above), the regular driver of the F3 Safir, had his first outing for the works Modus team finishing third. Formula Ford star Geoff Lees (below) made his F3 debut driving the vacant Safir. He finished seventh.



It's Bertrams not Schenken

We telephoned the FIA earlier this week to try and resolve the final positions in this year's European GT Championship hoping, obviously, that Tim Schenken had, in fact, won it. Not so, we're afraid.

Claude LeGuezec, on behalf of the CSI, said that they'd just received the final outcome of the Imola race (the first round of this year's series) where the first three Porsche Carreras were disqualified. They appealed, although in vain we hear. Added to the fact the Hartwig Bertrams has, in the FIA's eyes, scored a maximum number of points by winning the Monza race only quite recently, this means the German (who's currently banned from motor racing) is the new European GT champion having driven a Tebernum Porsche all season.

European GT Championship (final positions): 1, Hartwig Bertrams, 67 points; 2, Tim Schenken, 64; 3, Toine Hezemans, 58; 4, Claude Haldi, 54; 5, John Fitzpatrick, 50; 6, Claude Ballot-Lena, 40; 7, Clemens Schickentanz, 30; 8, Arturo Merzario, 25; 9, Bengt Ekberg, 23; 10, Dieter Quester, 15 pts, etc.

● George Hadfield, John Player's Special Events Executive for Motor Sport, has now moved onward within the company to join the national sales force. Replacing him will be 43 year old Ian Searle who was Hadfield's assistant when Player's become involved in motor sport back in 1968.

● The Embassy Racing Club still has lots of goodies for sale at cheap prices. Telephone 01-546 9915 for details.

This Weekend...

BRANDS HATCH

The third of the winter clubbies takes place at Brands Hatch this Sunday organised by the Romford ECC. Feature race is a 15 lap Special Saloon thrash starring Gerry Marshall in the V8 Vauxhall, Nick Whiting in his BDA engined Escort and Tony Hazlewood in his XJ8 Jaguar which will be at Brands for the first time.

Other races cater for Mini Miglia, Modsports, Formula Fords, Mini Sevens and Classic Saloons.

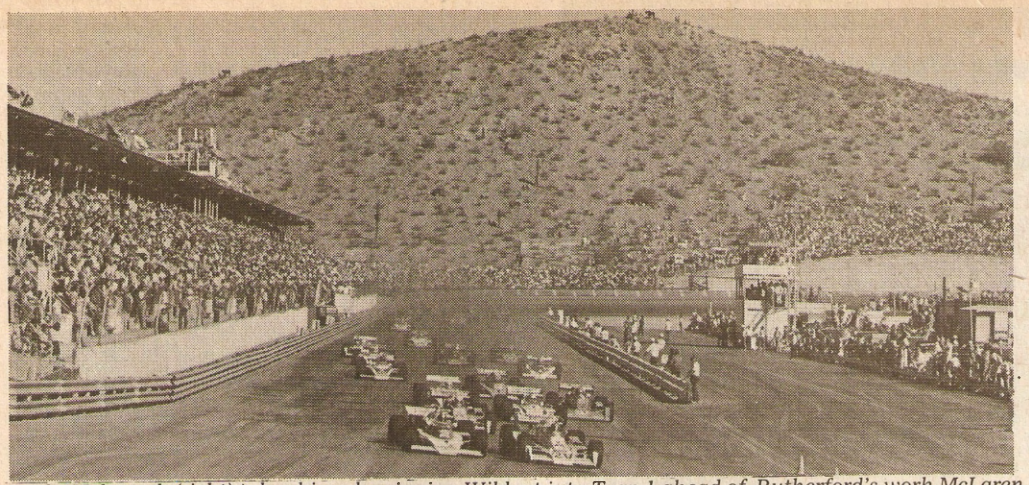
Racing starts at 1 pm.

CATCHPOLE

By Barry Foley



© Autosport 1975



Gordon Johncock (right) takes his pole winning Wildcat into Turn 1 ahead of Rutherford's work McLaren.

PHOENIX

Super Tex's seventh score

Story and photos by PETE LYONS

"Whee-oo! For a while there I thought I 'uz in a Midget race!" remarked the contentedly grinning winner. "That was a real close 'n heavy one right from the first lap." Now six times USAC National Champion, Anthony Joseph Foyt Jr. had just wound up the year as he had begun it, with a victory. It was his seventh of the Championship Trail's 12 Indy-car starts.

The so-called "Bricklin 150" on the Phoenix, Arizona, one-mile oval track on November 9 was the last of the series. It attracted a surprisingly good entry, and Foyt's Gilmore Coyote-Foyt V8 started from fifth grid position. Playing a waiting game, holding himself in contention watching five other drivers swap the lead just ahead, he survived four yellow-light periods and came through two scheduled pit stops extremely well. Late in the race only Johnny Rutherford's works Gatorade McLaren-Offy was still ahead, and with 20 laps to go that one stopped with a failed piston. Foyt stroked on to a 12-second victory over Tom Sneva in the Penske Norton McLaren-Offy, the only other car to compete the 150 miles.

A. J.'s Championship had already been assured, but he ends up with a total of 4,920 points compared to runner-up Rutherford's 2,900. For "Super Tex" this was obviously a splendid season, spoiled only by once again missing his 4th Indianapolis 500 victory. But no other USAC driver has a comparable career record: at 40 years of age, after 22 years of competition, he has started 237 National Championship races, won 54 of them, and accumulated 35,055 points — all figures far in excess of any of his rivals. Fifteen years after his first Championship in 1960, Foyt is still as formidable a competitor as ever!

There were 33 drivers on the entry list, and they included almost all of the season's top contenders. Especially interesting was the chance to watch the competition debut of the turbocharged, 2.65-litre version of the Cosworth Formula One engine, which Al Unser was to drive for the Vel's Parnelli Jones team. Everyone had to go through a Saturday of practice and qualification runs which wittled their number down to 22 grid positions; a further two drivers were selected on the results of a "Second Chance Race" of 10 laps duration late on Saturday afternoon, to bring the Sunday starting field up to 24.

It was mid-afternoon but still sunny and hot when Gordon Johncock ran off two timed laps in his dayglow-red Sinmast Wildcat to qualify on pole. His best speed at 25.40 seconds (141.732 mph) was a Phoenix record for the current generation of highly restricted USAC cars, and it was not far off the 25.06s the same driver had achieved with the higher-performance 1973 cars. His teammate Wally Dallenbach went 25.87s, which turned out to be fourth fastest. Rutherford's works McLaren at 25.52s, was on the outside of the front row, while at 25.75s Mario Andretti was third fastest in the Sugarripe Prune Eagle-Offy. (This was Andretti's first short-track event of the year, having done only three 500-milers so far, and he had not so much as sat in the strange car — which had been arranged for him on a one-off deal — before Saturday morning.)

Next to Foyt's Coyote (25.93s) on the third row was Lloyd Ruby, who lapped an Eagle at 26.06s; this was the hardy Texas perennial's second race of the year. Sneva with his McLaren was seventh at 26.34s, just ahead of a closely matched bunch consisting of Gary Bettenhausen (Eagle), Roger McCluskey (Riley), Duane "Pancho" Carter Jr. (Eagle) and Al Unser (in the Parnelli-Cosworth) (see accompanying story).

Under the current USAC engine rules — which were recently confirmed to have a five-year life— it is not power that counts so much as power with good fuel economy. An arbitrary formula of 1.8 miles-per-gallon (US) restricts each competitior to a certain amount of fuel for each given race distance. It is up to each team to tune the engine to give only that amount of horsepower that will just use up the methanol. This is a restriction that many people, used to racing flat-out with as much as 1000 bhp, decry. But others, among them A. J. Foyt (whose own "Foyt" née Ford V8 engines have apparently benefitted), point out that in fact the racing has been much closer recently with only about 750 bhp and frequent pit stops for refuelling. Some of the technical people have been responding to the challenge of refining the basic engines to burn the fuel more efficiently; this is the impetus behind the Parnelli-Cosworth project, the Sinmast Wildcat engines which are based on the 4-cylinder Oftenhauser design but which have been extensively modified by Art Sparks, and the forthcoming radically revised 4-cylinder from the manufacturer of the Offy, Drake. This is rumoured to be upwards of 90 pounds lighter than the Foyt V8, and Foyt says he is more worried about it than about the Cosworth V8.

RACE

Sunday was another hot, bright Arizona desert day and more than 16,000 spectators came out from the city to the "FasTrack." Starting time was 1.30 pm, and after two paced laps all 24 cars were in proper order with tyres warmed from every driver performing a ballet of swerves across the road and at the green flag everyone was racing hard.

Johncock and Rutherford stormed side by side into the narrowing, steeply banked, bumpy first corner and only running onto the loose grit at the outside edge of the racing line halfway around induced Rutherford to lift his foot. Meanwhile a few places farther back Foyt was crowded down to the inside of the corner where the Coyote banged over a severe bump. "The front end hit real hard and I became afraid for the radiator, which I got on the front of my car, and so I got on the radio and asked my pit to see if maybe it was leakin', and I was sniffin' hard to see if I could smell any antifreeze." (But there was nothing wrong).

Johncock led all around the first lap, the brilliant red car gradually pulling away from Rutherford's green one, while behind it was the other red car of Dallenbach ahead of Andretti in the yellow one. Foyt's orange Coyote had Sneva's blue McLaren just behind, then came Ruby, Bettenhausen, Carter, Simon, Vukovich and Al Unser just ahead of McCluskey. The cars were so heavily laden with their 40 gallons (US) of fuel that many were scraping the road in the banking, and appeared to weave ponderously, but the pace was furious. The leaders were going so fast they rapidly came around to catch the tail enders and there began the most hair raising overtaking manouvres seen outside Formula 3.

USAC short-track racing is extremely close work, and drivers must be prepared to overtake at any point around a corner and on either side. Different backmarkers have different ideas about giving way, and all too frequently for a spectator's heart there is less than a hand's breadth of airspace between the naked wheels, and sometimes the low jutting nose of one car will slip literally underneath the nerf-bar-protected gearbox of another. And yet actual touching is comparatively rare; and perhaps everything is under more control than it looks — one notes that compared to road racing drivers most of the successful oval track drivers are many years more mature. The Foyts, the Unsers, the Andrettis, the Bettenhausens, all have solidly muscled faces with fine lines about the eyes. Season upon season of such brutally close competition does that to a man.

Johncock initially rushed away from Rutherford, but after a few laps the gap began to shrink again; traffic was helping the green McLaren and with 11 laps gone it was pressing up close behind the red Wildcat — which suddenly whipped into a spin. Powering out of the "2nd turn", the exit of the West banking, it weaved and brushed the guardrail and slid to a stop, nose seeming to touch the outside barrier but most damage at the tail where the wing was sadly crinkled. "Oh, I just lost it," said Gordon, valiantly trying to cover his disgust with gumchewing nonchalance.

Fortunately no other driver was involved, and after a few laps under the yellow light — it was too early for anyone to make a refuelling stop — Rutherford stormed away into the lead. He was helped by the chance arrangement of a backmarker separating him from all the rest, and it took them all several laps to filter by onto a clear track. For second place the dice was now between Dallenbach and Andretti, and after a few laps their battle had brought them back up behind Rutherford. Then all three were nose to tail when, at 38 laps gone, Ruby and backmarkers Loquasto and Rasmussen tangled themselves up in the "3rd turn," the beginning of the shallow, wide East banking. The caution light flashed on; the first two were able to continue.

This was far enough along in the race that everyone else could stop for fuel. They did so all in a rush and all along the pit road were scenes of carefully orchestrated panic; Andretti's crewmen completed their task quickest and sent the yellow No 12 out to the head of the queue, but at a cost that was to be paid later. They had not changed any tyres, while everyone else was swapping to fresh right-side rubber.

Racing carried on at speed from the 49th to the 59th laps, with Andretti leading it from Rutherford, Dallenbach, Sneva, Foyt, and at a distance Vukovich. Then the third yellow came out thanks to Ruby losing his yellow Eagle again, in the "2nd turn" this time. He spun harmlessly to the inside and was able to carry on after a pit stop, and the yellow condition lasted only four laps.

Andretti still led the pack, but lap by lap was coming under increasing pressure from the four men behind. Dallenbach pulled off a desperate-looking passing manouvre in heavy traffic and came up to second, and all five cars were jammed franticly close together. Rutherford responded by re-taking Dallenbach around the outside of the first turn, or rather he came halfway by in the first turn; the other held his ground and the pair went around the rest of the turn, along the back "straight" with its abrupt, bumpy kink, and into the East banking still absolutely side by side. Here Dallenbach gave way, Rutherford eased ahead — and went rushing around Andretti as well.

Now ahead, Rutherford quickly moved farther ahead, free now to show the class he'd shown in practice. Andretti was obviously in some sort of difficulty, and the three men behind were increasingly anxious to overtake. It was now Foyt who showed form, moving up from the tail of the bunch past Sneva, on up alongside Dallenbach, back behind, back alongside, back again, and finally lunging ahead to third place — all on one short lap. The Coyote V8 was gaining its ground on the initial acceleration away from the turns, overtaking by bending down to the inside of its rivals, and quickly it disposed of the Andretti Eagle-Offy and went to second place.

Andretti's problem came from not having changed tyres. "This is the first time I ever ran the Goodyears on a short track," said the long-time Firestone man, "and I just didn't realize how fast they'd wear out. It's my fault, I told the guys not to

change 'em. But for the last 20 laps before the second pit stop they were down to the cords."

Going into the "first turn" at one point he slowed so abruptly that Dallenbach's red nose came within a finger's width of ramming him, and presently Wally was by into third place and able to chase Foyt. The situation was that Rutherford was all alone by now, a good half a lap ahead of Foyt who was now holding off Dallenbach, and after another gap which was widening steadily Sneva was addressing himself to following everyone else around Andretti.

It was getting to be time for the second planned refuelling stop, but lap after lap went by and none of the backmarkers had the goodness to cause a yellow light condition, so finally the leaders had to break off under full racing conditions. It was Rutherford first, and although his was a fairly rapid stop he rejoined well back. Foyt came in next, and was rolling again very quickly. Dallenbach was next in, and his stop was a disaster and he didn't get going again until the leaders had put a whole lap on him. Vukovich and Andretti came in now too.

All had stopped but Sneva, who was therefore leading. He was mixed up on the road however with Dallenbach and Rutherford, and all three were in very close formation, Rutherford getting into a wild slide on the dust at the outside of the racing line, when Dallenbach lost control completely. Like a small toy the Wildcat whipped around, spinning almost within its own length and stopping very quickly — by good fortune down at the bottom of the banking and without involving anyone else.

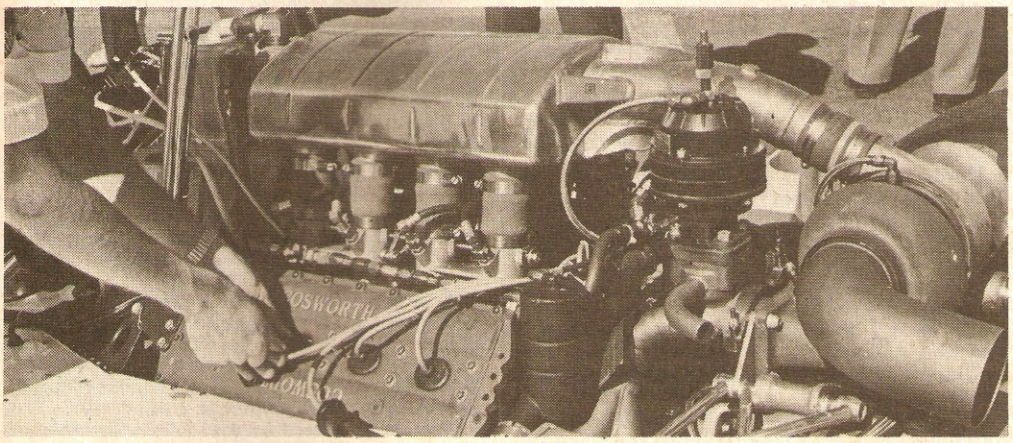
Lucky Tom Sneva! This was the yellow light at exactly the right moment, and he swooped down for his pit stop while everyone else formed up in a slow procession behind the Mazda pace car. The Penske car rejoined having fallen only to third place in the race, behind Rutherford and Foyt. However, there was a long string of slower cars formed up on the actual road, separating all three of the position holders.

When the green flag waved once again there were 32 laps left. Rutherford immediately shot away from the pack, a familiar sight by now in this race, leaving Foyt to find his way through a cluster of three backmarkers and Sneva with even more. By the time the Coyote had filtered through to a clear track the McLaren was well ahead, and it would be a job to catch it. A. J. felt he could indeed catch Rutherford, and set himself about it, although he said later he thought it might be something else again to get by.

But the McLaren solved his problem. Coming out of the "4th turn" to complete 129 laps there was a haze of smoke from the turbo exhaust. A piston had "scuffed," letting all the carefully adjusted pressure by, and Rutherford had to slack off and do one sad slow lap to retirement, watching Foyt drive around him to victory.

Phoenix, Arizona "Bricklin 150", Round 12 of the 1975 USAC Championship Trail

1, A. J. Foyt, Jr. (Coyote-Foyt V8), 150 miles, 111.055 mph; 2, T. Sneva (McLaren-Offy 4), 150 miles, 12 seconds behind; 3, M. Andretti (Eagle-Offy 4), 149; 4, W. Vokovich (Eagle-Offy 4), 149; 5, A. Unser (Parnelli-Cosworth V8), 149; 6, G. Bettenhausen (Eagle-Offy 4), 149.



The 2.6 litre turbocharged Cosworth DFX engine, developed by VPJ's Larry Slatter, which is reputed to be giving up to 800 bhp.

Parnelli's turbocharged DFX

By PETE LYONS

Visually, the little machine is a revelation. The size and general shape of an F1 car, it brings to USAC pits a grace and delicacy of design that has USAC types exclaiming in delight. Suddenly the existing cars, no matter how finely crafted, look like lumps.

The Parnelli-Cosworth VPJ-6 first appeared in public during practice at Indianapolis, when Al Unser encountered enough handling problems that he changed to an Eagle for the race. Another try was made at Pocono by Mario Andretti, but again it was unready. However, a major suspension redesign, coupled with ongoing engine development and extensive private testing, brought what is now called the VPJ-6B to a raceworthy state for the last USAC Championship Trail round of the season. At Phoenix, troubled throughout the meeting by understeer but with complete reliability from the engine, Unser qualified in 11th grid position and finished one lap behind the winner in fifth place.

Derived from the Vel's Parnelli Jones VPJ-4 Grand Prix car, the —6B, of course, has many outward similarities but many internal differences. The monocoque panels are of a thicker gauge, the fuel tank system is different, the wheelbase is longer (achieved both between tub and engine and with a spacer between engine and Weismann gearbox), and, of course, the suspension geometry has been drawn to suit USAC tyre rules and cornering conditions. The original Maurice Phillippe design has been extensively modified by ex-McLaren man John Barnard, who joined the team in July; the adoption of coil springs on the rear of both F1 and USAC cars is only one of Barnard's changes. He went from torsion bars mainly because it was simpler to achieve the desired spring rates. There have also been detail aerodynamic changes.

The turbocharged Cosworth engine — and it was received with the cam covers reading Cosworth rather than Ford as on F1 engines — has been the responsibility of Larry Slatter. Called the DFX, it is obviously essentially a DFV, but reduced to 2.6 litres and fitted with special, low-compression pistons. In fact most of the internal parts were made up in America once the Parnelli team started developing the original Cosworth design; the rods, valves, the crank, all are special.

So too are most of the exterior auxiliaries. The DFX has only one water pump, located on the right side of the engine. There is now a Weaver "gang" oil pump on the left side, which passes a much greater volume of oil than the original — and without Keith Duckworth's famous oil/air separator. The original Lucas ignition and fuel injection systems have been replaced by American Mallory and Hilborn units respectively.

The increased oil flow probably has to do with increased bearing surface loads, but it must also help to carry away heat. The twin water radiators are the same size as on the F1, although the cores are "two rows thicker."

While the DFV can be safely turned over at 11,000 rpm, and while the DFX has a shorter stroke, the turbocharged version has been limited to 9500 rpm. If this seems curious, one must remember the rules governing this formula, which limit the fuel consumption and the boost pressure. The engine in its present restricted form produces, at a guess, 750-800 bhp and any more would probably burn up all the methanol. It is efficiency that counts in USAC these days, not sheer power — which is the main reason for the project. The V8 engines seem to simply be more efficient than the Offy 4; however, the Offy is lighter and more compact.

Al Unser says it has been so long since he tried a Ford/Foyt V8 that he cannot compare the Cosworth; compared with the Offy the Cosworth "seems to be smoother to drive, especially when you put the power on — although the throttle lag is about the same."

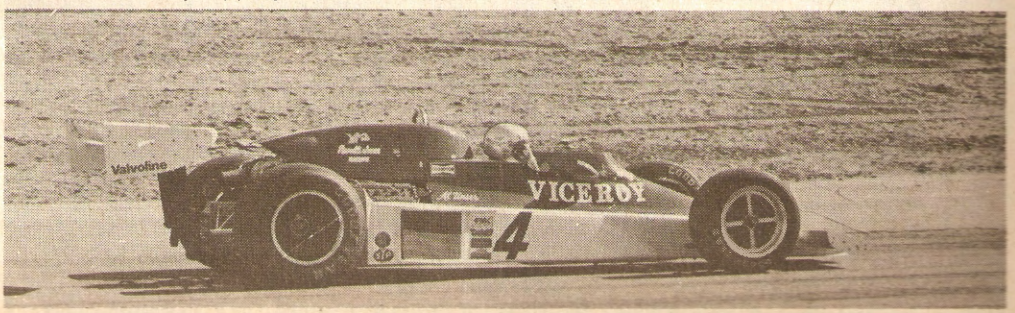
Reliability so far has been very good. The team have not yet "lost" an engine (there are two in their hands plus parts enough for a third) although at Pocono "brain fade" on a driver's part — not properly warming up — produced a scuffed piston. "Of course," says transplanted Englishman Jim Chapman, the team manager and racing director, "most of our development so far has been on the dyno, where we can catch a problem before it destroys the engine."

When the team came for the Phoenix race, they were confronted with a handling problem that had not appeared in earlier testing at the same track. Unser said "It's pushin' "; he was getting understeer at the point in a corner when he put the power back on. All day Saturday the team struggled with the car, and that evening carried out a number of changes, and on Sunday morning, after the untimed practice, carried out some more. But to no avail, and the car went to the grid still "pushin'." Barnard by this time had decided that the problem stemmed from a last-minute improvement in the aerodynamics around the side radiators, where Ferrari-style "kickups" so smoothed the flow around the tyres and over the wing that nothing done at the front could generate enough downforce to balance the rear.

Still, the car ran with complete mechanical reliability, and the engine remained strong throughout the 150 miles. On many occasions it demonstrated that it had all the performance of its rival, older engines, at the very least, and certainly Unser would have finished higher than he did had he not been losing ground at two important points on every lap. The noise made by the engine was a pleasant addition, too. USAC speedways are filled with a cacaphonous blend of the Offy 4-cylinder drone, the Foyt 8-cylinder whistle, both muffled somewhat by the blower housing, and the sharper rumble of the occasional stockblock. The Cosworth pours out a smooth, energetic scream rather like the Foyt but less harsh.

Certainly many other teams are taking a close look at the newcomer on the ovals, and several are already working on their own versions. It takes time to develop a turbo engine, and the DFX has many rivals, but just possibly one day it will be as important as its sister, the DFV.

Al Unser on his way to fifth place in the car's debut race.



PRIVATE EAR



NICK BRITTAN

Humble tradesmen

"A group of humble tradesmen proffering their wares," was how Max Mosley described the Formula One Constructors Association in their negotiations with the CSI. Then the phone clicked. It could have been a fault on the line, or it could have been him removing his tongue from his cheek.

But no matter, for F1CA have won yet another important battle in establishing just who it is who controls the Formula One World Championship. They do.

Just to recap. F1CA said they wanted $350,000 per race in '76. The CSI stepped in and started to organise the organisers and said, on their behalf, no way! Not a penny more than $240,000. In Brussels last Saturday the CSI, headed by the unfortunate Claude Le Guezec, gave way to a "compromise" figure of $285,000.

Why did F1CA win the bloodless battle? Simply, they outflanked and out-manoeuvred the cumbersome efforts of the power-crazed Le Guezec, for whom the whole operation had assumed the proportions of a personal vendetta.

Nobody is saying very much about what was said in that Brussels meeting. But my bet is that Le Guezec may have been tipped off that if he didn't allow a settlement he might have been plodding along to answer a selection of very serious charges in the chancery division of the High Court.

It has been suggested elsewhere that Le Guezec is no stranger to the court rooms and that the threat of the best of British justice was enough to "wobble" him.

Certainly Pierre Ugeux, the little beige Belgian President of the CSI, had his wobblie earlier in the week, when he jetted into Paris in a flap to check with the CSI's lawyers to see if F1CA could hang it on the CSI under the Treaty of Rome.

Apparently Article 85 of the Treaty provides that "thou shalt not price fix." And Article 86 that "thou shalt not abuse a dominant position." And that's just what the CSI were fixing to do.

But weren't F1CA guilty of much the same sort of charge, I asked Mosley. "Oh good heavens no. We've never tried to fix prices. We've bargained and asked for what we consider to be a fair price. We also believe that different circuits should pay different amounts of money. We've even offered to go with organisers on a profit-sharing basis. I think the CSI were trying to form an illegal cartel. All we've ever done is what everyone in business does and that's to try for the best possible price in the market place."

While F1CA, guided by the eloquent former barrister, Max Mosley, have won the day the loser in this political battle for power and money is the unfortunate Le Guezec.

He sits in the middle of the proceedings like a long-tailed cat in a room full of rocking chairs.

As secretary of the CSI he is almost universally unpopular as the result of his efforts to assume control rather than be the servant of the committee. There are strong lobbies in France to have him removed from office.

However, I can only regard as childish the attempts of those people who have been attempting to mount a smear campaign against him by claiming to have press clippings which purport to report the proceedings of a trial at which he was supposedly convicted on a fraud charge and sent to prison.

There is little doubt in my mind that such rumours are wholly unfounded.

Watson's hairy deal

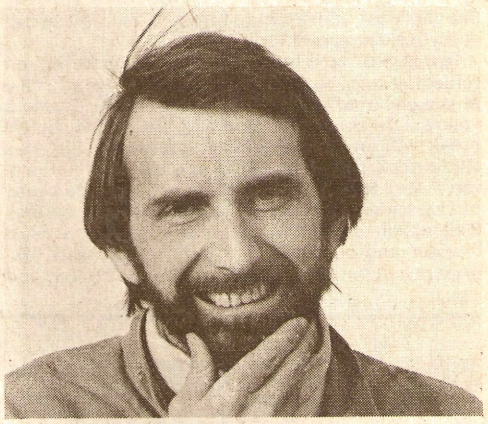
John Watson has a serious conflict of interests at the moment. It involves his beard and his first Grand Prix win and a deal he's done with Roger Penske.

Off comes the beard when John wins his first GP in Roger's car. That's the rather strange deal that he's struck with Penske.

The conflict arises because John has owned his beard since he was 17 and is very attached to it. He is also very keen to notch up his first GP win.

Roger Penske's ideal racing team is tailored very much to the clean-cut all-American Ivy League and apple pie image. Beards don't fit into the neat, button-down, tidy Penske pattern. I have the feeling that Roger believes that all beard wearers are Jesus freaks or hippies.

Anyway there are no beards or moustaches in the Penske team. Correction. There weren't until John Watson appeared.



John Watson – hanging on to that beard.

"Hey fella, how'd you get through the door?" yelled one of the mechanics to John as he walked through Penske's racing workshops before he knew who he was.

Roger did suggest to John that he might like to shave off his beard as part of the deal to drive for him. John fingered his neat, cropped beard and shook his head — negative.

And then they struck a compromise. John would take it off when he won his first GP in a Penske car. So there's John with a dilemma on his hands. "It'll make me very sad to shave off the beard. But winning a GP will make me very happy. Maybe one will cancel the other out."

Then he pondered a little. "There's nothing in the deal that says I can't grow it again though. And that's something I should be able to do between GPs."

Personally I think when Roger's car wins its first GP he wouldn't care if John the Baptist was driving it.

Indylantic or goldfish?

Is this Indylantic thing going to work? Or is it only the motor racing equivalent of the sixth form prefect's rather wet attempt to revamp school sports day?

A seaside Punch and Judy show has got more chance of getting onto Sunday Night at the London Palladium than Indylantic has of creating the jean-creaming excitement and spectator jams that it forecasts.

I can see the crowd of 25,000 (their figure for an average spectator attendance) yelling, screaming, throwing streamers, clamouring to get closer and thrilling to the spectacle of one lonely car coughing its way round on three cylinders during the Indy-style qualifying.

I see teenage fans, some fainting, others barely able to contain their emotions, as the commentator announces that Peter Wardle has just done his lap in one minute flumpty-flump point two.

I don't know whether to go or stay home and watch my goldfish mate.

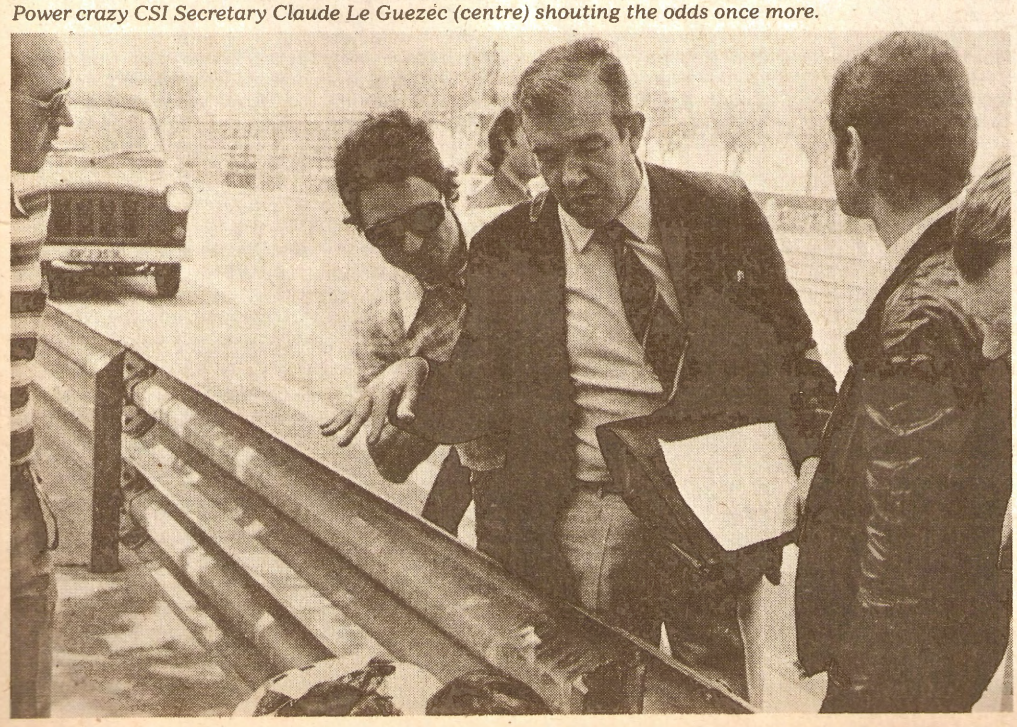
But John Webb supports the project. And why, indeed, should he not? He's got a bunch of drivers, who until a month ago thought their formula had folded under them, working away like loonies to make this rather naive scheme happen. They imagine they are going to be doing radio interviews, TV programmes, making personal appearances in schools, supermarkets and army camps around the country. He lets them run on his circuit and pays them only a percentage of the gate takings.

Any stadium owner or theatre impresario would be a mug to turn down such an offer. All the risk is carried by the performers and not the management.

It's a bold but naive effort to imagine that home-made suburban stars can be created and made to attract record gates. F2 races don't pull 25,000 people.

If Messrs Wardle, Prior and May can show me a crowd that size at an Atlantic race in '76 I'll stand on the start line and eat the race programme.

Power crazy CSI Secretary Claude Le Guezec (centre) shouting the odds once more.



Correspondence

The editor is not bound to agree with readers' opinions

Hesketh Racing . . . .

Seventy-seven thousand plus people spent at least £4 each – admission, grandstands, 50p programme, petrol etc., to watch the Grand Prix at Silverstone – that is £308,000!

Lord Hesketh could race next year for less than that. I am sending £4 to Lord Hesketh and I appeal to you reading this to do the same if you profess to like motor racing. For Hesketh was largely responsible for creating the wealth of interest at the Grand Prix – how many of you watched on television, listened on the radio or just couldn't get into the circuit? A British car, driver and team winning our home Grand Prix with our donations – that could become reality. The reasons for helping keep Hesketh Racing alive are endless and obvious – Lord Hesketh is genuine in his pursuit of patriotism, it has cost him a great deal of money and quite understandably he has had to call a halt: it could cost you only £4 and keep Hesketh Racing alive.

A show of strength by our donations might make a sponsor realize the enormous publicity to be gained by associating themselves with the team from Towcester.

BOUGHTON, KENT. MARTIN HOLMES

. . . appeals . . . .

I have just heard the news that Lord Hesketh does not plan to continue in Formula I in 1976. Surely this will be the end of an era?

Although not all the British public support Hesketh racing, I am sure we all have a slight soft spot for a totally dedicated British team, of the calibre of Hesketh racing.

How about AUTOSPORT's readers and friends getting together to try and help.

Wouldn't it be satisfying to see a car running with readers' support? That would be true British dedication to their sport, that of motor racing.

Whilst I understand that not every hard up racing team can be helped out of trouble, there is an exception to every rule and I think this is possibly it.

What do other readers feel about the idea?

DISS, NORFOLK. JEREMY CLAYDON

. . . to all

Just when motor racing was going through a "low" of teams and sponsors that were one big drag, a breath of smokefree air rescued it from suffocation. Hesketh racing arrived, and showed that racing was a fun thing, to be enjoyed. The pits and paddock were alive with "When you go down to the woods today" the smiling team could be found by following the trail of Teddy Bear stickers and T shirts, empty packets of Sugar Puffs, Champagne bottles, honey jars, Rolls-Royces, strawberry hulls, Porsches, lobster shells and parked helicopters. At first they were treated as some kind of a joke (but do go along and accept the hospitality) until it was seen that this bunch of cuddly teddy bears meant business and were soon causing embarrassment amongst the might of Tyrrell JPS, McLaren, and Ferrari. In a very short time they developed not one but two very competitive cars of their own, and the Dutch Grand Prix result earlier this year was well deserved and no fluke. The only privately sponsored team in F1 had achieved a miracle. They ended the '75 season ready and able to go for the big kill in '76.

But motor racing is expensive, and they will have to pull out unless they get outside finance immediately. Commercial sponsors are harder than ever to find at the moment, and in any case my personal thought has always been that it would be a pity if this team of individuals had to conform to a sponsor's whim. In this grey broken down country we badly need a guiding star to lead us through to better years, and who better, I ask, than Hesketh. We cannot afford to let this team go to the wall, we need you Alexander, Superman, Doctor, Bubbles etc. We simply mustn't lose the chance of keeping you going. You have pioneered up until now, and surely we can form some kind of sponsors co-operative which would finance the team and preserve its character.

Alexander Hesketh has proved himself in many ways to be generous and sympathetic, so let's reward him for these gestures. I am tempted (tongue in cheek) to suggest that those hundreds who have readily accepted hospitality from the team should show an example, but let's be realistic! Despite the "hangers on" this was money well spent in promotion and publicity.

This summer I was fortunate enough to go to Zeltweg and Monza, and I happily discovered that there is an overwhelming interest in the team, even from people who have never been to a race. The support at these Grands Prix was only second to Ferrari, and let's face it, everybody loves a winner. In Europe alone there are enough enthusiasts who would willingly contribute, to ensure years of support.

Go to the real racing fans. The ones that pay to get in, be it £2-£3 to stand knee deep in mud at Brands, or £6 to see the transporters at Silverstone, or camp for days at the Ring to see the cars go past 14 times, or pay £30 for a seat at Monaco. The fans who paraded with a huge banner at Zeltweg, and stuck teddy bears through the fencing at Monza. They will, I'm sure, give anything from £5-£50 annually to see "their" car in action. Alexander with his flair for PR could easily wrap up a successful deal if encouraged. 50,000 people giving £5 would make £250,000 or 10,000 giving £50 would make £500,000, so it is quite feasible. So stand up you Hesketh supporters and let your money be counted — I'll be happy to give the first cheque. And Alexander knows I was a Ferrari fan before the Hesketh Team was a twinkle in his eye, but I can't think of anyone other than James Hunt I'd like to beat Niki.

There is no time to hesitate, otherwise Hesketh Racing will become a fond memory, instead of a Champion.

DUNS, BERWICKSHIRE MICHELLE BURNS-GREIG

Dry extinguisher advice

With reference to the recent incident on the Cheltenham Festival rally involving the total destruction, by fire of Geoff Keet's Porsche and the failure of approximately two-thirds of the fire extinguishers used in the attempt to put out this fire, I feel that perhaps I can offer some advice on the subject of fire extinguishers.

From the information I gathered in the Rally Headquarters on Saturday night I believe that all the extinguishers that failed were of the dry powder type. These extinguishers, although admirable in their ability to knock down flames and extinguish petrol fires in normal industrial circumstances, are, in my personal opinion, not suitable for carrying in rally cars or service barges. This is due to the fact that the considerable vibration inherent in a moving vehicle effectively settles the powder into a more compact form, making effective discharge difficult or in the worst cases impossible.

Most people tend to fit these extinguishers into their cars and forget about them, and therefore, get a nasty surprise when they attempt to use them in anger!

The type of extinguisher best suited to the Rally world is the BCF or BTM type of extinguishers which requires little servicing and has probably the best effectiveness/lb wt ratio.

Should anyone wish to contact me, I will be only too pleased to supply further advice and literature on fire extinguishers.

Finally, I would like to take this opportunity to thank the organisers of the Cheltenham Festival rally on behalf of Paul Martin's Rally team, for their generous gesture in returning Paul's entry fee, and to wish Keith O'Dell a speedy recovery.

(FIRE ENGINEERING DEPT.) D. HOLLYWOOD
MATHER AND PLATT LTD.
PARK WORKS, MANCHESTER

Go to it RAC

What double dutch do I read this week about the Lotus Super Seven. "In but out," all in one news story.

How can the RAC endorse approval for the car (for yet another year!) but allow, as it appears, the organisers of Modsport championships to exclude it!

What logic! what co-operation! If we are to be treated to two Modsport Championships in 1976 how can the organisers, both I understand members of the "new democratic RAC Race Committee" even contemplate excluding it, or does democracy extend to being party to a decision and then ignoring it. What hope is there for any sensible rules being enforced.

Surely all of us (including Modsport drivers) can see that the car is genuine; it exists; it's on sale; you can even buy one in this country, and it's good value. There are some of us who think that it is a true sports car, not your Sprite/Midget type imitations. Equally it's not not a Clubmans car. No way! Peter Browning have another good, sensible look. No way brother.

Grow up BARC, BRSCC. Go to it RAC. Tell them to comply with the vote — or get lost and then replace them with sportsmen.

Looking to the future, why not ban the Pantera — its capable of winning races as well! But please don't tell Offord or Browning.

LONDON, SW7 M. BRACE

Doing their bit

As a mere fallible journalist I suppose I have no real leg to stand on regarding the spelling of my name (Rally car test day, AUTOSPORT November 13). However, I feel I must correct one small error and that is that Chris Field's Group 1 Avenger GT is entered by the *Coventry Evening Telegraph* and not the *Birmingham Evening Telegraph* which, as far as I know, does not exist.

On a more general note, I cannot help but agree with Peter Newton's obvious disapproval of the day – but not for the same reasons. As a motoring correspondent covering the day and an unpaid part-time PR for our team (the only Group 1 car fully participating in the event since David Hardcastle's Capri spent most of the time under TV lights) the failings seem all too obvious.

Nothing to do with the organisation – just the usual manufacturers Big Wheels at work, out to get as much coverage for as little effort. It's significant that Chris Field (who turned up with full service crew and navigator) did more laps than almost all the other cars put together, was – with the exception of Roger Clark and his Group 2 RS 1800 – consistently the fastest on the mock stage and, from the comments I heard, gave best value to passengers. (Many asked for a second ride because the works teams had stopped running).

We're sorry we couldn't let anyone drive. But with only days between the test day and the Lombard RAC Rally, there was simply too much at stake. Surely that's not too hard to understand. Expenses at this stage of the season are coming out of Chris Field's pocket. If we're lucky, we may get some more from sponsors who seem delighted with our results this year . . .

Peter will have to join us in learning that old journalistic saying: "You can please some of the people all of the time. You can please all of them some of the time. But never will you please all of them all of the time."

COVENTRY. KEITH READ
(Motoring Correspondent, Coventry Evening Telegraph, co-driver to Chris Field)

From the mountain

I must protest with considerable anger at Mr Ely's comments about Chris Witty's report from Thruxton titled: 'Jesus Christ, superstar,' in a recent AUTOSPORT.

Mr Ely is making a mountain out of a molehill over this 'very bad taste' title. Motor racing has enough 'aggro' without Mr Ely starting something over a comparatively trivial matter such as a report title. A true fan and Christian would have forgotten about the title and got on with the job of reading the report which was very good. I can only appeal to future writers to your excellent magazine, don't write about silly things such as a report titles, write about motor-sport. That's what AUTOSPORT is here for.

BIRMINGHAM. GRAHAM HIGH

A ****ing bad day for Drew..

After his stirring comeback to rallying on the Border Rally and his election as Ford Rallyman of the Month, Drew Gallacher was a somewhat chastened man after his miserable outing on the Tour of the Trossachs last weekend. We sought out the ever-quotable doyen of the Ayrshire agricultural set to find out what had gone wrong.

"It was a ****ing disaster from the minute I lifted my foot off the ****ing clutch on the first ****ing stage. Thank **** Stuart Turner and Peter Ashcroft weren't watching me this weekend," he murmured in his familiar gentle brogue.

The availability of finance will obviously dictate Drew's future plans, but he would like to sell his current ex-County Garages car in favour of a machine with a slightly higher specification. Prospective purchasers or Fairy Godmothers should contact the approachable Andrew at Old Dailly (Ayrshire) 238. We understand that Drew may be prepared to barter several tons of potatoes to secure the right deal.

Chrysler's RAC—it's still all go

Following the political upheavals at the Chrysler Corporation's plant in recent weeks it was feared that the company's small but dedicated competitions department would be forced to withdraw from the Lombard RAC at the eleventh hour for diplomatic reasons; however we are happy to report that for the present at least, the department are continuing as normal. It appears that nothing official has been decided about this particularly vulnerable arm of the company and as Wyn Mitchell told us on Monday: "We're just keeping our heads in the sand and continuing working." Chrysler have everything to play for, as on the outcome of the RAC depends the prestigious group one rally championship, and the Avenger has a fighting chance of pulling off the title. At present it appears that both the G1 entry for Robin Eyre Maunsell and the G2 entry for Colin Malkin are safe and only a catastrophic decree from the Government will terminate activities.



The fourth placed Beta coupé of Pregliasco/Sodano on the San Remo – power steering for the RAC?

Internal moves at Fiat, Ford, Lancia

Pre-RAC Rally gossip is now at a high level. The Lancia equipe were almost all present and correct by the time we went to press on Tuesday, though the cars are going straight to York and no one, not even co-driver Piero Sodano, knows whether Lampinen's Beta Coupé will have the newly homologated power steering fitted. The last minute switch of co-drivers came about because Silvio Maiga is to be the next team manager when Fiorio moves on to higher things, so the former is here in an administrative capacity on the rally.

Fiat have arrived of course, the principal reason for their entry being that had they not done so, then the restless Markku Alen would almost undoubtedly have broken contract and gone to drive the fourth Ford Escort which was waiting for him at Boreham (the drive had been in an advanced state of negotiations) and which originally had the name "Hannu Mikkola" on the door (but then Ford missed him too). Alen it appears is to stay with Fiat next year and by April they hope to have the lighter and more powerful 131 in G4 trim fully competitive.

Meanwhile Boreham have not been sitting back idly watching the clouds gather on the horizon, for both Timo Makinen and Roger Clark spent last weekend in Norway brushing up on their snow and ice technique, so everyone, it appears, is taking the whole thing with the utmost seriousness.

TOUR OF THE TROSSACHS

Arneil and Heggie hit the Scottish headlines

The inaugural Tour of the Trossachs resulted in an extremely narrow victory for Donald Heggie by the margin of just two seconds from Alan Arneil — hopefully an end to Donald's succession of miserable events this year. With 36 stage miles concentrated in the Ard and Achray forests, the rally attracted a tremendous (in the circumstances) entry of 114. Bill Taylor was the most notable non-starter with inadequate time to repair the damage from his Border Rally shunt, but the prospect of Gallacher versus Heggie, with Arneil always likely to produce a rapid drive brought out the spectators in their hundreds.

In bitterly cold weather, Don Heggie and Alan Arneil set the pace in the first three Ard stages which ran in an anti-clockwise loop from Renagour to the south end of the forest at Drymen road. After 13 miles this pair were exactly level with Drew Gallacher 30 seconds adrift and struggling with no front brake servo but still third. Ian Milne's home-prepared Escort 2 shed its fan-belt on the first stage but thereafter ran perfectly through the event.

On to an abbreviated Achray with the normal start above the golf-course, where the infamous right-over-brow after two and three-quarter miles saw Messrs Heggie and Dean indulge in a bit of combined driver and navigator brain-fade by slithering sideways off. The RAC may have been only a week away, but at that moment the trees were much, much closer! A shuffle and heave extricated the car, but gave Alan Arneil a handy 25-second advantage. Drew Gallacher's super-efficient back brakes twirled him around and off for a minute while that excellent group one driver Jim MacRae broke the diff in his Magnum. Ian Wilson was also out for some pre-RAC practice in the Low's Opel and changed his rear springs here, instantly speeding up and travelling very competitively for the rest of the event.

The route headed north taking in the slippery stage above Strathyre village before returning to the one-miler at Chairgievern and the bumpy Garadbhan near Drymen. Arneil was now 24 seconds ahead of Heggie with Ian Wilson in third place but another 45 seconds behind.

The final three stages were a re-run of the first three but in the opposite direction. Unfortunately, such was the carnage after the morning's run that it took much longer than anticipated to re-open the stages. With no planned lunch-halt, crews were left to cool off for an hour in a biting wind.

It looked unlikely that Alan Arneil could be caught, but Heggie won back six seconds on the first stage and eight more on the middle one. Sadly however, Alan's straight-line technique was to be his undoing for he bounced over some trackside rocks at the very end of the stage, breaking the anti-roll bar, a track control arm and two rear "U"-bolts in the process. With no service available he was forced to make a lash-up with rope to tackle the final short stage and lost 12 more seconds, and thus the rally by only two seconds.

Meanwhile, Drew Gallacher was in more bother with a certain looseness in his rear suspension, while Alistair Kesson was getting to grips with his newly acquired weapon, the ex-Peter Clarke Escort of Woburn Pond fame. He finally finished a strong fourth. Alastair Brearley brought his now very tired Ascona home fifth, just ahead of Dominic Buckley's reliable Escort and Ken Wood's well-sorted Dolomite.

An accident right at the end of the final stage involved a spectator who was reportedly standing in a very hazardous place. He was despatched to hospital with a suspected broken hip. Will spectators ever recognise the dangers that they face themselves, and the disconcertment they cause to competitors by viewing from thoughtless positions? It would be a pity to have to ban spectators from anything other than specifically designated, well-marshalled stages, but the prime consideration in this sport must be given to the competitors. It is unreasonable to add such an extra burden of responsibility to them.



Donals Heggie – a win at last.

1, D. Heggie/G. Dean (Escort RS1600), 43.13; 2, A. Arneil/J. McNicoll (Escort RS1600), 43.15; 3, I. Wilson/C. Young (Opel Kadett), 43.59; 4, A. Kesson/K. Chrystie (Escort RS1600), 44.45; 5, A. Brearley/M. Smith (Opel Ascona), 45.19; 6, D. Buckley/B. Duguid (Escort RS1600), 45.35; 7, K. Wood/P. Brown (Dolomite), 46.02; 8, E. McKenzie/C. Nicol (Escort RS1600), 46.03; 9, D. Gallacher/I. Muir (Escort RS1600), 46.08; 10, A. Simpsons/N. Ewing (Escort RS1600), 46.13.

Kevin drives 260Z after all

As had been rumoured for some time, the Datsun Violet Twin Cam which had been earmarked for Kevin Videan is to be driven by the African Jochi Kleint and thus Kevin will be seen in transport which is more normally associated with him, namely a 260Z, though this car will not be the one which he has been using throughout the year. A spokesman for Old Woking Service Station who are preparing and servicing the cars on the rally said that this switch was merely due to "unfortunate circumstances" and that there was nothing premeditated in the move. Apparently four Twin Cam Violets were scheduled to have appeared in this country for the RAC but bad accidents decimated their number so that only two have actually appeared, and one of these is of course to be driven by Harry Kallstrom whose co-driver on this occasion is Michael Stedt, a fellow Swede.

● Pilling Ltd, the Chesham, Bucks Volvo main dealers are to sponsor talented Swedish privateer, Roger Eriksson, in the Lombard RAC. He will be driving his Volvo 142 as usual.

● The *Cars and Car Conversions* rally championship will take a similar format to the '75 season and regulations will be published in the February issue of the magazine.

1976 CASTROL/AUTOSPORT SERIES

Eppynt and Championship regs

Regulations are now available for the Peter Russek sponsored Tour of Eppynt, the final round of the Castrol/Autosport championship; and even though the title has been decided the event should provide a tremendous post-Xmas depression/hangover cure for overwrought rally enthusiasts, although the climatic variables over Eppynt at this time of the year are very much in the 'kill or cure' bracket. The event is scheduled for Sunday the 28th December and is organised as usual by the Port Talbot MC and there will be 15 special stages totalling 120 miles, 70 on tarmac and 50 in the forests. The secretary of the meeting, to whom all entries must be sent is David Williams, "Treetops," 7 Penygaer Road, Llanelli, Dyfed SA14 8RU (tel Llanelli 4780).

Next year's Castrol championship arrangements are now complete and the rounds are as published last week plus the addition of one other, the Lakeland Stages, which is to be held on the 5th September. Competitors will score their best eight results from 10 rounds and the points scoring is to be on the same lines as last year.

There are however to be five classes; two in G1 and three in the overall category. They are as follows: G1, up to 1600cc, and over 1600cc. Overall: up to 1300cc; 1300-1600cc; over 1600cc. It must be stressed that these classes are additional to the overall championship and as such are purely supplementary to the overall classification. Points will be scored in the classes as follows: first in each class: nine points; second in class: six points; third in class: four points; fourth in class: two points; fifth in class: one point.

At present no final decision has been taken as regards a ladies championship but certainly within the categories there will be a prize for the highest placed lady driver and co-driver both in G2 and overall. The championship's prize fund is to be in the region of £3,000 and it is hoped that there is to be a considerable list of trade awards. Championship regulations are expected to be out in early December and applications should be directed to Ian Parry, Castrol Competitions Department, Burmah House, Pipers Way, Swindon, Wiltshire.

Saving the day

Late last week we heard from Chris Wathen who was a most dejected man following the withdrawal of the Norman Anstis G1 RS2000 so close to the event. Chris was keen to find something to do to involve himself with the rally rather than merely spectate, and now he has done exactly that; he has found another car to drive! It so happened that Withers of Winsford who have a happy habit of stepping in during just such emergencies, have very recently concluded the purchase of Roger Clark's '74 Tour of Britain car from David Cowan, and Withers have concluded a deal with Chris which will enable him to get a drive after all. Co-driver will now be Walter Ainsworth.

● The DTV roadshow thunders on — this time the target is Luton and at Shaw and Kilburn's premises on the Dunstable Road, 'roadie' John Foden will be chairing a panel including at least Clive Skilton of Drag racing, Gerry Marshall of saloon car racing and other notables on the night of the 27th November. If you wish to watch them in loquacious action, then the time to arrive is 19.30-20.00 and there will be a high class film show and various dormant Vauxhalls to climb over and around.

Night Owl blues

Last Friday the UAC, under the generalship of Clerk of the Course, Malcolm Neill, ran their Night Owls rally, a round of the Northern Ireland rally championship. The event set the seal on the latter as it was won by John McAlorum/Paul Phelan in the lightweight BMW which they have used all season. This is actually not the first time that the car has won the Northern Ireland Rally Championship as David Agnew won in '73 with the same BMW. Ronnie White/Harold Hagan finished second in an ancient but still highly efficient Copper S and Phillip McCartan/Aidan Rice finished third in the ex-Tony Pond Tour of Britain winning RS2000. Joe Pat O'Kane/-Roy Sloan in their Avenger GT were hampered by a broken brake drum in the second half of the foggy, wet night and were forced to ease off considerably; eventually finishing fifth, still retaining a grip on the G1 scene.

Keith's thanks

Keith O'Dell rang us on Monday in order to thank everyone, through these columns, who were kind enough to visit him during his stay in Carmarthen Hospital following an accident on the Cheltenham Festival. Keith was amazed by the reaction of everyone, and not merely by the rally fraternity; for letters, cards and well-wishers flooded in from all over Wales, and Keith would like to thank all those who took the trouble of visiting him, particularly the local Welsh Motor Clubs for whom nothing was too much trouble. There are apparently too many names to mention, but Keith is keen to make his appreciation well known.

The damage to Keith's left arm is expected to take about three months to sort out following the three bad breaks (two of which were just above the wrist) and severe lacerations which he received. The arm now has metal plates pinning it together. Keith was hoping to be fit for the Peter Russek Tour of Eppynt in December but this is obviously out of the question so Martin Holmes is stepping in as co-driver for Paul Appleby's vital rally. The last occasion that Holmes navigated for Paul was the '68 Bristowe.

● After this year's successful restricted Saltire Rally, St. Andrews and District Motor Club have been granted National status for next year's rally. It is almost certain that the Fife steelwork firm of Rippin Sturctures will continue their popular sponsorship of the event.

The decision of the RSAC to invade the already well-rallied Fife forests for the Scottish Rally will mean a slight change in format for the Saltire, while Graham Smith will be standing down as Clerk of the Course after two years, due to leaving Fife for the lure of southern gold.

Thomas Motors, Coleman and Ford

Following the release of Gavin Frew from Thomas Motors of Blackpool, Harry Dennison has recently been in Ireland spending some time with his contracted driver, Billy Coleman, and the Thomas Motors boss spent last weekend in the vicinity of Cork discussing next year's plans.

He rang us on Monday to dispel any thoughts that anyone may have had regarding the apparent cutback in operations which Gavin Frew's departure might have suggested. Dennison described his reasons for restructuring the company as a continuation of the Ford Motor Company theme of bringing Rallyesport into the grasp of the mainstream of dealers. "We intend to remain in motorsport," he said, "but of course within a commercial sense" . . . does this mean running a car for Billy next year? Apparently the contract has already been ratified by Ford so we can expect to see Billy fully involved in the national championship again – a province which if all the pointers are to be believed, will be without the omnipresence of Roger Clark next year.

Nigel Rockey's familiar Pink Stamps Escort blasts through the Park with the filming helicopter in close attendance.



"Practising" in the Park....

Regrettably it seems that the local press have got the wrong end of the stick again. A Swindon newspaper recently carried a caption under a picture of Roger Clark which apparently said something to the effect of: 'Roger Clark puts his Escort sideways at Cirencester Park recently during practice for the forthcoming RAC'(!)

Very embarrassing for the Ford Motor Company . . . really; practising on a no-practice event, in full view of the TV cameras too. Well, in fact the situation can most probably be put down to poor press briefing. Yes, there was a press preview for the RAC Rally at Cirencester Park last Tuesday, which was attended by both local media and BBC and ITV outside broadcast crews. The day was organised to give the press an idea of what rallying was really like, so a small circuit was laid out in a corner of the park and set aside for this purpose. However what appears to have escaped (almost certainly unknowingly) the notice of the locals is that that part of the park which was used was far removed from the section which is to be a forthcoming stage of the Lombard RAC, and which is to be sponsored by Castrol. The greatest care was taken to make certain that no invited crews even got a sight of the stage to be used this Sunday, let alone a drive over it.

The day itself was a great success and the publicity for all apparently tremendous with footage being shown on *Nationwide* etc. One of the recipients was Nigel Rockey in the Pink Stamps Escort who put on a scorching display for all present including a Bell Jetranger helicopter which was filming the cars' progress from the air. The stage gates open for spectators at 08.30 on Sunday and the first car is expected at 12.30. Spectators should find access much easier than last year as there are now three entrances and vastly improved parking areas.

Odds on favourites ?

"The what? Lombard RAC? You want the racing division sir . . ." This was the response when we phoned Ladbrokes on Tuesday to enquire if the enlightened bookmakers were giving any odds on Britain's premier motor sporting event. Needless to say the racing division turned out to involve those four legged machines which run round and round our TV screens all weekend, eventually disappearing under a welter of commentator-induced hysterics and



By this time next week Peter Ashcroft and Mick Jones could well be celebrating a fourth Ford victory.

leaving all of us gargling on the floor perspiring with the cataclysmic release of pent-up emotions, extra terrestrial forces and frayed nerves stretched beyond breaking point.

Of course were Ladbrokes to offer some odds for the rally it is highly unlikely that any of those whose interests involve anything as bizarre and "infra dig" as motor sport would be interested in parting with any hard-earned cash in order to make "Mr Ladbroke" a happier and still richer man, but there do seem to be a number of interesting odds which cannot fail to quicken the pulses of would-be gamblers or arm-chair punters. . . .

The Stratos is without question the quickest rally car in the world if it is prepared to its works specification and driven by the necessarily skilled personnel. Providing the car holds together, Bjorn Waldegaard must start the firm favourite; but despite Munari's impressive performance last year, there still remains some half-formed doubts about the car's reliability on long loose surface events, and should the two Alitalia cars retire, then the field is left open to the Formula Ford/Team Toyota protaganists.

Roger Clark is on better form this year than perhaps at any time during his masterful career, and the works Escort is the most reliable G2 car in the rally. Roger wants to win again and with next year's competition budget very much in mind, everyone in the works teams will be keen to grab a telling result. The "A" team seems to have been chosen with customary aplomb for the presence of the "dark horse" Ari Vatanen must serve to put both the "senior citizens" on their mettle. Makinen for a hat trick? The whispers that he is over the hill could easily be summarily quashed over the weekend. Makinen has the feel of the RAC and no one, save perhaps Roger himself has the art of pacing himself to such a fine degree. The old master will not take kindly to giving best to anyone, especially another Finn.

Then of course there is the ambitious Toyota set-up including the man whom many regard as the quickest rally driver in the world today — Hannu Mikkola. The cars, Celica GTs with 240bhp Schnitzer engines are certainly quick enough but development has been short and speedy and question marks still remain over reliability. Service back-up however includes nation-wide dealer co-operation and a helicopter, so chances of retirement are minimised in this respect.

What about the local talent (in the cars that is)? Billy Coleman now has nothing to lose. His cautiousness throughout the season seems to have all but resulted in his losing the RAC championship, and this week-end he may well decide to go all out. On the rare occasions when he does so, the sparks certainly fly as witness his drive on the '74 Welsh and too late, his performance at the start of the Lindisfarne this year. Then of course there are steely competitors like Russell Brookes and Nigel Rockey — are we to see anything really startling from them?

Of course if the current spell of cold weather deepens everyone knows what to expect from the Trollhattan team. Messrs Stig Blomqvist and Per Eklund will have the event sewn-up if it snows hard or there is plenty of ice around, and Simo Lampinen in the sole Beta Coupe will not be far behind. . . .

Everyone has something to prove on the RAC—Chris Sclater must do well — he cannot afford any more waiting, and Toyota's plans for next year are still in the balance. The beautiful handling of the Levin will certainly give him a chance. Markku Alen can be relied upon to push his ageing Fiat Abarth beyond the outer limits of its performance in the search to beat his rivals and particularly fellow Finns whose status is constantly under review back home, is the subject of continual press scrutiny and speculation and of course its good business for every one.

Everywhere one looks there are needle matches, vested interests and personal rivalries swamp the entry list. As outsiders for really high placings there are so many possibilities, only a dyed-in-the-wool punter would really have a go, but each-way bets (top five of course) on Tony Fowkes, Erik Aaby, Chris Sclater, Billy Coleman, and and and and. . . .

Walfriddson might even win it. What about the Opels . . .? Either way speculation is at a hitherto unprecedented level and verbal diarrhoea on behalf of demented press fanatics is often the lamentable result . . . let the forests, if not Ladbrokes, speak for themselves.

New BTRDA top man

At an eleven hour meeting over the weekend, the BTRDA rallies committee appointed a new chairman in the personage of Allan Jolley. Allan is a past organiser of the Plains Rally and was very much responsible for the fact that for three consecutive years, the event won the Ecurie Cod Fillet award for best rally of the year.

Richard Harper has also resigned as acting vice chairman owing to pressure of work and Mike Broad is taking over his duties. Mike Stephens continues as Gold Star rally secretary and Roger Brook as Silver Star secretary, so the committee now features Jim Porter, Tony Fall, Stephen Bye, Tony McMahon, Will Sparrow, John Foden, Tony Goulding, Dave Orrick and Richard Iliffe.

Among other pressing business, the question of whether or not to hold a road rally championship in 1976 was discussed at length, and it was decided to go ahead with another Silver Star championship although this is expected to take a rather different form from previous years. None of the Silver Star rounds have been finalised as yet and it would seem likely that many will clash with *Motoring News* rounds which also have not been finalized at present. The Silver Star rounds are to be fixed soon after the Lombard RAC and Dave Orrick is anxious to hear from any organizers of road rallies of proven status as soon as possible with a view to including them in the championship. Dave is concerned lest the rallies concentrate themselves solely in Wales, and having lost the Devils Own, he is particularly interested in hearing from North Yorkshire and/or Durham based organisers. Dave can be contacted in the evenings on Lancaster (0524) 60770.

● The Lombard RAC Rally returns, to Heaton Park, Manchester, the property of Manchester Corporation, on Tuesday the 25th November, to compete over the all Tarmac Stage in the Park, kindly provided by Manchester Corporation. The Lancashire and Cheshire Car Club are in charge of organising the Stage and would like to draw spectators' attention to the two special car parks that have been laid aside by the Parks Committee, for use on the day.

The main car park is approached using the Bury Old Road (A665) North out of Manchester, entering the car park at map reference 825038.

The second car park which is not as large as the main car park is entered at the main park gates opposite the Heaton Park Hotel, on Middleton Road, Manchester (A576) map reference 838039.

The first car is due at the start, map reference 840045, at 10.32 hours and the Lancashire and Cheshire Car Club Ltd, as well as organising the stage and providing the marshals with the assistance of other clubs in the Manchester area, will also be organising a public address system and special details of the stage in addition to the official programmes.

Spectators are particularly asked not to attempt to use the entrance which is being used as the start area, and to please keep clear of the exit from the special stage at map reference 823046.

Scots-tune

Not to be outdone by the myriad of networks grabbing a slice of the action on the RAC are BBC Radio Scotland, who are making their first venture into rally news reporting. Through the experienced Ross Finlay in York, plus on-the-spot reports, Scotland will be kept up to date with the progress of her drivers in particular, and the general scene as a whole on Radio 4. The coverage starts on Saturday with two broadcasts on the "Sportscene" and "Sportsound" programmes and these scheduled activities will be strengthened by interviews with two drivers. Coverage will continue into the week with broadcasts on two programmes, "Good morning Scotland" and "Northbeat."

● Withers of Winsford are sponsoring five special stages (21 miles) in this year's RAC Rally and they will be called the "Withers of Winsford Barry Hughes Memorial Stages." It is hoped that Roy Fidler will be able to drive Roger Clark's ex-works Ford Escort 00096M through these stages on a demonstration run just prior to the arrival of the first car as a basis for a photographic competition which is to be held and is open to all spectators.

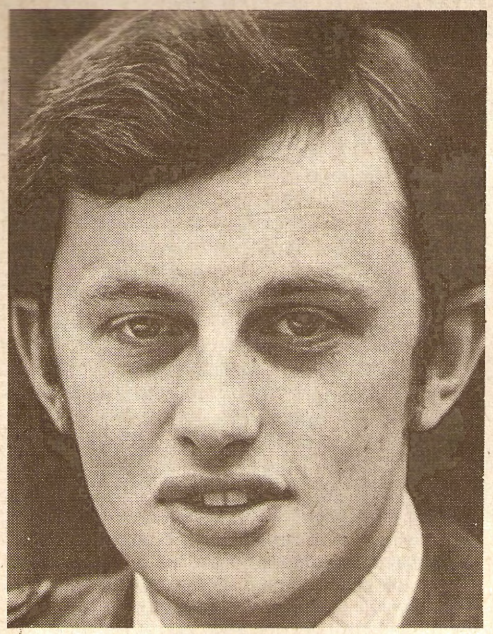
Any spectator is invited to submit photographs taken on the "Withers of Wansford Barry Hughes Memorial Stages" to the company address in Winsford, not later than December 15th. The judges, including at least Hugh Bishop and Roy Fidler, will be looking for a combination of action, originality as well as quality.

The first prize will be new motor parts or accessories to the value of £75. Second prize — new motor parts or accessories to the value of £50. Third prize — new motor parts or accessories to the value of £25.

In order to give spectators a wider choice, photographs will also be accepted of cars in which one or more of the crew has competed on a major event for "Withers of Winsford."

Among those competitors who qualify include scattered unknowns such as: Henry Liddon, Roger Clark, John Davenport, Billy Coleman, Chris Scalter, Martin Holmes, Russell Brookes, John Brown, Will Sparrow, Ron Crellin, Colin Malkin, Colin Francis, Brian Culcheth, Johnstone Syer, Paul Faulkner, Andy Dawson, Kevin Gormley, George Hill, Phil Short, Peter Valentine, Chris Wathen, Richard Harper, Bob Jeffs, etc.

● In our article in the November 6th issue about the Martin Group Vauxhall, we may have given a false impression that Broadspeed were responsible for the design and experiments in rear suspension geometry after a non-standard axle had been grafted onto the car. Ralph Broad has asked us to point out that Broadspeed were asked to supply a standard Ford Taunus axle from stock and, at Dealer Team Vauxhall's request, followed another designer's drawings in modifying this axle, including fitting Watts linkage brackets and suspension pickup points to suit the Vauxhall installation. They did not fit the axle to the car, and at no time did they do any development work on the car or its suspension.



DAVE ORRICK

Twenty six year old Dave Orrick is a technical representative in the heating industry. He is also one of the country's more widely travelled co-drivers and has navigated with many club drivers in both stage and road events. His principal successes have been achieved with Geoff Birkett in the Bradys of Barrow Opel Ascona and the pair have recently become 1975 Association of Northern Car Club rally champions; their most significant results of the year being a second on the Devils Own recently, and a third place on the Illuminations. Dave is a regular contributor to both AUTOSPORT *and* MOTORING NEWS *and next year he plans to concentrate his rally activities entirely in the special stage arena.*

Professionally LOONing

Quite why anyone should want to be controversial always escapes me, but it is certainly a fact that controversy in one form or another is an inherent part of today's rallying scene, from club level right through to the rarified atmosphere of World Championship events. It is also a fact that one can automatically qualify for the "controversial" tag simply by daring to write about such a taboo subject as "Professionalism in Rallying." If we go to the dictionary, Professional(ism) is defined as: "of, or belonging to a profession, following an occupation as a means of livelihood; not amateurish, maintaing proper standards . . ."

It seems to me that, where one is involved in a sport where the essence of the competition is to pit an expensive piece of machinery, plus the lives and limbs of its occupants against the stiffest physical challenge that the event organisers can dish up, professionalism is a vital pre-requisite of survival, let alone success! If we assume that, at my level of rallying, very few, if any, people make any money out of rallying the definition of Professionalism becomes ever less clear.

In a recent discussion on this subject I asked one of the local stated opposers of professionalism exactly what he objected to and, of course, it transpired that, in his opinion various navigators and co-drivers were the prime culprits; "Blue Book wavers," and "£5 note navigators" being the two terms used. If we return to our definition we find "not amateurish" and "maintaining proper standards"; thus posing the question, "Which came first, the chicken or the egg?"

Is the possibility that an event organiser leaves unguarded loopholes in the presentation of his event (and may therefore expect to find himself in a head-on clash with any competitor astute enough to have turned his error to their advantage) a lack of organisational professionalism? It would obviously be less than realistic to suggest that all navigators are pure as the driven snow, but very often they become what situations dictate they become — and part and parcel of the job is to know the rules and spot the errors that others have not.

Professionalism is a state of mind, and should not be confused with a genuine error such as Jim Porter will never forget from the '74 Burmah or Henry Liddon and John Davenport from the San Remo. What it is about is not accepting second best in your own performance, and continually striving to raise your own level of skill, whether you compete as expert or novice. In these days of unions for this, and associations for that, it seems that we should form a corporate body; can I suggest the League of Obstreperous Navigators (LOON for short!) with one well published act of infamous professionalism to establish the individual's right to membership.

Will it catch on? Well how about northern ace John Vipond who once managed to run for several competitive controls early, having convinced marshals he was in fact the course car! Or how about the night in Clocaenog when several wily gents managed to pick up five passage checks before doubling back and going direct from selective start to finish; taking some six minutes off their times. John Brown was always famed for his ability to double back and shorten sections often by several miles, while the late, great Barry Hughes knew of more 'goers' in North Wales than some organisers ever dreamed existed, and was often able to use these to advantage. All fair game, and there are hundreds more which are part of the folklore of rallies — the mystique of the navigators craft. To those people who say 'Professionalism is killing the sport,' I would say that this is so often a case of classing as professionalism that which the layman cannot understand.

We have some of the best rallies in the world in this country and if you look hard you will find that most of them are organised by people with a professional (in the context of getting things right) dedication. Stephen Bye, Don Davidson, David Stephenson, Keith Wood are professional event organisers; they know what is required; which is why the Illuminations, Devils Own, Castrol '75 and (former) Cytax are some of the best rallies around. So, if we have professional competitors and organisers, that leaves the unsung hero — the Marshal; the people who stand out in the pouring rain on a Saturday night so you and I can participate in our favourite sport.

The finish of the Devils Own marked the 50th appearance on an *MN* qualifier of John Walker, a professionally minded marshal, who is as precise and accurate in his job as any navigator could wish, showing neither fear nor favour and having a total commitment to his sport, there are people like John on every event; long may they continue.

It seems to me that the mascot of rallying should be the lemming for we all rush towards the most dire problems with the fatalistic single-mindeness of that species; and, when problems arise, be sure that it is only the professional thinkers of the sport — the John Browns and the John Davenports — who will be there to point the way.

The dismal response to the RAC Committee open day is indicative of our attitude, for what the sport needs more than anything else is direction and purpose, and if we don't speak we won't be heard. It's rather like the tale of the two Scotsmen who sinned and, having been cast into Hades cried out, 'Lord, Lord — we didna ken, and the Lord, in his infinite wisdom looked down and said 'Aweel — ye ken the noo!' Professionalism?

Henry Liddon in the hot seat on the San Remo; an event that caused embarrassment to Liddon last year. This year they ran out of tyres.





The Mini Sevens crowd safely through Paddock, led by John West and Graham Woskett.

BRANDS HATCH

Musetti provides the cream

It rained all last Sunday at Brands Hatch. Nevertheless the Sevenoaks & DMC put on a fair day's sport at a meeting specifically put on for the benefit of club and driver only. The main events of the day were the Courage sponsored 15 lap *Formule Libre* led all the way by Val Musetti and the final round of John Homewood's own personal championship. It's normally known as the *Kent Messenger* 1000 cc saloon car series and, as if to prove nobody else counts, Homewood's Imp easily led all the way. Graham Wenham led the well behaved Mini Se7ens, Howard Drake (Royale RP21) easily won the FF race, and Rod Haig's incredible MGA, the Modsports race, while Nick Whiting gave the *Kent Messenger* more coverage with a win in the All Car Equipe Escort FVC.

After last week the Mini Se7ens were on their best behaviour with John West having cured his practice handling problems, leading the procession for the first three laps. However when double champion Graham Wenham took him on the way up to Druids, indicated right and shot across his bows there was nothing he could do and Wenham drove off to a comfortable victory. By three quarter distance West's engine had gone sick but, as he said he couldn't complain, he hadn't touched it all season! Graham Woskett now started to reel West in, providing all the excitement as he took West on the last lap at Clearways, the pair amazingly close as they crossed the line.

There was no doubting the way Howard Drake won the Formula Ford race. Richard Maile (Merlyn Mk25) likewise held second place throughout, challenged only towards the end by Peter Lawrence (Royale RP3), who earlier on had done the only bit of overtaking worth mentioning when he took David Wigdor's Merlyn.

As pole man, Richard Oliver's Imp broke an engine mount leaving the grid, John Homewood shot off into an immediate lead in the *Kent Messenger* round. Homewood's Imp wins almost all these races but this time he was out to show who's the boss from the beginning. Brian Prebble's Hartwell Imp maintained a fine second place throughout and finished only four seconds behind. The rest just weren't in it. However, the dice for third spot was the best of the race and was led for the first half by Rob Mason's Bevan Imp. Pushing him hard was Steve Hall, now reunited with his Cooper S following a brief foray into the world of Formula Ford. Hall had had a miserable practice but was now in the groove and on lap seven took advantage of a momentary loss of grip on Mason's part to grab the lead. Mason didn't give up and when the last lap came the pair were neck and neck, Hall just taking the place.

There was a fine entry for the Courage *Formule Libre* race, including, initially Clay Regazzoni's brother. However, as Ralph Clarke put it Giordono "bumped it again in practice and has now been retired." There was, though, one works March 753 in the race. The "Jesus Saves" decals on the familiar pink car didn't mean that Alex Ribiero was scratching around at the back of the race, just a former FF and kart driver, Robert McGill who had hired the car to see what the power of a Novomotor Toyota was all about. Leader all the way through was Val Musetti whose March 74B proved the cream of the entry. The only other car in contention was Frank Bradley's FF2000 Elden. An excellent drive by Bradley kept the Atlantic car in sight although it never really seemed as if he would get past. Alan Baillie's Monoposto Viking maintained a good third place for half the race until a 360 degree spin dropped him behind Philip Guerola's old Brabham BT30. The only other car not to be lapped was John Stokes' March 753.

It was Davrians one and two for the first lap but Rod Haig's pole winning MGA was coming up fast after a slow start. As they crossed the line for the second time all three cars were tight together but Haig was in the lead and off he went, the car looking very old and very bulbous . . . but fast. Jim Adamson kept him in sight but the pace was too much for John Kirk and he left the track. His return, complete with flapping bodywork was not appreciated by officialdom and he was black-flagged. Jonathon Palmer's rapid Sprite took over a lonely third spot. Behind, 1300 cc class winner, Keith Ashby was just far enough ahead of a titanic struggle between some of his fellow Spridget drivers, Andy Bailey, David Strange, John Wilmhurst, and David Mercer, who finished in that order.

Although Peter Baldwin's BDA engined Mini Clubman was on pole for the Special Saloon race and although Colin Hawker's DFV powered Volkswagen shot off the grid first, it was Nick Whiting who dominated the race. By the time they were coming down the hill for the first time Hawker was back to third and never in the race. Only Baldwin taking advantage of the saturated conditions, could keep Whiting's Escort in sight. As the race progressed, the light faded and it almost seemed like night racing. It was bad enough lap charting, so goodness knows what it was like racing. Way behind the two leaders Paul Taft (Mini) seemed to be getting closer to Hawker but never made it while behind these two came a four car scrap. This proved doubly exciting for it featured the lead for the 850 class. Not only did David Enderby and Alan Rogers share fastest class lap but they also finished side by side, Enderby the winner. The Minis of David Foster and Paul Everett finished hard on their heels.

IAN WAGSTAFF

Mini Se7en Formula (10 laps): 1, Graham Wenham, 11m 35.2s, 64.21 mph; 2, Graham Woskett, 11m 49.0; 3, John West, 11m 49.4s; 4, Andy Devine, 11m 59.6s; 5, Alan Seekings, 12m 05.4s; 6, Julian Cutler, 12m 06.8s. **Fastest lap:** Wenham, 1m 07.2s, 66.43 mph.

Formula Ford (10 laps): 1, Howard Drake (Royale-Minister RP21), 11m 20.0s, 65.65 mph; 2, Richard Maile (Merlyn-Minister Mk.25), 11m 25.6s; 3, Peter Lawrence (Royale-Rowland RP3), 11m 26.8s; 4, David Wigdor (Merlyn-Wood Mk.20), 11m 28.2s; 5, Micki Dee (Van Diemen-Rowland RF74), 11m 44.2s; 6, Sean Walker (Hawke-IWR), 11m 46.0s. **Fastest lap:** Drake, 1m 06.8s, 66.83 mph.

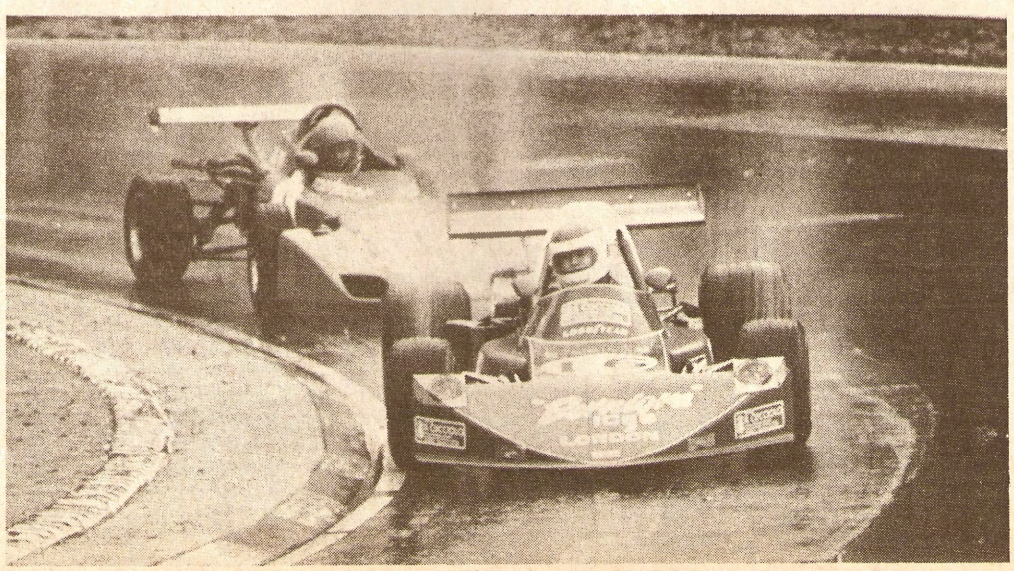
Kent Messenger 1000cc saloon cars: 1, John Homewood (Sunbeam Imp), 10m 40.0s, 69.75 mph; 2, Brian Prebble (Hartwell Imp), 10m 44.0s; 3, Stephen Hall (Morris Cooper S), 11m 3.0s; 4, Rob Mason (Sunbeam Imp), 11m 3.6; 5, Martyn Darnell (Hillman Imp), 11m 6.8s; 6, Graham Brewis (Morris Cooper S), 11m 12.2s. **Fastest lap:** Prebble, 1m 02.6s, 71.31 mph.

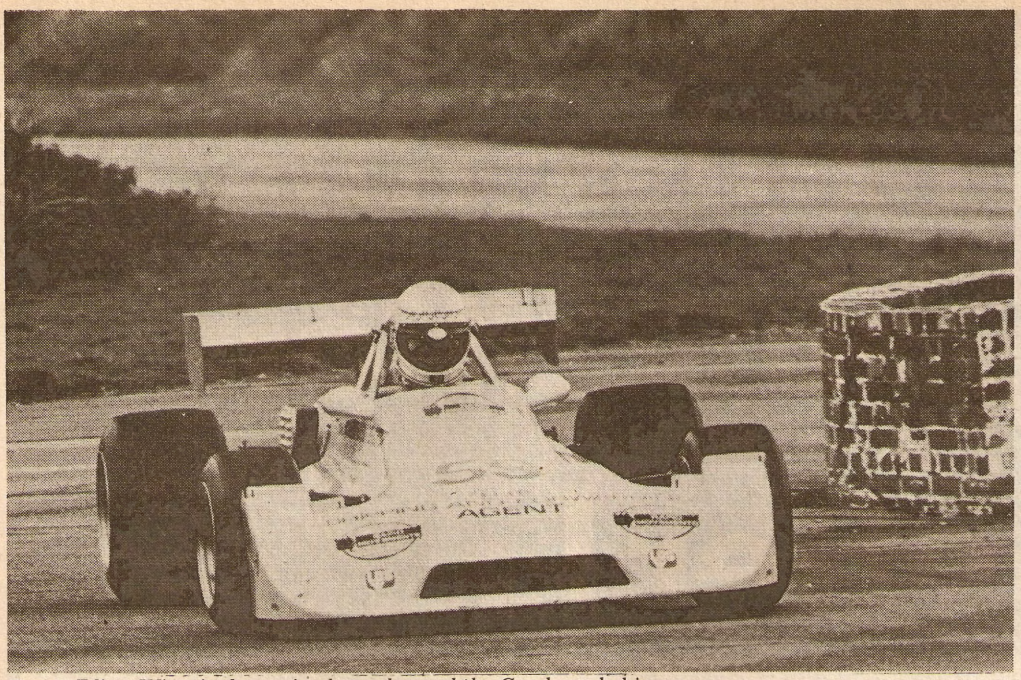
Courage Formule Libre (15 laps): 1, Valentino Musetti (1.6 March-Wood BDA 74B), 15m 10.0s. 73.58 mph; 2, Frank Bradley (2.0 Elden-Niel Brown FF2000), 15m 12.0s; 3, Phillip Guerola (1.8 Brabham-Cosworth FVC BT30), 15m 32.2s; 4, Alan Baillie (1.6 Viking-Ford 1A), 15m 43.4s; 5, John Stokes (2.0 March-Novamotor Toyota 753), 16m 8.2s; 6, Alo Lawler (1.6 Chevron-Swindon BDA B29). **Fastest lap,** Musetti, 59.4s, 75 15 mph.

Modified Sports Cars (10 laps): Overall: 1, Rob Haig (1.9 MGA), 11m 03.4s, 67.29 mph; 2, Jim Adamson (1.0 Davrian Mk.7), 11m 05.8s; 3, Jonathen Palmer (1.1 AH Sprite), 11m 20.0s; 4, Keith Ashby (1.3 MG Midget), 11m 38.4s. **Over 2000cc:** 1, Ian Mason (4.0 Aston Martin DB5), 9 laps, only finisher. **Fastest lap:** Mason, 1m 13.8s, 60.49 mph. **1302-2000cc:** 1, Haig; 2, Tony Dunderdale (1.6 Turner Mk.III), 11m 47.6s; 3, Rupert Flin (1.6 Lotus Europa), 9 laps. **Fastest lap:** Haig, 1m 4.6s, 69.10 mph. **1151-1300cc,** Ashby 63.91 mph; 2, David Strange (1.3 MG Midget), 11m 42.4s; 3, John Wilmhurst (1.3 MG Midget), 11m 42.6s. **Fastest lap:** Ashby, 1m 06.6s, 67.03 mph. **Up to 1150 cc:** 1, Adamson, 67.05 mph; 2, Palmer; 3, Andrew Bailey (1.1 AH Sprite), 11m 41.0s. **Fastest lap:** Adamson, 1m 4.8s, 68.89 mph.

Special Saloon cars (10 laps): Overall: 1, Nick Whiting (2.0 Ford Escort-FVC), 10m 28.8s, 70.99 mph; 2, Peter Balwin (1.3 Austin Mini Clubman GT), 10m 31.6s; 3, Colin Hawker (3.0 VW-Cosworth DFV), 11m 5.6s; 4, Paul Taft (1.3 BLMC Mini), 11m 9.2s. **Over 1300cc:** 1, Whiting; 2, Hawker; 3, David Horne (1.6 Ford Escort), 9 laps. **Fastest lap:** Whiting, 1m 1.2s, 72.94 mph. **1001-1300:** 1, Baldwin, 70.74 mph; 2, Taft; 3, David Foster (1.3 Morris Mini), 11m 12.8s. **Fastest lap:** Baldwin, 1m 1.4s, 72.70 mph. **851-1000cc:** 1, Mike Scott (1.0 Ford Anglia), 9 laps, 63.15 mph; 2, Steve Pattinson (1.0 BLMC Mini), 9 laps; 3, Keith Stoner (1.0 BLMC Mini Cooper), 9 laps. **Fastest lap:** Scott, 1m 7.6, 66.04 mph. **Up to 850 cc:** 1, David Enderby (850 Morris Mini), 11m 11.8s, 66.45 mph; 2, Alan Rogers (850 BLMC Mini), 11m 11.8s; 3, Eddy Arscott (850 BLMC Mini), 9 laps. **Fastest lap:** Enderby and Rogers, 1m 5.4, 68.21 mph.

Val Musetti (March 74B) only had trouble from Frank Bradley's closely following Elden in the Libre event.





Sports Editor Witty in determined mood round the Goodwood chicane.

TRACK TEST

Rapid's Atlantic Chevron

By IAN PHILLIPS and CHRIS WITTY

Useless fact 1: The average height of Stone Age man was 5ft 9in; the average height of twentieth century man is 5ft 8in.

Useless fact 2: The average height of Chris Witty and Ian Phillips is 6ft 2½in.

Conclusion 1: Neither of us are Mr Average.

Counter fact: Neither of us can get within ten seconds of the best Formula Atlantic time round Goodwood.

Conclusion 2: At best both are average, but generally sub-standard.

After spending a day at Goodwood recently as guests of the most successful private Formula Atlantic team, Rapid Movements, and driving the Chevron B29 which took Gunnar Nilsson to five successive victories and Formula 1, any dreams or hopes that we'd ever become racing drivers have gone. Dead and buried.

After putting in some startling times, or so we thought, Danny Sullivan stepped into the car at a circuit where he'd never driven and in 15 laps knocked 10s off our times. His standing lap took 5s off our best. We've no right to criticise drivers for going slowly, believe us, it's difficult.

A spectating John Watson, who the previous week had become the fastest man around the circuit this year, had some words of encouragement: "If you just drove round and round for a couple of days you'd get used to it, you'd knock five seconds off easily."

Thanks John, but there's no way.

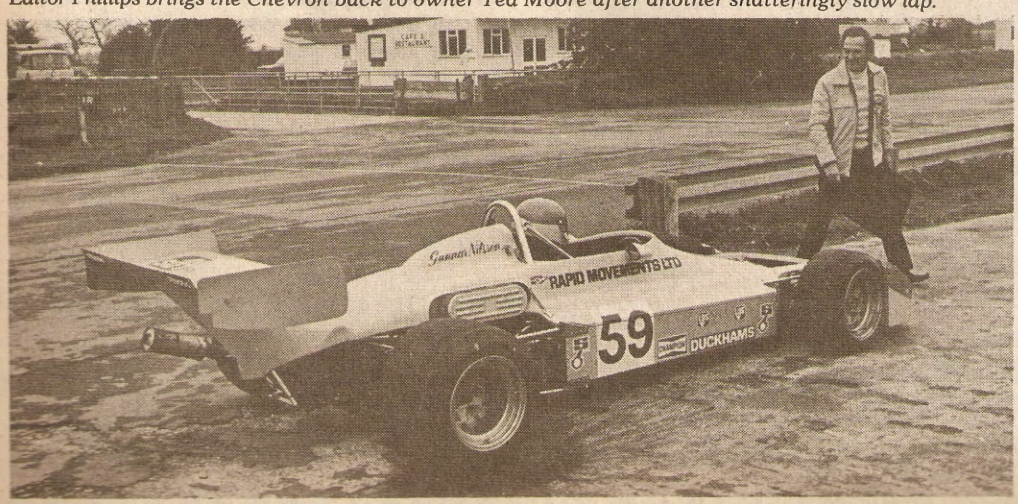
It all began at Oulton Park a few weeks ago when Nilsson was beginning to put together his string of wins. Ted and Kenny Moore, the men behind Rapid Movements, motor racing's biggest and best shipping and forwarding agents, said they were going to have a go in their immensely successful car one day and would we like to go along and try it as well. Like most racing enthusiasts it's a constant dream to drive racing cars, especially cars which we know are good and quick. We all have that feeling at the back of our minds that given the right opportunity we could do it too. Here was a golden chance.

We blew it. Man, we blew it sky high.

That car is a Rolls-Royce. It's beautiful to drive and in the right hands, probably any competent hands, it's a quick car. Both Nilsson and Sullivan are good quick drivers, we all know that, and they have made the Chevron go quickly. They have totally contrasting styles — Nilsson, aggressive, chucking the car sideways, Sullivan ultra smooth, persistently nagging the opposition into mistakes — yet both rate the car highly.

Phillips and Witty have driven more different cars than both drivers put together, both are inconsistent and untidy. Of all the cars we have driven, at our particular pace and in our style, the Chevron B29 is undoubtedly the best.

Editor Phillips brings the Chevron back to owner Ted Moore after another shatteringly slow lap.



The B29 in Formula Atlantic trim is probably the most successful Derek Bennett single seater to come out of Bolton for five years. In terms of championships it has only won the Player's Canadian series in the hands of Bill Brack, but in Britain it has won races in the hands of Jim Crawford, Nilsson and Richard Morgan. Announced at the Racing Car in January, the B29 featured the traditional big, wide and deep Chevron monocoque (a tradition that's about to change if stories of the new B34 range are anything to go by) and conventional wishbone front and single and double link rear suspension. The wide front nose houses the water radiator and the air exeunts through a duct in the front bodywork (which was nice for keeping the driver warm on the cold day!). The one piece bodycentre section and cockpit surround comes up high alongside an averaged sized driver and could create problems for those that suffer from claustrophobia, for those that don't it gives a nice sense of security. The engine cover and rear wing stay is a one-piece structure, which hinges back and out of the way for maintenance purposes from the Hewland FT200 gearbox. The Rapid Movements car is fitted with a BDA engine prepared by John Dunn's Swindon Racing Engines, giving around 200 bhp at 9,500 rpm. The only modification from standard about the car is a stiffening brace behind the front bulkhead.

Away from the circuits the Chevron is kept and prepared a few miles from Goodwood by Tony Harvey, a top mechanic in British racing for many years and it's to his credit that since taking over the Rapid Movements team earlier this year they've not had a single mechanical fault. He presented the car at Goodwood in its usual immaculate trim, but spent most of the day with his head in his hands listening to missed gear changes, patiently taking the seat in and out, adjusting belts, moving foot rests, etc, to accommodate the prima donna test drivers. Thanks Tony.

Getting in and out of the car was actually a problem for both of us, not, for a change, because of height particularly, but because Nilsson's a bit slim in the hips and getting the old aris to the bottom of his seat was a tight fit. The shoulders fit easily behind the forward bracing for the roll over hoop; the high cockpit sides taper inwards slightly at the top but inside there's plenty of room for arms and elbows. The Editor found getting his feet properly in position for the pedals was difficult initially because Nilsson has a block of wood in front of them to raise his small (he has to go to a kid's shop to get his socks) feet to them; the extra inch made the steering column an obstacle initially. The gear lever is just inches from the steering wheel and had a delightfully short and quick movement.

A quick flick of the fuel pump and ignition switches to "on," fully depress the throttle, push the starter and with the aid of the auxiliary battery the BDA bursts into life immediately, its note being only slightly muted by the mandatory Goodwood silencer. Pull the gear lever against the stop to the left and pull back hard and you're in first (or push up and select reverse as the Editor did twice) keep the revs up above 4,000 and it eases away just like a road car or hang 8000 rpm on it and spin the wheels as Witty did, just like a racing driver (no other comparisons are to follow, there just weren't any).

Amidst great concern over the accuracy of the timekeeping, Ted Moore had been the first to break the ten minute lap barrier in the morning (it was Goodwood, Sussex, England, Ted, not Nurburgring, Eifel, Germany), his signal of 6m 38s felt good round the 2.6 miles circuit. Time to change into second in case we over rev it.

Seriously though our second session in the car in the afternoon, when the track was dry, was a prune wrinkling experience. It's sad that Goodwood is no longer in use, it really is a tremendously exciting circuit to drive round. The first corner, Madgwick, is a double apex righthander with a hump in the middle taken, if you are very brave, flat out in fifth in almost all cars. Then follows a section known as Fordwater which is part straight, part right hand curve which is all taken flat in fifth. Then comes St Mary's which consists of a very fast right hander followed quickly by a tight left-hander, the exit of which is on the downslope of a small dip. Out of the dip the road bears right back into a short straight along to Lavant, a fairly tight double right hander which leads on to the main straight. It's a long straight, with an inconsequential kink in it, which leads to Woodcote, a double bend which is quickest when taken all as one. Then comes a short straight up to the second gear chicane which is the last corner on a lap.



"Well John you do it like this . . ." Phillips tells Goodwood 1975 lap record holder John Watson what it's really all about.

The most satisfying thing in the Chevron was to get the chicane right, boot it out hard in second gear up to 9500 rpm, snick it into third, the revs dropping to 8000, and then the same through fourth and up to fifth with 9000 on the clock before entering Madgwick. This really is a tricky corner. The aces take it flat. Believe us if you saw that corner or even drove any sort of car round it you wouldn't think it possible. To begin with we were breaking and changing down before we got to the first part, although we knew it was a fifth gear corner. The feeling that you've got it right just coming down the straight into the corner was so good that we found ourselves patting our back and inadvertently getting later into the corner; it was a good feeling. Although neither of us actually got to the stage where we could keep the boot in at least through the first part, talking to the great confidence booster John Watson, then watching Danny Sullivan learning it quickly, progressively getting nearer to taking it flat and thinking how we'd performed, it started to make sense. It also makes you realise what makes them professional racing drivers and us mere journalists. Honestly, if you go into that corner with 9000 rpm on the clock in fifth gear, you're going quickly and because you can't see the end of the corner, just the earth bank curving round, you lift off, touch the brakes even. But doing that throws the car into a mighty twitch and you're far more likely to loose it at that moment than if you keep the power on. As Watson said: 'You must relax in the car and let it do the work for you. The quicker you go, the easier it becomes." There was no relaxation in that car — more like civil war. Certainly for Editor Phillips, the most frightening moment was getting deeper into the corner than ever before and just about getting the car to work and then lifting off — he swears he caught a glimpse of the Gates of St Peter. In fact the Chevron just straightened out of its slight understeer attitude; from the outside a spectator probably wouldn't have noticed a thing, in the mind it feels like an earthquake. After a moment like that, which was really nothing in practice, it just makes you wonder why you ever wanted to sit in a racing car; you know it's better to keep your foot down, but you've got have the bottle to do it. That's taken ten minutes to write, it takes two minutes to say it — in a racing car when you are travelling at 150 mph and have covered about 50 yards, you haven't time to say a letter let alone one word in that time. Also the Chevron was the only car on the track at that time—the professional has to do it with anything up to around 20 other cars within inches of him. Rather them than us. The Sports Editor is reluctant to speak at this point.

Right, having got through the first part of Madgwick we move on to the second part which follows immediately. There's a hump in the middle of it which throws the car quite a lot. The secret is to take it in the middle where it is less of a hump. It still throws the car to the outside, and once you are over it properly you're right to the outside of the tarmac and steaming off along Fordwater. It's difficult for us to say how the Chevron really handled over the humpy section, because we weren't taking it quickly. Sullivan said it felt really very stable — it did for us too but we wonder if we have the same interpretation of the word at our differing speeds.

The Fordwater section is very straight forward, but what was very noticeable was the absence of any buffeting, something which we'd experienced a great deal of in the Marches we tested at the end of last year.

Then comes St Mary's. The right hander is quick — we were changing down before it and coming off the power — although the quick boys go through flat and then brake and change down for the left hander. There's no doubt even at our speed and we probably had it almost right at this part of the track, the Chevron wanted to go through there flat. The more laps we did the more we realised just how fast it could be taken. The problem was the left hander which come up almost immediately afterwards. Had we got time to get to the right side of the track for the entry as well as changing down and braking? The answer was no, but with more familiarity with the circuit perhaps we might try it. The left hander is fun and because the team are safely over the side of the track you let yourself have a bit of a go. Keep it screaming away in fourth, it understeers right to the outside of the track at the Lavant on a short straight. Then it's down to third, brake and, if you're brave straight on the throttle and power it all the way through using all the road and snatching fourth as you come out. Again the Chevron showed an understeer characteristic, but very slight and in fact it instilled quite a lot of confidence in a corner which is much quicker than it appears.

From there it was into top just by the kink and then a fast blind pulling nearly the maximum 9500 rpm before Woodcote looms up. Again it's a tricky corner because it is really two corners, the second part of which is the tightest. We were braking and changing down to third well before the first part, accelerating again up to the second and lifting off again. The true racer gets his housework done half way through and takes it as one, sliding a rear wheel onto the concrete kerb on the way out before the short squirt to the fairly straight forward second gear chicane, and then back to the Madgwick nightmare again.

It must be so satisfying to get it right.

It's not that we don't know how to do it properly, the mind just won't let us. It's a horrible thing to have to admit, but it's a fact of life and unfortunately for most of you dear readers out there, we think you'd find the same thing. These racing drivers have got something you know.

Throughout it's punishment the Chevron never complained, not really. When we were doing it all wrong, it felt really solid. Everything was predictable, tight in a metaphoric sense, direct and light in a physical sense. The brakes were probably the thing which inspired most confidence—when you touched them the car stopped, Zap. Just like that, no weaving, no fading, just stop. It was probably part of the reason for our slow times, not being able to gauge the strength of the brakes and coming down to a ridiculously slow speed too early and having to accelerate again up to the corner.

The Ford BDA based engine has probably appeared in more different competition shapes that almost any other type of engine and if all have the same manners as this Swindon version you can understand why. It had to be kept above 5000 rpm to run smoothly and you didn't really get a kick in the back until about 7500, but what a sensational feeling when it came in. In fact the Editor spent the morning having a cheap thrill by missing out the chicane and just accelerating through the gears up to Madgwick (where he naturally stamped on the brakes). The engine also suffered from a little over-revving, like about 11 grand on the clock at one stage! But it never complained and Sullivan was able to do the best time ever in the car round the circuit at the end of the day. The Sports Editor would like to apologise for not saying very much — he was slower than his boss.

The car is now for sale — it's a famous car having brought Gunnar Nilsson and sponsors Rapid Movements right to the fore — it's also an immacuate car and very competitive. Thanks, Ted, Kenny and Tony for entrusting us with it and here's hoping you'll have a championship winner for us to try next year. Please?



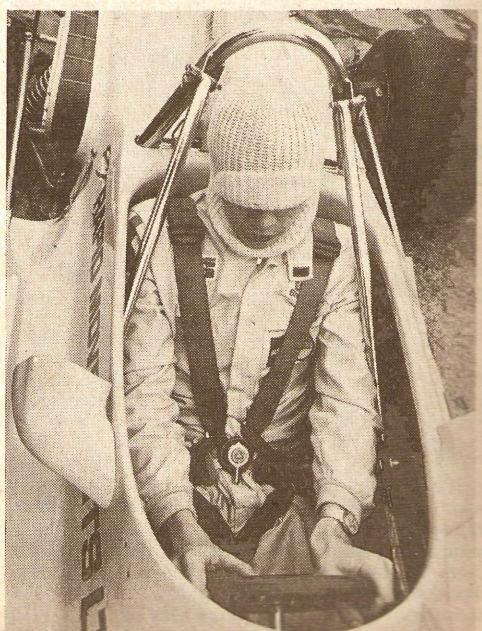
It was difficult . . .



. . . getting in. Below Tony Harvey checks everything is in place . . .



. . . it was.



Refugees from across the seas

BOB CONSTANDUROS outlines the careers of three overseas Formula Ford drivers who have featured in Britain this year.

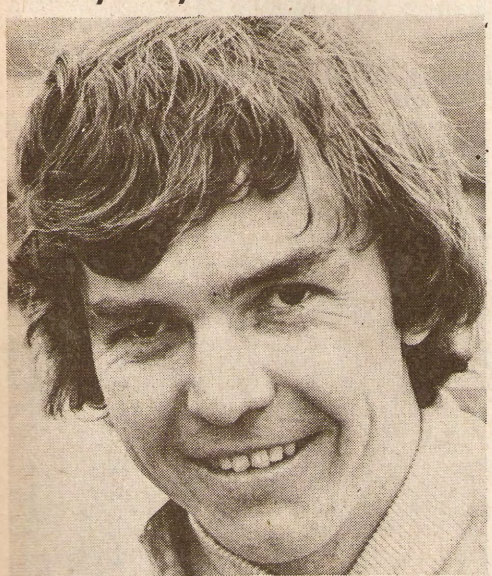
Ted Wentz, Jody Scheckter, Danny Sullivan, Tony Rouff: the names of English-speaking drivers from overseas, still racing in and around Britain after driving in Formula Ford in this country. But what about Denny Shattuck, Gordon Smiley, David Loring, Roy Klomfass, Danny Burritt, Robert Joubert, David MacCullum and Rich Bacon, names that were well known to British racers over the past few years, but who have departed for their own shores again, or simply are no longer racing? Britain is undeniably the home of motor racing, and for that reason, no British driver ever has to pack up his job, sell his home or car, and bid his family and friends farewell. But every year Canadians, Americans and South Africans come to this country in search of fame and success having burned their boats. Some will make it, but some will return home and perhaps, never be heard of again in this country.

Of course, not all of the drivers come over here off their own bat. Driver to Europe schemes abound in Canada, South Africa and Australasia, but the winner can't always pack up his home, business, etc, and bring his wife and kids to this country. So the drivers that do come over are really the ones that want to get along. They've enough driving ability and determination to win the award in the first place, and then they've made the effort to come to Britain and pull up their roots in the home country. Then there's the problem of setting up home, racing shop, and possibly getting a job in Britain. And they have to learn Brands, Thruxton, Mallory, Oulton, Silverstone, Snetterton, Castle Combe, etc, fix up a tow truck and trailer, organise testing, and ensure that they buy the right make of car in the first place. In the face of this, Great British driver, you have it pretty easy!

Once they've overcome these initial problems, there are around 200 regular competitors to beat in major championships on tracks they've never seen, possibly on unfamiliar tyres. Of course, by being able to concentrate their efforts on one thing — racing — they manage to set up pretty demon deals whereby they can do a lot of work on the car, glean all the best information from the factory, and spend a certain amount of time testing.

Three drivers on these lines, have shone this year. Kenny Gray from Johannesburg is in his second year in this country, and with a semi works Van Diemen came second in the National Organs championship and third in the Townsend Thoresen series. First season runner Rod Bremner from Toronto and Rad Dougall from Johannesburg have also figured in championships, Bremner finishing fourth in the British Air Ferries series, and eighth in the National Organs series, while Dougall concentrated on the National Organs series coming third behind Kenny Gray.

Kenny Gray



It's Gray who has been here the longest, having arrived at the beginning of last year on a Driver to Europe scheme, and has stayed over for that extra year, and seems likely to settle here. Any success that comes Gray's way is really not surprising. There are few drivers in this country who can say that they've been racing since they were six. Yes, six; at that age Kenny was driving midgets, similar to go-karts with 150 cc engines. Kenny's father had a garage business in Johannesburg and built up the little karts for his son to race: "As I got bigger, so he'd haver to build bigger ones. But when you get over 12, you're totally uncompetitive really, too old and too heavy." Kenny continued until 16 and by the time he quit, he'd won numerous club championships and the South African championship once. A child star, you could say.

When he retired, he had to spend two years not racing before being able to take up proper automobile racing, starting with an Anglia, and later changing to an Escort, once again prepared with help from his father. After three years getting used to saloons, success finally came his way in 1971 with the Escort when the 21-year-old Gray won the Bosch Star of Tomorrow award. This included a healthy cheque with which Gray bought a Formula Ford Merlyn Mk 11A and first raced it in the Sunshine Series of 1972, the year that Tony Brise visited and Ian Scheckter won the series; Kenny Gray came fourth. "We were really quite raw out there, it was a year before we had the faintest clue what we were doing." When Gray did get to know what to do it meant a year of success. There were 12 races in the *Star* series in 1973 and Gray won seven of them, winning the Driver To Europe award sponsored by the *Motorist* magazine.

Gray was fairly keen to come to Europe anyway. Apart from his racing, he'd met a pretty Irish nurse at Killarney raceway (appropriately enough) and was looking forward to seeing her again. Although offered his father's business, Gray wanted to race, father Gray sold up and retired and Kenny was bound for Britain with £1,000 for living expenses, a permit to buy a car with South African money and limited sponsorship from BP.

The first thing that Kenny did was to marry that effervescent Irish girl, Sheila, who now cuts a dash around the Gray tranny at race circuits, and the next thing was to get into racing: "We spent the fourth day of our honeymoon at Brands Hatch," remembers Sheila.

Gray had met Scholar's Doug Wardropper in South Africa and Kenny contacted him with a view to an engine. The agreement extended to a job and a cottage in deepest Suffolk, where the Grays still live. After a couple of good races in BOC rounds, Kenny had a coming together with old midget rival Roy Klomfass and his Van Diemen got damaged. Things were never quite the same again, but Kenny's Scottish-born parents had insisted that he do one race in Scotland, and when he won this and was in with a chance of the championship, Kenny regularly travelled up to Ingliston, and ended up with the Scottish series.

This year has been a little happier. With a works loaned Van Diemen and naturally, a Scholar engine, "Gray" days have abounded in our headlines. Kenny was well ahead of both Townsend Thoresen and National Organs series but after a superb "double" weekend, where he gained a total of four wins, "things went haywire with straightforward bad luck". "But Kenny accepts success and failure on an even basis," cuts in Sheila, so that his position in the Townsend Thoresen championship, where he dropped from first to third at the last round, because he was contesting a National Organs race, and his lack of luck in the NO series making him a firm second, Kenny regards as just slightly unfortunate.

The future for Kenny is to look for F3. Stuck out in Suffolk, it's not too easy, but both he and Sheila rack their brains for sponsorship methods and Kenny is obviously keen to stay racing in Britain. He'd like to do a little saloon racing following his South African experience, and the one thing that did come his way was a young bloke offering an F5000 drive in a Chevron. "But I was so excited, I forgot to ask the fellow his name and he never rang again" reflects Kenny.

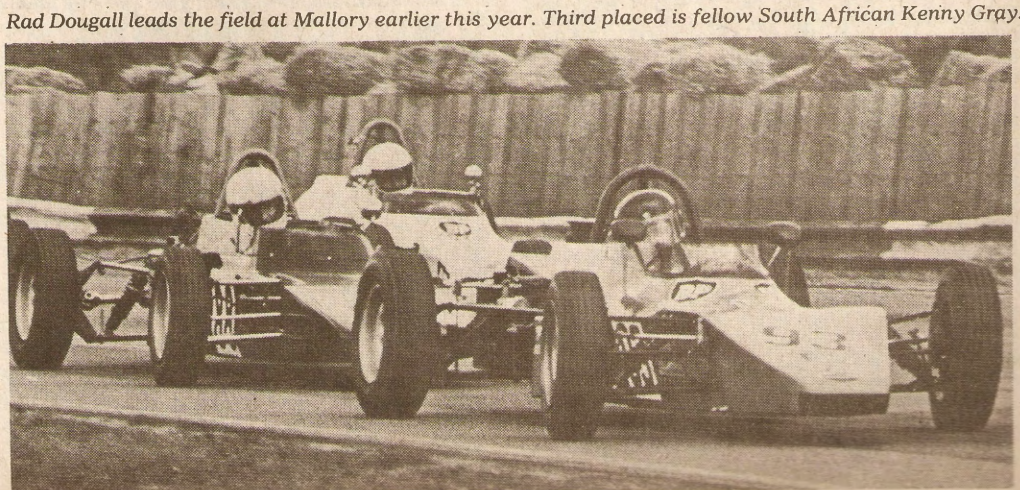
There's no doubt that Kenny Gray should be around a lot longer. Winning races and championships is second nature, it almost makes Kenny glib, certainly not complacent but an attitude that makes him determined with a talent that brings in the results.

Rod Bremner



For 1976, if Rod Bremner's got anything to do with it, he will be one of Kenny's rivals. Bremner felt that it was essential to his motor racing career to come over to Britain, but with drivers in Canada not being able to race before 21, he feels that he hasn't a moment to lose. Of the three drivers spoken to, despite Gray's early experience, Bremner is probably the most widely travelled. Although he won his trip to Europe through

Rad Dougall leads the field at Mallory earlier this year. Third placed is fellow South African Kenny Gray.



Cockpit Cameo



Rod Bremner takes an unorthodox line at Cadwell Park in his Crossle.

racing almost solely at Mosport, he's been down to Sebring, Lime Rock, Watkins Glen, Elkhart Lake etc racing a Mini in TransAm.

Rod doesn't know how he got interested in racing; "probably picked up a *Car and Driver* or *Road and Track* one day I suppose, I don't know." When young, he had been interested in a bit of rallying and hydroplane racing – he'd built boats with his father at the family's lakeside cottage in North Ontario. At 13 or 14 he'd built his own hydroplane engines. In 1970, Rod was still going to school when he built up his first Mini, but finished the year winning both the Novice of the Year awards in Ontario, racing in the C Sedan class.

In 1971, Bremner got fairly ambitious, racing the Mini in the under 2.5 TransAm series, travelling around the States racing against people like Harry Theodorakis and Horst Kwech. It was a pretty big struggle, and the help from Uniroyal also aided Rod to do the Ontario region C sedan series, even though he was only an apprentice mechanic. By 1972 Rod was a full time mechanic, and following his record of the past season, had a company who was interested in sponsoring him in the Formula B series. But when no car was forthcoming, the company suggested Rod should bring out his Mini again, and much against his will, that's what happened. Mechanical failures in the last rounds of both championships robbed him of the Bullova and the Canadian Sedan series. He did 15 races at Mosport, and also went to Lime Rock and Sebring where he failed to qualify for the 24 hours due to a blow up in a Mazda he was to drive. But by this time he was a fully qualified mechanic and in Canada, says he, they'll pay you anything.

The following year, he describes as a disaster. He finally managed to shake off the saloon car image. He popped over to Britain to pick up a

Kenny Gray fractionally leads Tiff Needell and Rod Bremner at Oulton Park.



Crossle 25F but basically had a lot of bad luck, a preparation year for 1974 is the way he looks at it. But last year itself, he says, was the good one. Still mechanicing in Toronto, he raced in the Bullova Formula Ford series and although he only finished second in that series of seven races at Mosport, the winner didn't want to come to Europe, the ultimate prize, and his engine was found to be illegal anyway. So it was Rod who scooped the prize. It consisted of $7500 spread over a number of months for living and race expenses, the money being creamed off the gate at Mosport for the seven Bullova rounds. Rod has managed on the money, but has benefitted from a further $2000 voted to him from the Canadian Racing Drivers Association which has helped him through. Just before he left Canada, he married Penny, an executive secretary, and by the time you read this, they may have opened their wedding present that they left behind as they should be back in Toronto. By February they had arrived in this country and Rod soon visited friends in Brighton who subsequently introduced him to Wayne Hardman, the H in SHARP Racing, who in turn introduced him to Barry Aitkenhead. Rod had bought across his Crossle and needed a place to base it and the FF driver had space in his garage. It took three weeks before he found this spot, and meanwhile he settled into a flat in the town with very reasonable rent. Although he's done a small amount of work with the Horseless Carriage Co, he's mainly managed on the initial money, although the extra $2000 saw him through. His wife Penny hasn't worked, as he's needed someone to help him out at the circuits when testing.

"I came over to prove that a Canadian can be as good as anyone. If you want to make it in motor racing, you've got to do it in Europe. Everyone in Canada thought Danny (Burritt) was *it*, now I'm out to prove that a Canadian *can* do it. There are a lot more people to race against here. The races are different, very short sometimes, so that a whole new style of driving has to be used. I've tried to be very smooth and not throw it around."

Rod admits that he could have done better if he'd judged the championships better. "I could have won the British Air Ferries series if I hadn't been so inexperienced. I wouldn't have missed rounds, but I didn't know. I should have gone to those other races." As it was, he came fourth in the BAF although he says there was a lot of engine trouble. Towards the end of the season, he bought a new Crossle, which is useful for resale back home, and Denny Rowland came up with a new engine which proved to be really demon and gave him a couple of superb races at the end of the season, including an excellent but controversial showing at the Festival.

By the time you read this, Rod and Penny will be back home, rustling up some more sponsorship to come back and do more motor racing in Britain next year. Rod's got quite a few offers for FF next year, but hopes that the CDRA will come up with enough money to help him into F3. That's the way he wants to go, and that's the way he's got to go. Even so, he still has FF offers to carry him through if it doesn't work. The new style driver from across the seas emerges. He knows where it's at and what he has to do next.

Rad Dougall



Robert Anthony Dougall (Rad) is the least experienced of the three, but with lots of success and determination. No Driver to Europe award for him, and yet he's secured sponsorship from a British company and BP and has third position in the National Organs series to show for it. Rad felt he was getting on a bit when he campaigned his Brabham BT21 in Formula Ford in South Africa last year, aged an elderly 23. He started racing in 1970 when at university, a point that proved to be the undoing of scholastic activities because his racing soon started taking over from his studies in Johannesburg. In that first year, he did a few Vee races, but quit his studies, and in the next year, took the same Formula Vee racing, while Rad himself went to work with Peugeot as a development technician. The Vee wasn't exactly excellent so Rad took on another in '72, a move which was rewarded by a second in the local Bardahl series.

He moved on to FF in 1973, still working with Peugeot, and campaigned the elderly Brabham which netted him seventh in the *Star* series which Kenny Gray won. The *Star* series became the *Sunday Times* championship for 1974, and Rad kept going, finishing fifth. Even though Rad had his diploma in engineering by now, he chucked it all up to come to Britain to further his racing career. He had no wife (and still doesn't), no home (apart from his parents') and no great director's job, so it wasn't too difficult. But without any Driver to Europe financial help, he obviously needed independent finances, and has been helped by his father with a small amount from himself and BP SA.

His initial thoughts on arriving in January of this year were between FF and SuperVee. At the Racing Car Show, he spoke to various manufacturers, and after a number of test drives with Hawke, Royale, Van Diemen (Crossle, he says weren't so helpful) he settled on the Royale. He went to see Kenny Gray who was ensconced at Scholar, and fixed up firstly a van, then an elderly Anglia road car, and last of all, a racing engine. They were really helpful. When he decided on the Royale, he fixed up a place to live near Bedford, a big house turned into flats and that's where he still resides, although it's said to be a little draughty due to the lack of windows.

Once there, a friend of a mutual friend, Geoff Smailes came over as well. Smailes had mainly driven hot rods in South Africa but also the occasional FF and he too was encouraged to buy a Royale. Thanks partially to Rory Byrne, Royale's South African deisgner, they kept their cars at the factory, building them up from kit form. A very good early move was to arrange a meeting with a *Bedfordshire Times* reporter to give them their story as to why they were over here, and his subsequent article led to support from Kismet, a local garage equipment manufacturer who have helped out with running costs. Furthermore, Royale have helped out by giving Rad work when he's not working on his car down at their premises.

Rad concentrated on the National Organs and Townsend Thorensen series, but after early entry refusals for the latter, went all out for National Organs, taking in the old Brush Fusegear round when he could, but he ended up none too keen on the "monotonous Silverstone club circuit". He's had seven of his nine wins at Mallory Park, but finds all the circuits very different to South African ones, for there aren't so many flat out bits, and there's more emphasis in driving around slower corners. Rad has probably had more bad shunts during the year than either Rod or Kenny, "and none of them have been my fault". Once he was pushed off by teammate Smailes which made things decidedly rough going at home, and then there was another shunt at Silverstone, culminating with a practice accident at Brands last month after which he had to borrow a chassis.

Rad reckons the season has cost him around £7,000 and he's not really got a lot to show for it after his last accident. But it's been a valuable experience and even at this stage, Rad is determined to continue in motor racing in Britain. He's currently concentrating on procuring F3 sponsorship for 1976. If it doesn't come about, he's all fixed up for FF next year, but he's eager to progress, and he's the sort of approachable personality that a sponsor is looking for.

In all, the three drivers are determined to go places, and have shown the talent to enable that to happen. Each has his own personality, which means so much in this day and age of sponsors. Each has a sound reason for being here and each intends to stay. May the best man win; they've shown determination and talent. What does it take now?

Lombard

RAC International 1975 Rally of Great Britain

AUTOSPORT RAC Rally spectator guide

contents

32 THE ROUTE — where to go, when to go to witness the best action

34 CHRIS COBURN reveals his closest associations with the rally and speculates on its controversial future

37 JOHN DAVENPORT reviews the teams and their chances

39 RADIO — TELEVISION and TELEPHONE — where to tune, when and what to dial to keep right up to date

41 THE ENTRY — the drivers, their entrants, cars and classes plus team profiles

44 THE TOP DRIVERS — one of these men must surely win, the top twenty seeds

In time to flourish . . .

Ever since Jack Kemsley's decision to take the RAC Rally into the forests was implemented in 1969, the opportunities for the event to flourish have been gargantuan. From the small beginnings of the first tentative loose surface sections, the rally had, in the space of two years, expanded its new style of competition to the point where there were 38 special stages and 300 stage miles. Thirteen years later there are 370 miles of stages in a 2,000 mile total route — on the face of it not such a wild and uninhibited growth rate, but in view of the real and apparent stumbling blocks presented to the livelihood of rallying itself in the intervening years, the RAC Rally has triumphed with distinction. The event is now synonymous with the best rally drivers and cars in the world, and in global terms it ranks perhaps alongside the Safari as *the* coveted and prestigious competition in which a manufacturer can participate.

Perhaps the greatest hindrance to the growth of rallying apart from pure geography or logistics is that, taken at face value, rallying lends itself less readily than racing to promotion which in the late '60s blossomed with the investment of tobacco barons such as John Player, who were not slow to realise the powerful promotional platform with which their products could be identified; rallying at this stage was very much the poor relation and the image of wellington boots, glutinous mud and mentally retarded participants proved very hard to eradicate. Once it was universally learnt however, that rally drivers did not necessarily have very small brains, an insatiable thirst for ale and a total lack of driving talent there still remained the problem of locating and viewing them in their natural habitat. Hardy photographer species brought back spectacular action pictures from the depths of steaming jungle which proved conclusively that rallying at least appeared to be more spectacular than racing, which at the time had contracted the first insipient signs of the 'slick and safety' era, with its consequent detrimental effects on spectating; but the problem still remained for, thanks to massive sponsorship deals, motor racing still survives.

Lombard North Central, the current and highly delighted sponsors of the RAC, have their name prominently and irrevocably linked with the pinnacle of the international rally world for around £60,000. This must represent something of a coup in advertising terms and the spin off is of a perennial nature, nor merely a repetitive 90s TV spot which would likely cost more anyway. Is rallying selling itself short? At present perhaps so; but there are signs that the sport is getting through to the media and that its promotional possibilities are on the verge of being fully appreciated. Certainly the reactions of the press and TV moguls to a recent rally test session was one of considerable amazement. Many had apparently thought that the sport still involves cloth caps, treasure hunting and getting lost in MGBs.

Big time rallying in this country has survived and flourished as a result of Jack Kemsley's momentous decision 16 years ago and this year more than ever, the event is big promotional business. Last weekend's *Observer Business News* devoted almost an entire page to discussing the ramifications of the rally in terms of finance and the final paragraph summed up as follows: "Whether all the cash that is poured in is more or less cost effective than other means of promotion nobody can really tell. But it certainly adds up to a mammoth publicity exercise by dozens of companies — and they can't all be money frittering fools. Not in 1975."

It seems that almost in the nick of time rallying is winning the battle to break through the massed ranks of media apathy, neglect and disinterest. The RAC Rally is a prime mover in this battle . . . it has evolved into the showcase of European competition and this year it may just receive some of the coverage which crowd attendance figures and corporate budgets would indicate that it merits.



Lombard

RAC International 1975 Rally of Great Britain

Lombard RAC Rally

the route

Control or Spec. Stage	Date	Approx. time of 1st Car	Location	Nearest Towns	Access Routes	Description	Map and Ref.	Parking	Comments & approx. charges
C	22.11	09.00	Start — York Race Course	York	From A64 on west of town		**105/ 597498**	●●	
SS	22.11	09.20	Bramham Park, Nr. Wetherby	Leeds, York	Signposted from A1 and A64	Part tarmac, part unsurfaced stage through grounds of Bramham Hse.		●●●	£1.50 per car or 50p per person C PA
SS	22.11	09.30	Shellsport Harewood Stage	Leeds, York	From A659 between Harewood and Collingham	Unsurfaced descent & tarmac	**104/ 338450**	●●●	50p per person C PA
SS	22.11	11.15	Croft Circuit	Darlington	Signposted Croft Autodrome from A1 & from Darlington	Part race circuit and part rallycross circuit	**85/ 293069**	●●●	C PA 50p Adult 10p Child
SS	22.11	14.20	Mintex Olivers Mount Stage	Scarborough	Off A64 on south of Scarborough	Motor cycle racing circuit with steep hills and hairpins	**93/ 035864**	●●	
SS	22.11	14.50	Wykeham Forest	Scarborough	Approach via Sawdon from A170	Forest road very twisty and with some steep hills	**93/ 942889**	●	
SS	22.11	15.00	Broxa Forest	Scarborough	Approach from A171, Scarborough-Whitby road. Do not attempt to reach the finish	Forest road	**93/ 964944**	●	
SS	22.11	15.45	Dalby Forest	Pickering	Approach from South		**93/ 892876**	●	Pease do not attempt to drive into stage
SS	22.11	17.20	Pickering Forest	Pickering	Approach from Pickering		**92/ 812941**	●	
C	22.11	18.30	York Overnight Halt	York			**105/ 597498**	●●	
C	23.11	06.30	York Re-start	York			**105/ 597498**	●●	
SS	23.11	08.00	Clipstone Forest	Mansfield & Nottingham	Approach from B6030 nr. Clipstone Village or from A614 S. of Ollerton	Forest road	**120/ 615647 636620 637609**		Parking is available in grass fields at each of 3 refs given. Please do not attempt to park in any other places and do not attempt to drive into the forest C 50p
C	23.11	09.00	Trowell Service Area	Darby & Nottingham	From M1 southbound only	Competitors breakfast stop at motorway service area	**120/ 494407**	●●	C
SS	23.11	10.30	Endrust/Valvoline Sutton Park Stage	Birmingham	Routes to the Park will be signposted from all directions and the entrances to be used will be see over	Tarmac road through an extensive Municipal Park. Excellent viewing points		●●●	50p per car. C PA Bars available. Extensive toilet facilities.
SS	23.11	12.30	Cirencester Park/Castrol Special Stage	Cirencester, Cheltenham, Gloucester	The Park will be signposted from all main roads into Cirencester. Please use signposted routes, there will be adequate parking and police will ensure that there are no traffic problems in Cirencester this year.	Part tarmac and part unsurfaced stage through parkland with some very twisty stretches and some fast stretches. Many good viewing points.		●●●	C PA Bars 50p per person
SS	23.11	14.30	Avon Longleat Stage	Frome and Warminster	Signposted from both Frome & Warminster	Tarmac stage through undulating parkland with excellent viewing points		●●●	C PA 50p per person
C & SS	23.11	17.30	Cricket St. Thomas	Chard and Crewkerne	Enter via Grosvenor Lodge which will be signed from A30	Special stage on mixed surfaces and competitors' evening meal stop	**193/ 366089**	●●	50p per person
C	23.11	23.20	Severn Bridge Service Area	Bristol and Chepstow	From M4 at the eastern end of the Severn Bridge	Time Control and short break for competitors	**172/ 569898**	●●	
SS	24.11	00.45	Forest of Dean-Serridge	Monmouth, Gloucester	Parking for this stage and following stage (B9) is only permitted in the car parks listed. See attached note.	Forest road	**162/ 632124**	●●	Parking 20p.
SS	24.11	00.50	Forest of Dean- Russells	Monmouth, Gloucester	See above please	Forest stage	**162/ 632124**	●●	Parking 20p
SS	24.11	02.45	Radnor Forest	Knighton and Llandrindod Wells	Approach along A488 the Peny Bont-Knighton road. The car park will be signed from this road.	Forest stage	**148/ 189683**	●●	Parking 20p
C	24.11	05.00	Llandrindod Wells			Competitors' breakfast stop at Metropole Hotel. Please do not park at the rear of the hotel or at the lakeside. To do so will only obstruct competitors	**124/ 756067**	Please avoid any obstruction in the town	
SS	24.11	09.00	Dyfi Forest	Machynlleth and Dolgellau	Approach from south on A487.	Forest stage		●Please do not obstruct competitors who will be using the same route	
SS	24.11	10.30	Britax-Coed-y-Brenin	Dolgellau	Approach from A470 and follow signs. Please do not obstruct competitors who will be using the same road.	Forest stage	**124/ 720270**	●●	
SS	24.11	11.30	Penmachno Forest	Betws-y-Coed	Approach from A5	Forest stage		●	
C	24.11	11.45	Betws-y-Coed		A5	Time Control at Waterloo Hotel	**115/ 797559**	●Please do not park at or near Hotel. All parking there is reserved for competitors. Use public car park in town	

Lombard RAC Rally

the route

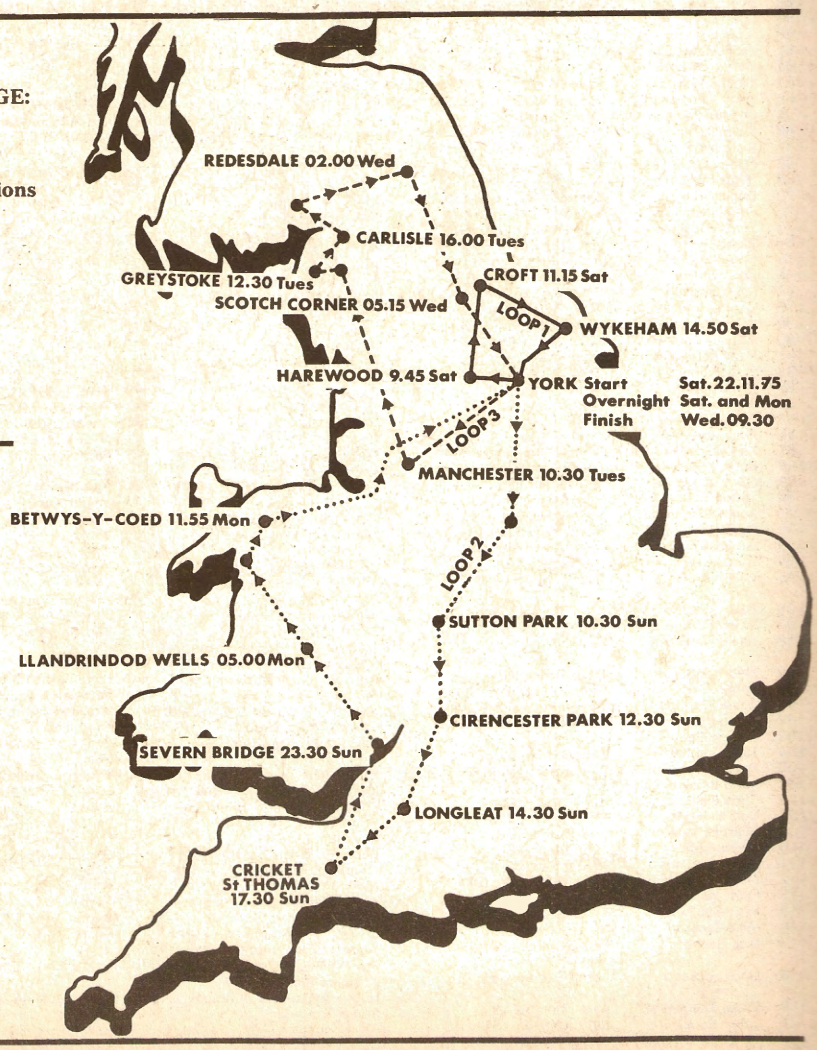
SS	24.11	13.40	Withers of Winsford 'Barry Hughes' Memorial Clocaenog Stage	Denbigh and Ruthin	Car parks will be signed from B5105 between Cerrigydrudion and Ruthin. Please do not attempt the forest area by any other means. You will only obstruct competitors and officials.	Forest stage		●●
C	24.11	18.15	York Overnight Halt	York			105/ 597498	●●
C	25.11	09.00	York Racecourse Re-start				105/ 597498	●●
SS	25.11	10.30	Heaton Park	Manchester	Via M62 and exit 17 or 18; via A576.	Tarmac special stage through a Municipal Park	109/ 838039	●●
SS	25.11	12.30	Greystoke Forest	Penrith	Via M6 and junction 41	Forest stage		● Please note parking is very limited at this stage. Do not obstruct other traffic
SS	25.11	14.45	Whinlatter Forest	Keswick	Via B5292 from Braithwaite	Forest stage		● Please note parking is very limited. Parking is not permitted on B5292
SS	25.11	15.00	Wythop Forest	Keswick and Cockermouth	A66 from Keswick or Cockermouth	Twisty forest stage		● Please note parking very limited and will not be permitted on A66
C	25.11	16.00	Hilltop Motor Hotel, Carlisle	Carlisle	From A6 (London road) on southside of Carlisle	Time Control and competitors meal stop	76/ 412547	There is no space for spectators to park at this Contro. Please do not obstruct surroundings
SS	25.11	23.00	Twiglees Forest	Lockerbie	B723 from Lockerbie	Forest stage	75/ 208937	●
SS	26.11	02.00	Redesdale Forest	Jedburgh	From A68	Forest stage	70/ 770024	● Parking limited, do not obstruct A68
SS	26.11	02.30	Keilder Forest	Bellingham	Via unclassified road from Bellingham towards Keilder Village	Forest stage	76/ 667902 654896	● Parking limited. Please do not obstruct competitors and officials
SS	26.11	04.15	Hamsterley Forest	Barnard Castle & Darlington	Enter forest via 84/091305 (nr. Hamsterley Village). Please do not attempt to enter forest by any other route, you will only obstruct competitors.	Forest stage	84/ 091305	●
C	26.11	05.15	Scotch Corner Hotel	Darlington & Richmond	Via A1 or A66	Competitors breakfast halt and Time Control	85/ 215053	● The Hotel Car Park is reserved for competitors and officials, other parking is limited
SS	26.11	08.15	Kilburn Forest	Thirsk	Via A170 from Thirsk to Helmsley	Forest stage	92/ 516825	● Use car park at top of Sutton Bank. Parking is prohibited on A170.
C	26.11	09.30	York Racecourse Finish				105/ 597498	●●

● ACCESS ROUTES FOR ENDRUST/VALVOLINE SUTTON PARK STAGE:

Bannersgate for traffic from the North and West and Central Birmingham
Boldmere Gate for traffic from the East and South
Hartopp Gate for traffic from Tamworth, Nottingham and Litchfield directions
Town Gate for local Sutton Coldfield traffic only
Please follow the signposted routes and do not attempt to park other than inside Sutton Park itself.

● ACCESS ROUTES FOR B9 — FOREST OF DEAN SERRIDGE:

Please note that Forestry Commission by-laws recently introduced in this area provide for fines to be imposed for parking on roadside verges.
The Car Parks will be signed from the A48 at Lydney and from the Cinderford and Monmouth directions.



Time controls

Saturday, November 22

TC 1	York Racecourse	09.00	105/597498
TC 2	York Racecourse (overnight rest halt)	18.30	105/597498

Sunday, November 23

TC 3	York Racecourse	06.30	105/597498
TC 4	Trowell Service Area	09.00	120/636620
TC 5	Cricket St. Thomos	17.30	193/366089
TC 6	Severn Bridge Service	23.20	172/569898

Monday, November 24

TC 7	Llandrindod Wells	05.00	
TC 8	Betws-y-Coed	11.45	115/797559
TC 9	York (overnight rest halt)	18.15	105/597498

Tuesday, November 25

TC 10	York (re-start)	09.00	105/597498
TC 11	Hilltop Motor Hotel, Carlisle	16.00	76/412547

Wednesday, November 26

TC 12	Scotch Corner Hotel	05.15	85/215053
TC 13	York Racecourse (finish)	09.30	105/597498

Lombard RAC Rally

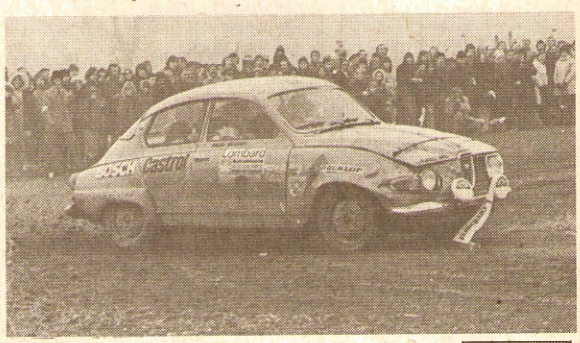
the entry

No	Driver	Co-Driver	Entrant	Car	Class
1	Timo Makinen	Henry Liddon (SF)	Allied Polymer Group	Ford Escort RS1800	6
2	Bjorn Waldegaard	Hans Thorszelius (S)	Lancia Alitalia	Lancia Stratos	9
3	Stig Blomqvist	Hans Sylvan (S)	Saab-Scania	Saab	6
4	Walter Rohrl	Jochen Berger (D)	Opel Euro Haendler Team	Opel Kadett	9
5	Ove Andersson	Arne Hertz (S)	Toyota (GB) Ltd	Toyota Celica GT	6
6	Roger Clark	Tony Mason (GB)	Ford Motor Co Ltd	Ford Escort RS1800	6
7	Markku Alen	Ilkka Kivimaki (SF)	Fiat SPA	Fiat Abarth Rally 124	9
8	Sandro Munari	Mario Mannucci (I)	Lancia Alitalia	Lancia Stratos	9
9	Per Eklund	Bjorn Cederberg (S)	Saab-Scania	Saab	6
10	Hannu Mikkola	Jean Todt (SF)	Toyota (GB) Ltd	Toyota Celica GT	6
11	Maurizio Verini	Nini Russo (I)	Fiat SPA	Fiat Abarth Rally 124	9
12	Simo Lampinen	Piero Sodano (I)	Lancia Alitalia	Lancia Beta Coupe	
13	Rauno Aaltonen	Claes Billstam (SF)	Opel Euro Haendler Team	Opel Kadett	9
14	Ari Vatanen	Peter Bryant (SF)	Independent Radio News/Motorcraft	Ford Escort RS1800	6
15	Harry Kallstrom	X (S)	Old Woking Service Station Ltd	Datsun Violet	
16	Per Inge Walfriddson	John Jensen (S)	The Chequered Flag	Lancia Stratos	9
17	Anders Kullang	Claes Andersson (S)	Opel Euro Haendler Team	Opel Kadett GTE	9
18	Billy Coleman	Dan O'Sulliven (EIR)	Thomas Motors of Blackpool	Ford Escort RS1800	6
19	Pentti Airikkala	John Davenport (SF)	Dealer Team Vauxhall	Vauxhall Magnum Coupe	7
20	Chris Sclater	Martin Holmes (GB)	Toyota (GB) Ltd	Toyota Corolla Levin Coupe	5
21	Russell Brookes	John Brown (GB)	Birmingham Post/		
22	N/S		Andrews Heat for Hire	Ford Escort RS1800	6
23	Tony Pond	David Richards (GB)	Dealer Opel Team	Opel Kadett	9
24	Erik Aaby	Per Odvar Nyborg (N)	Erik Aaby	Ford Escort RS1600	6
25	Will Sparrow	Ron Crellin (GB)	Dealer Team Vauxhall	Vauxhall Magnum Coupe	7
26	Colin Malkin	Paul White (GB)	Chrysler Dealer Team	Hillman Avenger	6
27	Markku Saaristo	Colin Francis (SF)	Dealer Team Skoda	Skoda S120S	4
28	Brian Culcheth	Johnstone Syer (GB)	Leyland S.T.	Triumph Dolomite Sprint	3
29	Heinze-Walter Schewe	Peter Petersen (D)	Heinze-Walter Schewe	Porsche Carrera	9
30	Kyosti Hamalainen	Urpo Vihervaara (SF)	Kyosti Hamalainen	Sunbeam Avenger	2
31	Ronnie McCartney	Tony McMahon (GB)	Ronnie McCartney	Porsche Carrera	9
32	Jannie Kuun	Christo Kuun (ZA)	Toyota (GB) Ltd	Toyota Corolla Levin	5
33	Nigel Rockey	Derek Tucker (GB)	Pink Stamps Ltd	Ford Escort RS1600	6
34	Jussi Kynsilehto	Henk Van Tunnen (SF)	Pol-Mot	Polski Fiat 125P	5
35	Andrew Cowan	Hamish Cardno (GB)	The Colt Car Co. Ltd	Colt Lancer 1600 GSR	4
36	John Haugland	Fred Gallagher (N)	Dealer Team Skoda	Skoda S120S	5
37	Georg Fischer	Harald Gottlieb (A)	Hella Racing Team Austria	Opel Ascona	6
38	Bror Danielsson	Boo Sundberg (S)	General Motors Dealer Association	Opel Ascona	6
39	John Taylor	Mike Broad (GB)	Haynes of Maidstone	Ford Escort RS1800	6
40	Tony Fowkes	Bryan Harris (GB)	Cables & Components Ltd	Ford Escort RS1600	6
41	Paul Faulkner	Monty Peters (GB)	Dealer Team Vauxhall	Vauxhall Magnum Coupe	3
42	Vlastimil Havel	Dave Kirkham (CZ)	Dealer Team Skoda	Skoda S120S	4
43	Bengt Nilsson	Lars-Erik Carlstrom (S)	General Motors Dealer Association	Opel Ascona	6
44	Andrej Jaroszewicz	Richard Hudson-Evans (PL)		Polski Fiat 125P	5
45	Gunter Roschko	Peter Pant (A)	Gunter Roschko	Alfa Romeo Spyder 2000	9
46	Robin Eyre-Maunsell	Neil Wilson (GB)	Chrysler Dealer Team (Ulster)	Hillman Avenger 1800 GT	3
47	Freddy Kottulinsky	Willi Pitz (S)	Formel V Europa	Volkswagen Golf S	2
48	Andrew Dawson	Kevin Gormley (GB)	Kleber Tyres Ltd, Custom Cases	Datsun Violet	
49	George Hill	Phillip Short (GB)	The Martin Group	Vauxhall Magnum Coupe	7
50	Pat Ryan	Mike Nicholson (GB)	Western Mail Team Howells	Austin Allegro	4
51	Tony Drummond	Ron Channon (GB)	Derek Carmen Catering Butcher/		
52	Joachim Knollmen	Dieter Grimkowski (D)	Wakefield Albany Inns	Ford Escort RS	6
53	Jochi Klient	Frans Boshoff (D)	Formel V Europa	Volkswagen Golf S	2
54	Milan Zapadlo	Pacel Hortek (CZ)	Datsun Nissan South Africa	Datsun 160U	6
55	Wim Luybregts	Bruno van Traa (NL)	Dealer Team Skoda	Skoda S120S	4
56	Barry Lee	John Gittens (GB)	British Leyland Netherlands	Triumph Dolomite Sprint	6
57	Murray Grierson	Roger Anderson (GB)	H. Glover & Son Ltd	Datsun Sunny	4
58	Bob Bean	Alan Greenwood (GB)	Murray Grierson	Ford Escort RS1800	6
59	Olle Dahl	Jan-Olof Bohlin (S)	Thomas Motors of Blackpool	Ford Escort RS1600	6
60	'Crady'	Carlos Miranda (E)	Olle Dahl	Saab 96 V4	6
61	Jacques Marquet	Bernard Toux (F)	Escuderia Ges	Alfa Romeo GTV 2000	
62	Heikki Enomaa	John Morgan (SF)	Jacques Marquet	Alpine A110	4
63	Wolfgang Hauck	Peter Witte (D)	Blue Rose Team	BMW 2002	6
64	Hannu Valkonen	Hannu Wallinheimo (SF)	Wolfgang Hauck	Porsche Carrera	
65	Charles Samson	Alec Samson (GB)	Teboil Racing Team	Sunbeam Avenger 1600	2
66	Kevin Videan	Peter Valtentine (GB)	Charles Samson	Ford Escort Mk.I	6
67	Risto Nittymaki	Seppo Nittymaki (SF)	Old Woking Service Station	Datsun 260Z	9
68	Ruben Borjesson	Joe Hawkins (S)	Seppo Nittymaki	Sunbeam 1600DL	2
69	'Piggy' Thompson	Mike Greasley (GB)	Ruben Borjesson	BMW Sedan	
70	Donald Heggie	George Dean (GB)	James R. Page Ltd	Porsche Carrera RS	9
72	Juhani Lansikorpi	Leo Malmstrom (SF)	Idem by Wiggins Teape	Ford Escort RS	6
73	Terry Kaby	Bob Freeborough (GB)	Juhani Lansikorpi	Saab 96 V4	5
74	Brian Evans	Roger Rhoderick-Jones (GB)	Dunham and Haines (Luton)	Austin Mini-Cooper 'S'	4
75	Roger Eriksson	Bruno Berglund (S)	Brian Evans	Porsche Carrera	9
76	Colin Grewer	Eddie Ganderton (GB)	Roger Eriksson	Volvo 142	6
77	Ian Gemmell	Frew Bryden (GB)	Gladstone Garage (York) Ltd	Opel Ascona	6
78	Graham Lepley	Malcolm Harvey (GB)	Maconichies of Kilmarnock	Chrysler Avenger	2
79	John Bloxham	Richard Harper (GB)	Derby Raod Garage	Ford Escort RS	6
80	Alastair Robertson	Bill Crabb (GB)	John Bloxham	Fiat 131	2
81	Hans Peter Herrmann	Konrad Schmidt (D)	Alastair Robertson	Saab 96	6
82	Rod Badham	Barry Fawkes-Underwood (GB)	Team-Matter-Uberrollbugel	Opel Ascona	6
83	Chris Beynon	Arthur Brick (GB)	Rod Badham	Ford Escort RS2000	3
84	Ian Lawless	Martin Coleman (GB)	Century Oils Ltd	Ford Escort RS2000	3
85	Johan Wiklund	Lars-Erik Karlsson (SF)	Sky Radiophones	Ford Escort RS2000	3
86	Philip Cooper	Andrew Marriott (GB)	Johan Wiklund	BMW 2002	
87	Karl-Heinz Humpert	Michael Schwagerl (D)	Leyland S.T.	Morris Marina 1.3 Coupe	4
88	Russell Close	Colin Wilson (GB)	Ford Diermeier Racing Team	Ford Escort RS2000	3
89	Colin Vandervell	Ian Cooper (GB)	Team Avon Tyres	Ford Escort RS1800	6
90	Tertuo Katsuda	Hiroki Uchiyama (J)	Team Avon Tyres	Ford Escort RS2000	6
91	Robin Farrington	Jeffrey Hignett (GB)	Teruo Katsuda	Toyota Levin TE37	2
92	Pip Dale	David Whiteley (GB)	West Lancashire Motor Club Ltd	Ford Escort RS1600	6
93	Ian Wilson	Peter Anderson (GB)	Leedhams (York) Ltd	Vauxhall Firenza	7
94	Gordon Batchelor	Ian Carter (GB)	Ian Wilson	Opel Kadett	9
95	Robert Jeffs	David Cowan (GB)	Gordon Batchelor, Victoria Garage	Ford Escort 1300	
96	Gavin Waugh	Peter Handy (GB)	J. C. Withers of Winsford, Rally Part Centre	Hillman Avenger	2
97	David Porter	Matt Kidd (GB)	White Horse Distillers	Chrysler Avenger/GT	2
98	David Hardcastle	David West (GB)	Team S.M.T.	Vauxhall Magnum Coupe	3
99	Fred Henderson	Dave Orrick (GB)	Magpie C.D. Bramall Group (Peter Russek Mannuals	Ford Capri	3
100	Sappo Salo	Simo Pyykkonen (SF)	Associated Tyre Specialists	Ford Escort RS1600	6
101	David Thompson	Simon Thompson (GB)	Seppo Salo	Vauxhall Magnum 2300	3
102	Kenth Johansson	Peter Rushforth (S)	Harold Thompson & Sons Ltd	Vauxhall Chevette	1
103	George Beever	Stuart France (GB)	Craven Motor Club	Saab 96 V4	6
104	Tapio Vanhala	Seppo Harjanne (SF)	Silkstone Cross Motor Co	Peugeot 304S	1
105	Peter Thompson	Alan Blackburn (GB)	Tapio Vanhala	Saab 96 V4	6
106	Keith Billows	Jim Bevan (GB)	Harold Thompson & Sons Ltd	Vauxhall Chevette	1
107	Chris Field	Keith Read (GB)	Keith Billows/Manchester Liners	Ford Escort 1300 GT	4
108	Curt Nelskyla	Michael Wood (SF)	Coventry Evening Telegraph	Hillman Avenger GT	2
109	Malcolm Wise	Rod Palmer (GB)	Autokoulu E. Nelskyla	Ford Escort RS2000	3
110	Roger Platt	John Platt (GB)	Malcolm Wise	Ford Escort RS1600	6
111	Juichi Koujimoto	Motoji Sekine (J)	Redditch & District Car Club	Chrysler Avenger GT	2
112	Matti Johansson	Jerry Walmstedt (SF)	Juichi Koujimoto	Datsun B120	4
113	Franz Wittmann	Gerhard Kalnay (A)	Matti Johansson	Ford Escort RS1600	6
115	Terje Sveinsvoll	Thomas Thomsen (N)	Bosch Racing Team Vienna	BMW 2002	6
116	Mike Jackson	Steve Howard (GB)	Hasco Motor A/S	Honda Civic 1200 RS	1
117	Dick Beeby	Pete Maskell (GB)	Crystal Rallye Sport Hull	Ford Escort GT	4
118	Linda Jackson	Leena Skoog (GB)	Texas Instruments Calculators/ Taylor Wilson Systems	Ford Escort RS1600	6
119	Randi Tangeland	Kare Thorstad (N)	Lloyds of Stafford I		
121	John Cockenil	John Lawson (GB)	No sex please, we're British	Ford Escort RS2000	6
122	Hans-Dieter Riehm	Wolfgang Noelscher	Randi Tangeland	Fiat 128 Coupe SL	4
			I.C.I. Petrol	Ford Escort RS1800	6
			Bosch Racing Team	Saab 96 V4	2



Ford

Currently the most successful and comprehensively developed forest rally car, competing on its home ground, and driven by two experienced grand masters and a new Finnish flier. With Roger Clark, Timo Makinen and Ari Vatanen, making up the works 'A' team, perhaps the only problems they may have will arise if the weather deteriorates sufficiently for the car's conventional layout to become a handicap. Cars have around 225-230 bhp.



Saab

They've found still more power this year and increased the engine's capacity as well. On injection (Stig's car only) the venerable 96 has 175 bhp from 1933cc and though seemingly well down on ultimate power, the combination of the amazing talents of Stig, Per, FWD and the extraordinary robust qualities of the Saab still contrive to keep the machine competitive. When conditions get bad and snow and ice threaten, they will be right up there.

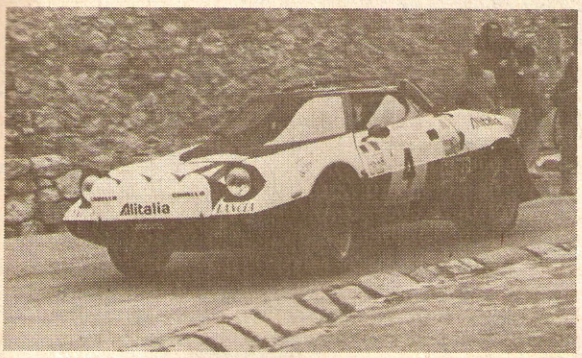


Toyota

A formidable new team: Toyota, overseen by the talented Ove Andersson, have been furiously developing the Celica, with its injected 240 bhp Schnitzer 16-valve engine, into a winner. The superceded Levin, with 185 bhp injection Japanese-developed engine is one of the best handling rally cars in the game, and Chris Sclater will be going all out with this version (1600) while Hannu Mikkola and Ove Andersson go for overall honours. If the cars last, they must be a good bet.

Lombard RAC Rally

the entry



Lancia

Munari proved the Stratos capable of winning this type of event against all popular opinion. This year with two cars and massive service back-up, the fastest rally cars in the world *have* to start favourites. Waldegaard is an ace on all surfaces, and latest mods to the cars make them more suitable to loose surfaces and unseen bends. Incredible traction and ferocious powerweight ratio as a result of configuration and V6 engine. Cars have at least 250 bhp.



Opel

Combined efforts from Germany (Euro Handler Team) and Yorkshire (Tony Fall). New Kadetts could be the sensation but are relatively undeveloped at present; the team having transferred from Asconas recently. German entered cars have fuel injection; Pond's car on carburettors. Power to weight ratios and handling should be principal advantages, and all three drivers are potential winners. Anders Kullang has a works-built privately entered example. Injection units should give 220 bhp.



Fiat

The Abarth 124 Spyder just goes on and on, but it is not at its best on unseen loose roads. Front suspension weaknesses seem to have been overcome but it is still a little fragile in this respect; with Markku Alen at the wheel anything is possible however. Verini, in the second car, is a pace-note tarmac exponent, but should not be underrated. Independent rear-end can make handling erratic on very rough or icy surfaces. Cars give around 200 bhp from 16-valve engines.

123	Christopher Lord	Phillip Boland (GB)	Wallace Arnold Sales & Service Ltd	Vauxhall Magnum	7
124	Lennart Borjesson	Thomas Fahlstrom (S)	Lennart Borjesson	Volkswagen Golf LS	2
125	Sigmund Holgersen	Asbjorn Kleven (N)	Hasco Motor A/S	Honda Civic 1200 RS	1
127	Willy Bregnard	Jacques Meraldi (CH)	Ecurie des 3 Chevrons	N.S.U. TT	1
128	Chris Daisy	Roger Bateman (GB)	Shellsport/Rootes Maidstone Ltd	Hillman Avenger GT	2
129	Roland Therond	Francis Chopy (F)	Roland Therond	Simca Chrysler 1100 TI	4
130	David Grainger	Norman Jones (GB)	Cambrian Tyre Service	Ford Escort TC	5
131	Guenter Kuehlewein	Guenter Kostka (D)	Guenter Kuehlewein	Autobianchi Abarth 70HP	1
132	Maurice Jacot	Jean-Francois Buhler (CH)	Ecuries des 3 Chevrons	Audi 80 GT	3
133	Richard Wooldridge	Duncan Spence (GB)	Team Robert Moss	Ford Escort TC	5
134	Hubertus Ernst	Klaus Kachel (D)	Hubertus Ernst	Volkswagen 1300 Custom	5
135	Keith Thomas	Ken Wilson (GB)	W. K. Wilson	Ford Escort TC	5
136	Christer Gaf	Lars-Joran Pettersson (S)	Christer Gaf	BMW 2002	3
138	Nigel Clarkson	Stuart Rolt (GB)	Reeds Rallysport/Martin Bessent & Co	Ford Escort RS2000	3
139	Hans Joachim Lummert	Wolfgang Sobkowski (D)	Vereingung Berliner Automobilsportier E.V.	BMW 1602	
140	Pedro Cortes	Joao Gomez (P)	Pedro Cortes	Datsun 120Y	4
141	Leo Bertorelli	B. Barrington-Needham	Alfa Romeo Dealer Team	Alfa Romeo Alfa Sud	1
142	Arne Garvik	Geir Sveinsvoll (N)	Hasco Motor A/S	Honda Civic 1200 RS	1
143	Philippe Gobert	Guy Pasquier (F)	Philippe Gobert	Fiat 124	8
144	John Clegg	Mike Sutcliffe (GB)	Knowldale CC Ltd	Volvo 142S	3
145	Trine Jensen	Mette Brathen (N)	Trine Jensen	Ford Escort 1600 Sport	2
146	Jill Robinson	Dilys Rogers (GB)	Team Avon Tyres	Ford Escort RS1800	6
147	Tom Leake	Ken Evans (GB)	Tom Leake	Ford Escort 1300 GT	4
148	Tony Stubbs	Peter Warren (GB)	Satra Motors Racing	Lada 1200	1
149	Peter Hilliard	Mike Cotton (GB)	Alfa Romeo Dealer Team	Alfa Romeo GTV	3
150	David Jephcott	Freda Brake (GB)	F. English Bournemouth Ltd	Ford Capri 3000 GT	3
151	Neil Hudson	John Vipond (GB)	Lakeland Motor Co Ltd	Ford Escort	6
152	Stan Griffin	John Chatfield (GB)	Team Woolworth	Ford Escort	4
153	Augustin Lemiere	Gilles Arnault (F)	Augustin Lemiere	Citroën DS23	7
154	John Dooley	Rex Greenslade (GB)	Alfa Romeo Dealer Team	Alfa Romeo Alfa Sud TI	1
155	Mike Fisher	Stuart Wild (GB)	Mettoy Playcraft/Mytholmroyd	Ford Escort TC	6
156	Franz Folling	Wolfgang Pfeiffer (D)	Franz Folling	Simca Rallye II	1
157	Winifried Herrmann	Arwed Fischer (D)	Winfried Herrmann	BMW 2002	6
158	Derek Skinner	T. G. Booth (GB)	Craven Motor Club	MG 'B'	9
159	Herms Heithaus	Hans Jurgen Hess (D)	Herms Heithaus	Chrysler Simca Rallye II	1
160	'Segolen'	X (F)	Andre Gahinet	Renault Gordini R12	5
161	Paul Windsor	Andrew Harrison (GB)	David Ress & Co Ltd	Ford Escort RS1600	6
162	Jean Claude Lucas	Andre Vernier (F)	Jean Claude Lucas	Datsun 180B	3
163	Manfred Drossel	Dieter Baresel (D)	Manfred Drossel	Adam Opel Ascona	2
164	Michel Melik	Alain Robin (F)	Michel Lemonnier	Renault R5LS	4
165	Wilhelm Brede	Christof Oldenburg (D)	Wilhelm Brede	Chrysler Simca 1100 TI	1
166	Roger Stubbs	Martin Lawes (GB)	Ogdens Team Walnut Pipe Tobacco	Opel Ascona	3
167	Kjell Melin	Ola Hellgren (S)	Kjell Melin	Honda Civic	1
168	Rupert Jones	X (GB)	Euroway Car Centre Ltd	Lada 1200	1
169	Stewart Morgan	Geoff Jennings (GB)	St. Bruno	Toyota Celica	2
170	Enrique Inurrieta	Martin Whale (E)	Enrique Inurrieta	Ford Escort RS2000	3
171	Jean Paul Luc	Bruno Carbonnier (F)	Jean Paul Luc	Citroën GS1220	4
172	William Rose	Robert Wivell (GB)	William Rose	Ford Escort RS	6
173	Richard Sprigg	Derek Kennedy (GB)	Endrust Auto Truck Rustproofing Co Ltd	Vauxhall Firenza	7
174	Stephen Webster	Anthony Thomas (GB)	Eastwood & District Motor Club Ltd	Vauxhall Magnum Coupe	7
175	Michael Manning	Peter Rowe (GB)	Tip Top Vulcanising Products Ltd	Ford Escort RS2000	3
176	Ian Beveridge	David Lucas (GB)	D. M. Lucas	Ford Escort TC	5
177	Stewart Robertson	Gordon Hood (GB)	Stewart Robertson	Ford Escort RS2000	3
179	John Fraser	Robert Gardner (GB)	British Army Motoring Association	B.L.M.C. Mini	4
180	Tim Nash	David Whittock (GB)	Bath Motor Club	Mazda RX3 Coupe	7
181	Richard Higgs	Colin Spencer (GB)	Satra Motors Racing	Lada BA3 1200	1
182	Geoffrey Wooldridge	Derek Pearce (GB)	Satra Motors Racing	Lada 1200	1
183	Gordon Jarvis	Wayne Goble (GB)	Craven Motor Club Ltd	Sunbeam Rapier H 120	6
184	Kenneth Bailey	Harry Bailey (GB)	Kenneth Bailey	Hillman Imp	8
185	John Yeomans	Eric Cowcill (GB)	John Yeomans York Linings Ltd	Vauxhall Firenza	7
186	Basil Wadman	Allan Phillips (GB)	Bath Motor Club	Peugeot 504 TI	3
187	Geoff Wright	Bob Miles (GB)	Lloyds of Stafford	Ford Escort Sport	1
188	John Garratt	Michael Moulder (GB)	Sanyo UK Ltd	Hillman Avenger	2
189	Paul Davies	Rodger Jenkins (GB)	Cars and Car Conversions Magazine	Chrysler Avenger GT	2
190	Tony Didlick	Peter Titterton (GB)	Dealer Team Skoda	Skoda S120 Rallye	4
191	Paul Burch	Graham Marlow (GB)	Midland Bank Motoring Club	Hillman Avenger	1
192	Howard Lapsley	Danny Browne (GB)	Howard Lapsley	BMW 2002	6
193	Stuart Anderson	Neil Calvert (GB)	Stuart Anderson	Triumph Dolomite Sprint	6
195	Geoffrey Eteson	Yvonne Chegwyn (GB)	C.S.M.A. Ltd	Sunbeam Imp Sport	4
196	David Barker	Rodney Smout (GB)	David Barker	Ford Escort RS1600	6
197	Kathy Pegrum	Anne Bertram (GB)	Bath Motor Club	Peugeot 304S	1
198	Ian Rennison	Brian Northcote (GB)	National Westminster Bank M.C.	Ford Capri 3000	3
199	Jerry Jones	Esmond Pickering (GB)	Mamos Slough/Triumph Unipart	Triumph Dolomite Sprint	3
200	Jeff James	John Roberts (GB	Jeff James	Ford Escort TC	5
201	Michael Broadley	James Wilkinson (GB)	National Westminster Bank Motoring Club	Ford Escort Mexico	6
202	Clifford Wrigley	Peter Allworthy (GB)	Federation of British Police Motor Clubs	Ford Escort RS2000	6
203	Rodney Crabtree	Norman Greenwood (GB)	Knowldale CC Ltd	Triumph 2.5 PI	7
204	Richard Platts	David Aylmore (GB)	National Westminster Bank Motoring Club	Ford Escort Mexico	3
205	Roy Gillingham	Roger Davies (GB)	Roy Gillingham	Ford Escort TC	5
206	Keith Guppy	Ian Adams (GB)	National Westminster Bank Motoring Club	Ford Escort GT	4
207	Peter Dalkin	Derek Purdy (GB)	Peter Dalkin	Citroën GS	1
208	John Beadle	Ian North (GB)	Weeks Trailers Ltd	Alfa Sud TC	1
209	Mick Whiteley	Jim Goodman (GB)	Mick Whiteley	Ford Escort	6
210	Bryan Wood	John Tate (GB)	Bryan Wood	Ford Escort RS1600	6
211	John Coxon	Nicky Porter (GB)	M.M. Sales (Plant Hire)	Mercedes Benz 280E	3
212	Deryck Pickup	Alan Barlow (GB)	Knowldale Car Club Ltd	Hillman Avenger GT	2
213	Jim Thoburn	Mike Thompson (GB)	Bath Motor Club	Peugeot 104	1
214	David Warren	Edward Norman (GB)	Burnham-on-Sea Motor Club Ltd	Ford Capri	7
215	David Robbins	John Best (GB)	David Robbins	Chrysler Avenger	5
216	John Rhodes	Dick Pease (GB)	U.B.M. Motors Ltd Winchester	Ford Escort	3
217	Geoff Crabtree	David Essex-Crosby (GB)	Petbow Ltd. Kent	Porsche Carrera	9
218	John Potter	John Millington (GB)	John Potter	Triumph Dolomite Sprint	6
219	Phil Darbyshire	Michael Oxborrow (GB)	Phil Darbyshire	Austin Mini 1275 GT	4
220	John Williams	Graham Samuel (GB)	John Williams	Ford Escort RS2000	3
221	David Finch	Sydney Rudge (GB)	C.S.M.A. Ltd	Hillman Avenger GT	2
222	Ken Smith	Andrew Gardiner (GB)	Three Counties Photo Service Ltd	MG Midget	8
223	Brian Davis	Charles Soyer (GB)	Brian Davis	Fiat 128 Rally	1
224	John Fergusson	John Billett (GB)	John Fergusson	Ford Escort RS2000	6
225	John Dignan	Bill Ryall (GB)	R.A.F.M.S.A.	Vauxhall Magnum	7
226	Steve Ward	John Ingram (GB)	Steve Ward	Ford Escort RS	6
227	Abdul Qureshi	Sven Kilken (GB)	Dealer Opel Team	Opel Ascona	3
229	Brian Field	David Jones (GB)	Brian Field	MGB GT V8	9
230	David Bates	Malcolm Winter (GB)	David Bates	Vauxhall Firenza	3
231	Roger Hancock	Keith Lay (GB)	C.S.M.A. Ltd	Ford Capri	4
232	Brian Otridge	Mick Evans (GB)	R.A.F.M.S.A.	Ford Escort Mexico	6
233	Phil Moulson	Alan Cooper (GB)	J. C. Snell	Simca 1000 Rallye 1	1
234	David Robbins	John Shute (GB)	Eastwood & District Motor Club Ltd		
235	David Cunliffe	Philip Gunning (GB)	Selex Electric Fires	Volvo 142	6
236	Ian McKean	Paul Wignall (GB)	Ian McKean	MGB GT V8	9
238	Bob Parkinson	Pete Messer (GB)	Bob Parkinson	Hillman Avenger	5
239	Jim Ranson	Peter Banham (GB)	Jim Ranson	Mazda RX3	
240	Arthur Norman	George Simmonds (GB)	Team Super Visco	Ford Escort	4
241	Terry Hall	Peter Wheeldon (GB)	Terry Hall	Chrysler Avenger GT	2
242	Neil Williams	Alan Clapson (GB)	Neil Williams	Ford Escort	6
243	Geof Clack	Douglas Blair (GB)	Ripspeed Racing	Ford Escort RS1600	6
244	Martin Main	Brian Garton (GB)	Martin Main	Saab 96 V4	5
245	David Tigwell	Peter Raine (GB)	David Tigwell	B.L.M.C. Mini 1275 GT	1
246	Alan Patis	David Childs (GB)	Linslade Engineering Ltd	Ford Escort TC	5
247	Martin Pridham	Roger Gillard (GB)	Thomas William Lench Ltd	Ford Escort RS1600	6
248	Dave May	Bob Lamb (GB)	Dave May	Ford Escort TC	5
249	Mike Vizor	Peter Abbott (GB)	Tyre Sales (Birmingham) Ltd	Ford Escort Sport II	1
250	Brian Bradley	Basil Strickland (GB)	Brian Bradley	Austin Cooper S	4
RESERVES					
	Bernd Abrams	Richard Colborne (D)	Bernd Abrams	Ford Escort	6
	Tim Stevens	Peter Muncer (GB)	Tim Stevens	Daf 66 1300 Marathon	1
	Ian Young	Lawrence Castledine (GB)	C S M A Ltd	Morris Marina TC Coupe	6

Lombard RAC Rally

top twenty drivers



1 TIMO MAKINEN



2 BJORN WALDEGAARD



3 STIG BLOMQVIST



4 WALTER ROHRL



5 OVE ANDERSSON



6 ROGER CLARK



7 MARKKU ALEN



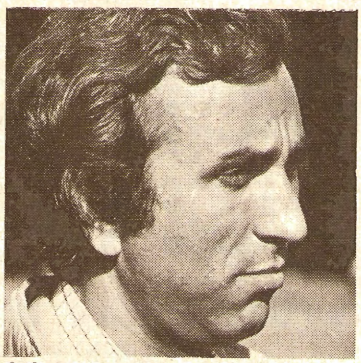
8 SANDRO MUNARI



9 PER EKLUND



10 HANNU MIKKOLA



11 MAURIZIO VERINI



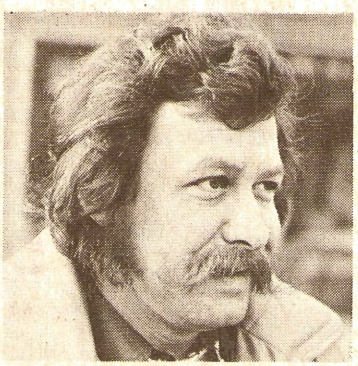
12 SIMO LAMPINEN



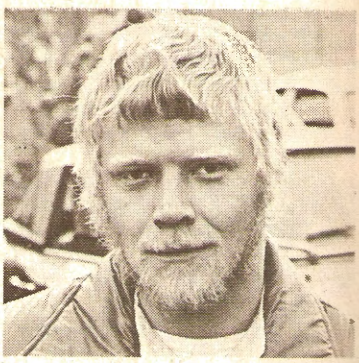
13 RAUNO AALTONEN



14 ARI VATANEN



15 HARRY KALLSTROM



16 PER-INGE WALFRIDDSON



17 ANDERS KULLANG



18 BILLY COLEMAN



19 PENTTI AIRIKKALA



20 CHRIS SCLATER

CHRIS COBURN, not without a trace of nostalgia, reveals his closest associations with the RAC Rally and speculates on its controversial future.

A Rake's progress

My most prominent personal memories of the RAC Rally are seeing Timo Makinen in the forests with a works Healey, power sliding first one way and then the other with what seemed like unending periods of full throttle; we were servicing on the whatever year rally in a club racing mini, because the service vehicle had a gear box failure just before the start (in those days some saloon racing cars were also used on the road!). The mini had no heater and holes in the floor that allowed snow in and around before settling, a can of water carried on the roof froze solid into a complete block of ice . . . My own first RAC behind the wheel of what was at the beginning an incredibly smart mini on its second ever event, and at the end a wreck, sufficiently battered to feature on the front page of a motoring journal captioned "the cost of rallying"!

Looking back, the one thing that sticks out in my mind is how incredibly important each individual event was to us then, not for any championship but simply for its own sake. I remember my wife's tears in the early hours of a typically cold and wet RAC morning, when I came into a service point with the car damaged and no longer able to put up competitive times. Why the emotion I can't remember, I don't think I was even leading a class but it all seemed to matter so much . . . servicing with Peter Clark (ex Castrol competitions department and now disappeared from motor sport) on the year dot RAC . . . The waiting around in 19-- (never could remember dates) at the Excelsior Hotel for a decision as to whether the rally was on or not because of foot and mouth disease. This would have been one of my few UK rallies driving somebody else's car, but the rally was eventually cancelled. The main complaint I recall from the Swedish competitors was not that the rally had been cancelled but that the pound was devalued while they were here! . . Surely I will remember last year's rally. Although not directly involved in managing the team, servicing or driving, I was a spectator "entertaining" DTV's then chairman, Alan Maidens. So much talk, so much joking, so much Scotch at the overnight halts. What a superb leisurely way to follow the rally and, of course, Will Sparrow's victory in Group one, rounding off an almost trouble free year's rallying, with Will also giving us the Group One Championship.

Thoughts for this year's RAC . . . I would like to see Russell Brookes do well, he made a brave decision at the beginning of this year when he turned down my offer of a Group one drive, and his success with a Group two car has proved him right to be so self-confident, and the type of decision shows the mettle required in a successful driver. I wish Tony Pond well because he is the sort of character that British rallying needs at the top. I would like to see Ari Vatanen last until at least half distance for the fun and interest it will cause! Robin Eyre-Maunsell and my man, Paul Faulkner, start the rally on equal points for the Group One Championship. They are both splendid characters of rallying and whoever gets the pot will be a deserving winner. Of course I look forward to seeing Will Sparrow and Pentti Airikkala battle it out and our trusty co-drivers Ron Crellin and John Davenport will have a hard time holding their drivers in check. If of these two Group two Magnums is not to win(!) may it be Roger, so we can enjoy the same, or hopefully more, interest in the results by our national media.

This year's RAC is somewhat special to me and, because of the changes in DTV, I feel a little like a dying man with my past rallying life going through my mind! The 1975 season has been troublesome and at times I have wondered why and how I got involved.

Layabouting

With the Government's attitude towards those of the community wishing to work, it has for some time been possible to get more out of life by being a "layabout." The title "layabout" has an unsavoury ring about it and I therefore decided to be seen to do something in order that I would not be so described. My all-consuming interest was motor sport, so, by "turning professional", I could do exactly what I wished and be seen to be working. As there was nothing else I wanted to do (well, nearly nothing!) I could be seen to be working at a level and pressure such that they would point me out as an example to the community, and I would become a social (or folk) hero.

With my well conceived plan I started in professional motor sport. But by now I see the sad end to the day of the layabout. Society is looking critically at those who are not contributing something to ease the economic crisis. I was wise with my original plan, but have kept an ear against the social security



Chris Coburn

man's office door and the time is now right to make a move. Headlines in my today's Daily Mail read "profit is a dirty word no longer" . . "Ah-ha," I think (my Jewish brain cells begin to stir), "perhaps it may become worthwhile working." Now, contrary to popular belief, I am not a complete idiot and saw this coming two years ago. At that time I set up a couple of companies outside my motor sport layabouting. Of course, very little effort was put into these activities, but now I hope they will step in on cue.

To be accepted into the motor sport circle of "full timers" one has to be a total enthusiast, or very talented. It goes without saying that I am the former (and I like motor sport as well!). There are many who would like to be a rallying layabout, but only a few are capable of putting in the hours and determination to make it happen for them. Look at it another way. If you were that keen to hardly ever get out of bed you would have to work very hard at proving you couldn't, in order to get people to accept that that was your destined role in life; and provide for you to enable you to do it. Once it had become established that you were bed-ridden, a short walk from your bed, or even movement in it, would be accepted and maybe even

Chris Coburn at work with one of his earlier HB-Shell Vauxhall Vivas.



encouraged. Looking back I find it hard to believe the hours that I worked (sorry laid about) in the early days of setting up the cover (Coburn Improvements Limited) for my layabouting. I recall one four month period when Turtle (my wife) calculated (I could never do it myself) that I "worked" 1,920 hours.

I would go so far as to play down the make of the car entered, putting all the attention on to the crew, but the latter would obviously be difficult.

How many entrants are needed to make a good international rally? All the glamour and excitement would still be there with just 60 top class crews and cars. There would always still be the privateer who wants to compete in internationals at any cost regardless of his chances, but with less of these fellows the subsequent shorter periods of congestion at controls, service areas and stages etc. would help to lessen ill-will among civilian traffic and local inhabitants. No doubt Jim Porter and many others have plently to say against this argument, but I am sure the major events could afford to lose the few competitors who would opt to hold a restricted licence in order to be able to compete at that level regularly and competitively solely for the enjoyment of competitive sport. During the RAC Rally give some thought to my comments. Particularly as you watch number 10 go by, providing you haven't already moved on to another stage to watch the front runners!

Professional problems

It is probably this early experience which has left me with little patience for those who show jealousy or express non-constructive criticism. I have found that these traits are common in those with only a little experience in the sport. The true professional respects another. He may grade his competitors; but he also knows the difficulties and understands the problems which may be (and probably are) going on behind the scenes and only manifesting themselves on the surface in camouflaged form.

DTV's greatest problem has been growing pains. Vauxhall, Coburn Improvements and Blydenstein have all grown up together in the motor sport business and none of us had sufficient experience in the first instance to lay down guide lines and boundaries. Besides this we were all too concerned with just making DTV happen. Also, our original commitments to each other were so small that it would hardly have been worthwhile making any contractual arrangements. However, since then, like Topsy, it has "just growed!" Hence the considerable confusion recently, when changes had to made.

It has been said that a successful man is one who builds with the bricks thrown at him by others. I am not sure who said this (probably Gerry Marshall) but on this theory I have, over the last few years, gathered a great deal of building material and laid some foundations. I came into motor sport because I wanted to and I will stay in it for the same reason. However, the involvement will, after the RAC, be based on my company's strength and consequent ability to do things our own way. They may well mean a smaller direct competing involvement but that will be no bad thing. Working on fixed budgets and coping with inflation I have often become near to allowing the left hand of Coburn Improvements to write cheques, on behalf of DTV, quicker than the right hand was collecting. I have gathered together a team of highly competent personnel. I believe my first priority must be to keep this team together and develop a secure future. As such the DTV side of Coburn Improvements is to become more concerned with the Sportpart operation and private entrants. Our own competing, in whatever form it may be, will be purely "for fun." We will enjoy this activity as much as we have enjoyed running the team cars, and I believe we will also be able to provide something for the competitor, particularly for the clubman requiring parts an advice.



Will Sparrow and Ron Crellin won the group one category last year by a considerable margin.

Evolution

Rallying has evolved into one of the most expensive sports. It has always been costly but nowadays, to be competitive, for a single year at top international level, one has to spend as much as would buy a house to the value that only four per cent of our community can afford. All competitors do not necessarily wish to compete at this level, but rallying has developed its own attitude of acceptance to sponsorship in the sport and while this is an evil necessity among the professionals and would-be professionals I feel rallying is spoilt for the amateur by the involvements of commercialism in club rallying.

Grades

Why can't we have a graded events/graded licence system in order to separate those who rally for fun from those rallying with a commercial involvement? The professionals can compete together but not invade club level events where the limited budget man could compete with the very limited budget man on more equal terms. If the ambitious driver, full of confidence, decides to try his hand at high level there would be nothing to stop him provided he qualified for the higher grade licence. But he would have to appreciate that his competing would be with factories and in a professional world where few favours would be granted to him. Here the main objective would be to provide a battle of the giants with as little distraction from the "main show" as possible. From the spectator's point of view, after seeing the first 50 (maybe 20) on a major international rally special stage, are the others worth watching? I think there are few who would disagree that at this stage on an international the sport becomes one for the competitors and not much of a spectacle. Of course, these competitors should be able to enter, but at the same time they should appreciate they are not doing anything for the sport, only for themselves. In contrast, rallying at the other end of the scale could be made more competitive, pleasurable and within the reach of competitors not having a fortune to spend. Most important of all, club competitors could afford to enter more events if club rallies were run without the obligation that sponsored competitors have to their backers.

How do I see all this working? Well, international licence holders would not be able to enter restricted events and perhaps even restricted holders could not enter closed club events. Further, no commercial use could be made by promoting results or involvement by competitors or entrants. Advertising on cars would be banned.

All part of the sport – last stage drama for John Taylor with a broken half shaft.



JOHN DAVENPORT reviews the 1975 Lombard RAC Rally — the greatest event in the European motor sporting calendar.

The waiting is over . . .

The great roulette tables of the world safeguard themselves against disaster by setting an upper limit on the stakes placed at their tables. No such limit seems to apply to the growth of status and interest in the RAC Rally of Great Britain which ever since 1960 has gradually, with a short break thanks to foot and mouth disease in 1967, raised itself to the point where today it virtually supercedes the Monte Carlo Rally in importance and public interest. Sponsored by Lombard, the international finance group specializing in car finance, it has this year shown every sign of breaking new records in several directions. Not only does it have an entry which is excellent both in quality and quantity but, thanks to Lombard's forthright involvement in promoting the event, it looks as if more people will be able to appreciate rallying live, in the press, and on TV than ever before. It makes the RAC Rally of Great Britain the biggest motoring event in these islands and possibly in Europe.



AUTOSPORT Rallies Editor – John Davenport . . . wondering who will win?

The route

Despite its name, the RAC Rally of Great Britain does not visit every part of our islands, though at various times the organisers have had ideas in that direction. However, the sea journeys involved have so far ruled out the Isles of Man, Wight and Mull as well as Northern Ireland, all of which have their own very successful rallies. The time and distances involved in taking the rally to the ends of the mainland also mean that it doesn't literally cover it from John O'Groats to Lands End. In fact, this year it hardly ventures into Scotland at all, probably because the organisers are not too keen on running into the type of snow conditions that can be found north of the Clyde at this time of year.

For rather different reasons, the rally steers clear of most of South-east England for there the population density is such that the rally would only get in the way of normal traffic — or vice versa — and in any case, there are very few suitable venues for the special stages that make up the competitive meat of the event. Thus, the areas where it is concentrated are Wales, the Lake District, the Lowlands of Scotland, the Northumbrian forests, the Yorkshire Dales and part of the West Country including the Forest of Dean. These are the main forested areas of Britain and it is there that the Forestry Commission lay on hundreds of miles of forest tracks for the special stages of the rally. Where possible, they attract thousands of spectators who may walk miles into a forest and wait in very inclement weather conditions for hours just to see the rally cars go through. For those who are not so dedicated to the finer points of rally driving, the RAC Rally also visits many venues such as the grounds of Stately Homes where stages are laid on for the sole purpose of providing many more spectators with a good view of the cars. These stages are not always popular with the rally drivers who consider them to be 'Mickey Mouse' but since their institution a few years ago, they have brought the sport to a much wider audience. In any case, as they represent a fairly small mileage compared to the total mileage of the stages, they do not play a large part in the result — unless you happen to retire on one of them.

Spectator stages

These spectator stages include Bramham Park just outside York and the Harewood hill climb which are the rally openers on the Saturday morning. The next stage is laid out in the middle of Croft racing circuit while the motor bike circuit of Oliver's Mount right in the middle of Scarborough is on the menu as well. The rally then heads into the Yorkshire Forests for some very fast stages before heading back for a night's rest in York. One innovation this year is that the results of these first stages will be used to compute the classification up to that point and the re-start the next morning will be in the order of classification and not, as usually, in the numerical order. This, it is hoped, will finally knock on the head all the 'cries about fast drivers being seeded behind slow ones as they will re-start in an order determined by their own performances; though just how some of the quick drivers will feel if they suffer some punctures or other troubles in Yorkshire is anyone's guess. On Sunday morning, the rally travels right across the Midlands, stopping to entertain what promises to be a phenomenally large crowd at Birmingham's Sutton Park stage before taking lunch at a seven mile stage in Cirencester Park. This is the stage which is geographically closest to London, and being in the middle of Sunday, Lord Bathurst and his men are looking for a big turnout. Last year they had a terrible traffic jam as the spectators tried to get into the stage at the last minute, so this year they are advising everyone to come early and are providing bars and catering so that no one gets restless while they wait for the action. There will even be a jet helicopter to take brave souls on trips round the park to see the cars from the air. Longleat House is the next stop after lunch and this will probably draw big crowds from Bristol and Bath especialy as the Melksham tyre firm of Avon is sponsoring the stage.

Down at Cricket St Thomas near Chard, the rally turns from its southermost point on Sunday evening and goes across the Severn Bridge at midnight to spend the night in Wales, emerging near Chester at Monday lunchtime. The cars and crews spend Monday night resting up in York before the final fling which will take them to Manchester's Heaton Park and then the Lake District at lunchtime on Tuesday before crossing the border into Ayrshire in the early evening and then spending the second night on the road in the vast forest complex of Kielder. They finish at Scotch Corner on the A1 at breakfast time on Wednesday, ready for the finale in York about 09.30 am.

The way the rally has been laid out this year, just about everyone who is interested to see it can find some part of the route and some of the stages that are not too far away and certainly concentrating the Saturday and Sunday in the central band of England should mean that more casual spectators will have a chance to see what is going on. As far as the competitor is concerned, it is still a very tough event with the Yorkshire stages just a prelude this year to two hard nights of rallying.

Who and what will you be able to see should you brave the cold winds that have so far characterised the November of 1975?

The teams — Lancia

Lancia have already won the World Rally Championship of which the RAC Rally is the last qualifying round, and the sole remaining question is whether, in the absence of Renault Alpine, the Fiat team can pick up enough points here to pass them into second place behind Lancia. Hardly a burning question but fortunately the prestige of the RAC Rally is

The sound and sight of Munari's Stratos tackling Eppynt last year – not soon forgotten.





The Briton most likely to succeed — Roger Clark seen here on his way to another "Scottish" victory.

such that merely winning it is probably the equivalent of winning the World Championship, certainly as far as sales in Europe are concerned, so that there will be plenty of determination to be the ones sprayed with champagne in York on Wednesday morning. Lancia themselves will be here with four cars though only three of them will be in the official Lancia-Alitalia colours for the third Stratos will be the black and white Chequered Flag car entered by Graham Warner's garage of that name and driven by Per-Inge Walfridsson/-John Jensen. This car has had a terrible record in competition this year both in the hands of Walfridsson and Cahal Curley, but it has been back to the factory for a complete re-build and the team starts the RAC with full confidence for success at last. Certainly Walfridsson is a driver of no mean stature and should give the two works Stratos of Sandro Munari/Mario Mannucci and Bjorn Waldegaard/Hans Thorszelius plenty to think about. Munari finished third on the RAC last year with a different co-driver, terrible stomach pains and orders from the team manager to finish at all costs. With the World Championship already secured and his regular co-driver back beside him, Munari should be one of the most forcing performers around. His team mate Waldegaard is no sluggard either and he has the unenviable record of leading the RAC Rally on at least four occasions and then being forced out with mechanical retirement. The RAC is one rally that he has not won in the course of a brilliant career which includes at least two Monte Carlo wins and he must surely be looking to add it to his list. The Lancia team is completed by Simo Lampinen/Silvio Maiga in a Lancia Beta Coupe. Lampinen is a front-wheel drive maestro but has not yet won with the Beta though his list of victories with the Saab are as long as his arm and include the RAC Rally of 1968. This time the Beta will not be fitted with power steering as it is hopefully unnecessary on the fast slippery roads of the RAC Rally for it was introduced to cope with the tarmac twists of San Remo.

Ford

For the past three years, the winning car has been the Ford Escort and for the last two, the 2-litre 16-valve miracle from Essex has been driven by Timo Makinen in partnership with his British boffin, Henry Liddon. This year the pair are seeking a hat-trick, something which has only ever been done by the incredible Mr Erik Carlsson who won it in 1960, 1961 and 1962, driving — need one say it — a Saab 96 2-stroke. Makinen is sponsored by the Allied Polymer Group who came to be involved after they prepared some of the parts of the Escort's engine.

His team mate, Roger Clark who looks set to be British champion if his result on the RAC Rally is better than that of his rival for the title, Billy Coleman, is driving an exactly similar Escort RS 1800 but he and his co-driver Tony Mason are sponsored by Cossack, the hair spray for men, though what it can do for them is not quite clear but will doubtless be revealed when they take their crash helmets off. Clark became the first Englishman to win the RAC Rally for well over a decade in 1972 when he took another Escort over the line to initiate Ford's string of victories and of all the British drivers striving to do their best against the Scandinavians, he is still the one most likely to succeed. The Ford Escort is by far the most popular car for British Rally drivers and there are many of them entered in the event.

Heading Ford's number two team is rallycross king, John Taylor sharing the Haynes of Maidstone Escort with Mike Broad, travel agent extraordinary. With him in the team is the current British rally champion, Billy Coleman driving with countryman Donal O'Sullivan, in the Thomas Motors Escort and Russell Brookes/John Brown in the Andrews Heat for Hire Escort. Backing up Makinen and Clark in the number one team is a relatively inexperienced young man from Finland called Ari Vatanen whose performance in an Opel have been good enough to catch the eye of Ford who have lent him a car for this rally. In the car with him will be Peter Bryant who, apart from being a rally driver in his own right, is also going to broadcast items on the RAC Rally from the Vatanen car on the programmes fed by Independent Radio News. Another driver who made his name in an Opel is Eric Aaby from Norway who recently bought a works specification Escort and has proved that he can hold his own in world class rally driving by going to Finland and beating the Finns on their home ground. Of the British Escort drivers to watch, Tony Fowkes is highly recommended in the Cables and Components car with which he nearly won this year's Castrol AUTOSPORT Special Stage championship while Tony Drummond, last year's C/A champion is just likely to throw you a pound of pork sausages while throwing it sideways as his sponsor is a butcher.

Saab

The Swedish Saab team have been coming to the RAC Rally almost as long as there has been an RAC Rally. They are back this year with two of the front wheel drive V4s for Stig Blomqvist/Hans Sylvan and Per Eklund / Bjorn Cederberg. It doesn't seem so long ago that these two tough young men were driving their first RAC Rally and spending it in snow banks in Yorkshire, but since then their reputation has grown and every year they show on rallies like the RAC, the Swedish and the 1000 Lakes that even now the Saab can still be right there in contention for the outright lead though not possessing anywhere

If Blomqvist doesn't roll his car during the course of the rally then something is wrong for it's a sure sign of quick Saab driving. Blomqvist upset his car on three separate occasions last year.



Radio information

BBC — Radio 2: 1500m long wave, 88-91 mf VHF. Radio 4: 1052, 692, 908m medium wave; 92-95 mh VHF. Radio London: 1457m medium wave; 94.9 mf VHF.

Day	*Time*	*Programme*	*Station*
Sat	08.27	Today (Sportsdesk)	Radio 4
	13.30m-17.55	Sport on 2	Radio 2
	23.02	Sportsdesk	Radio 2
Sun	08.32	Sportsdesk	Radio 2
	11.15	Motoring and the Motorist	Radio 2
	14.00	Sportsdesk	Radio 2
	17.02	Sportsdesk	Radio 2
	22.02	Sportsdesk	Radio 2
Mo	[illegible]7.27	Today (Sportsdesk)	Radio 4
	08.27	Today (Sportsdesk)	Radio 4
	12.02	Sportsdesk	Radio 2
	13.45	Sportsdesk	Radio 2
	15.45	Sportsdesk	Radio 2
	16.45	Sportsdesk	Radio 2
	22.02	Sportsdesk	Radio 2

NB: BBC's Monday schedule will be repeated on Tuesday and Wednesday. There will also be a special broadcast on Tuesday at 21.02 on Radio 2 during a Boxing/Rally programme.

BBC Radio London will also be featuring rally reports for London and Home Counties listeners. Richard Hudson-Evans will be communicating on-the-spot reports starting with the Friday "Sportsfield" programme between 18.30-19.00. Radio London's coverage continues with Saturday morning and afternoon spots in sport/music programmes and also in the early evening Sports Round-up. Thereafter during the week Hudson-Evans will be supplying news for the London commuting programme "Rush House" between 06.30 and 09.00. He will be concentrating information on southerly crews.

LBC (IRN news centre) 261 metres medium wave, 97.3 vhf.
Friday 07.30-08.00 Rally Special.
Daily 07.00-09.00 "AM" programme. 12.46 and at the same time every hour until 18.46 in Rally Report. 23.55 every night, a 5-minute Rally Special.
(NB: 16 other commercial stations will be featuring some or all of the syndicated news bulletins).

near the horsepower of other rivals. They hope to have the two litre block for their cars as this has been running very successfully in Finland but the Swedes are unlikely to use it unless they themselves have proved its complete reliability. For the spectators, please note that a Saab service point is a model of what all service points should be but rarely are, and it is worth spending some time watching those Swedish trolls at work. Their *pièce de resistance* is changing the front springs which involves cutting away the old spring with a welding torch and then almost literally firing a new one into place — very spectacular — especially at night, but do stand back.

Fiat

Lancia's main rival all year has been the Fiat team, despite the fact that Lancia and Fiat are both owned by the Agnelli Corporation. This situation has been resolved by sending them to different rallies and allowing Fiat to win the European Rally Drivers Championship while Lancia have been gobbling up the World title. The man who won the European crown this year was Maurizio Verini and he is here as part of a two car team partnered by his co-driver Nini Russo. The second Abarth Spyder 124 entered by Fiat is driven by the two Finns, Markku Alen and Ilkka Kivimaki who were Ford's discovery of 1973 when they rocketed from 87th overall to finish third, but have since migrated to the land of the lire and this year won the Portuguese Port Wine Championship round for Fiat as well as taking third place on the Monte Carlo. Alen is a man with a reputation for fast driving and he could easily give Fiat their best result yet on the RAC Rally.

Toyota

A car which is being sold in increasing numbers over here to the despair of the British Motor Industry is Toyota and their sales success is in no small way linked to their competitive success. Ove Andersson whose own personal achievements with cars such as Saabs, Minis, Lancias, Alpines, Peugeots and Fords would fill a book on their own, is the competition boss of the Toyota rally team based in Brussels. At the moment, he is their number one driver though his recent signing of Hannu Mikkola may well persuade him to step down, but between them the pair make a formidable team. Together with co-drivers Arne Hertz and Jean Todt they will drive the new weapon in the Toyota stable — the 2-litre, 16-valve Celica. This car has an engine developed with the aid of the Schnitzer tuning firm in Germany and provided that the final tests have shown everything to be in just the right order, it could very well prove a rally winner before the end of 1975. The second arm of the Toyota attack is the 1600cc 16-valve engined Corolla Levin which has already astounded the rally world by winning the 1000 Lakes Rally outright against the 2-litre opposition in the hands of Hannu Mikkola. Its drivers for the RAC Rally will be Chris Sclater/Martin Holmes from England and Jannie and Chris Kuun from South Africa.

continued on page 45

GPO service

Information will be available at six centres: London, Leeds, Chester, Birmingham, Manchester and Edinburgh. Details will be updated six times daily (at 0630; 1030; 1230; 1630; 2030; and 2230). Also from 8.00 today and tomorrow recorded interviews with drivers can be heard; while from 10.30 on the eve of the event pre-rally reports will be given. Numbers are as follows:
LONDON: 01-246-8020
LEEDS: 0532-8031
CHESTER: 0244-34567
BIRMINGHAM: 021-611 1212
EDINBURGH: 031-246-8061
MANCHESTER: 061-246-8020

Markku Alen will undoubtedly be trying very hard with his Fiat Abarth Spyder.



Centre spread

Roger Clark's Escort should be easy to identify on this year's RAC, appearing once again in the bright red livery of Cossack, the hair-spray for men. Clark is pictured here on his way to victory on the 1975 International Scottish Rally. Clark achieved, with the Cossack car, his sixth victory on this tough four-day rally out of twelve starts. Roger Clark also won the RAC Rally in 1972, becoming the first (and only) British driver to break the Scandinavian domination since Jack Kemsley took the rally into the forests. As this country's foremost rally driver he will doubtless be out to prove his supremacy once more.

cossack
REGD

Natural hair control




1
Motorcraft
CIBIE
FERODO

Opel

The biggest entry from a single manufacturer is that of Opel who have three of their new 1.9 litres Kadetts from the Eurohandler Team in Germany plus a Kadett from the British Dealer Opel Team, an Ascona from the Swedish Opel Team and another Ascona from the Hella team in Austria. The three German Kadetts are driven by Walter Rohrl/Jochen Berger and Rauno Aaltonen/Claes Billstam who have injection engines and Anders Kullang/Claes-Goran Andersson whose aspiration is done through carburettors.

The British car for Tony Pond/Dave Richards is absolutely brand new and team boss, Tony Fall, will be watching it with some anxiety as the RAC is virtually the car's debut in Britain. Bror Danielson/Boo Sundberg are the men from Sweden while Georg Fischer/Harald Gottleib are from Austria and both these crews have the reassurance that the Ascona, though bigger and heavier and powered by the same engine, is fully developed and has proved its capabilities by winning the Acropolis Rally this year with Walter Rohrl at the wheel. The Kadett is much more of a new toy and did not do so well on its continental debut on the San Remo Rally. Much testing has been done since October including a week at the Nurburging to try and get the suspension settings right.

Vauxhall

From the British teams, next to Ford, the men of Luton have three Vauxhalls from DTV to make them the second largest. They too have a 16-valve engine with a 2.3 litre capacity in their Magnum Coupes and yet so far, the car has not proved a rally winner though on many occasions Will Sparrow has shown its potential. He is joined in the DTV Rally team by Pentti Airikkala from Finland and they will both drive Group two Magnums with engines tuned by Bill Blydenstein. Ron Crellin and John Davenport are in the hot seats and, given mechanical reliability, there is no reason why these two cars should not go well. George Hill/Phil Short have campaigned a Group two Magnum Coupe to such good effect that this Martins Group car has won the Castrol/Autosport Championship and Hill will be competing in the RAC Rally to try and add more laurels to his crown. DTV also stand a good chance of taking the British Group one Rally Championship title for at the moment, Paul Faulkner/Monty Peters are leading the points table with the Group one Magnum. But equal on points with them are the Chrysler Dealer team (Ulster) crew of Robin Eyre-Maunsell/Neil Wilson in the Chrysler Avenger GT. This car has just had the new Brazilian block 1800cc engine recognised as a Group one variant and is very competitive, but the Vauxhall 2.3 litre engine is very much a match for it and so this could be a battle of epic proportions. Chrysler also have a Group two car entered for Colin Malkin/Paul White and despite the company's well publicised troubles, it looks as if they will come under starter's orders at York racecourse as planned.

Leyland

British Leyland have had their ups and downs as well but at least someone has now seen the value of competition and particularly rallying as a valid selling point and Leyland will be out in force with the works cars sporting a new paint styling. Brian Culcheth/Johnstone Syer head the attack in a Group 1 16-valve Dolomite Sprint. Despite this car's racing success it has never quite hit the bullseye in rallying, but Culcheth will be out to disprove its critics before moving on to drive the TR7 next year. Pat Ryan/Mike Nicholson will be in the *Western Mail*/Team



Harry Kallstrom will be back again with a more powerful Datsun Violet.

Howells Austin Allegro while Phil Cooper/Philip Lilley will take a twirl with a 1.3 Morris Marina and hope for a class win in the face of four factory entered Skodas whose leading drivers are Makku Saaristo/Colin Francis and John Haughland/Fred Gallagher. The Skoda versus Marina battle should enliven things as much if not more than the fight for the outright win.

Datsun

The Datsun team are back again with Harry Kallstrom in a 16-valve, two litre Violet provided by Japan while Jochi Kleint/Franz Boshoff, have left the South Afircan sun to come and drive a similar car in the British winter. Andy Dawson/Kevin Gormley have found the spares to run their Kleber Violet which they have been running all year under that banner since winning the Kleber Scholarship at the end of last year. Finally, a touch of showmanship should be provided by Barry Lee in the Glover's Datsun Sunny for Lee is the World Champion of Hot Rods and no mean rally driver either, though last year's rally ended in a spectacular accident. He too is a contender for the 1300cc class as is the Ryan Allegro. Appearing for the first time in competition over here will be the 'works' Volkswagen Golfs from the Formula Vee Europe team. Number one driver is Freddy Kottulinsky paired with Willy Pitz who is normally seen in the hot seat of an Irmscher Ascona, while ex-Toyota man, Harald Demuth, will be at the wheel of another of these very fast Group one front wheel drive cars.

The rally is full of men and cars to watch. Your fancy may be taken by the son of Polish Prime Minister Andrej Jarosewicz, who is teamed with Richard Hudson-Evans in a Polski Fiat 125P or perhaps the astoundingly fast German driver, Hans-Walter Schewe with Peter Petersen in his 285 bhp Porsche Carrera. Andrew Cowan, sheep farmer and winner of the London to Sydney Marathon is at the wheel of a Mitsubishi Colt Lancer 1600 GSR with fellow Scot Hamish Cardno, while Irishman Ronnie McCartney is paired with Tony McMahon in his familiar yellow Porsche Carrera, and similar cars are entered by Piggy Thompson and Wolfgang Hauck. Right through the entry list, there is plenty of interest and it looks as if on Saturday morning, the full 250 entries will leave to tackle the first day of rallying. No matter how few retire, only 200 will be allowed to re-start on Sunday morning so for many people, care will have to be taken allied with speed to ensure that they are not sidelined for the principal part of the action. Whichever way you look at it, the 1975 Lombard RAC Rally looks set to be a real cracker of an event and the only question still to answer is who shall win it?

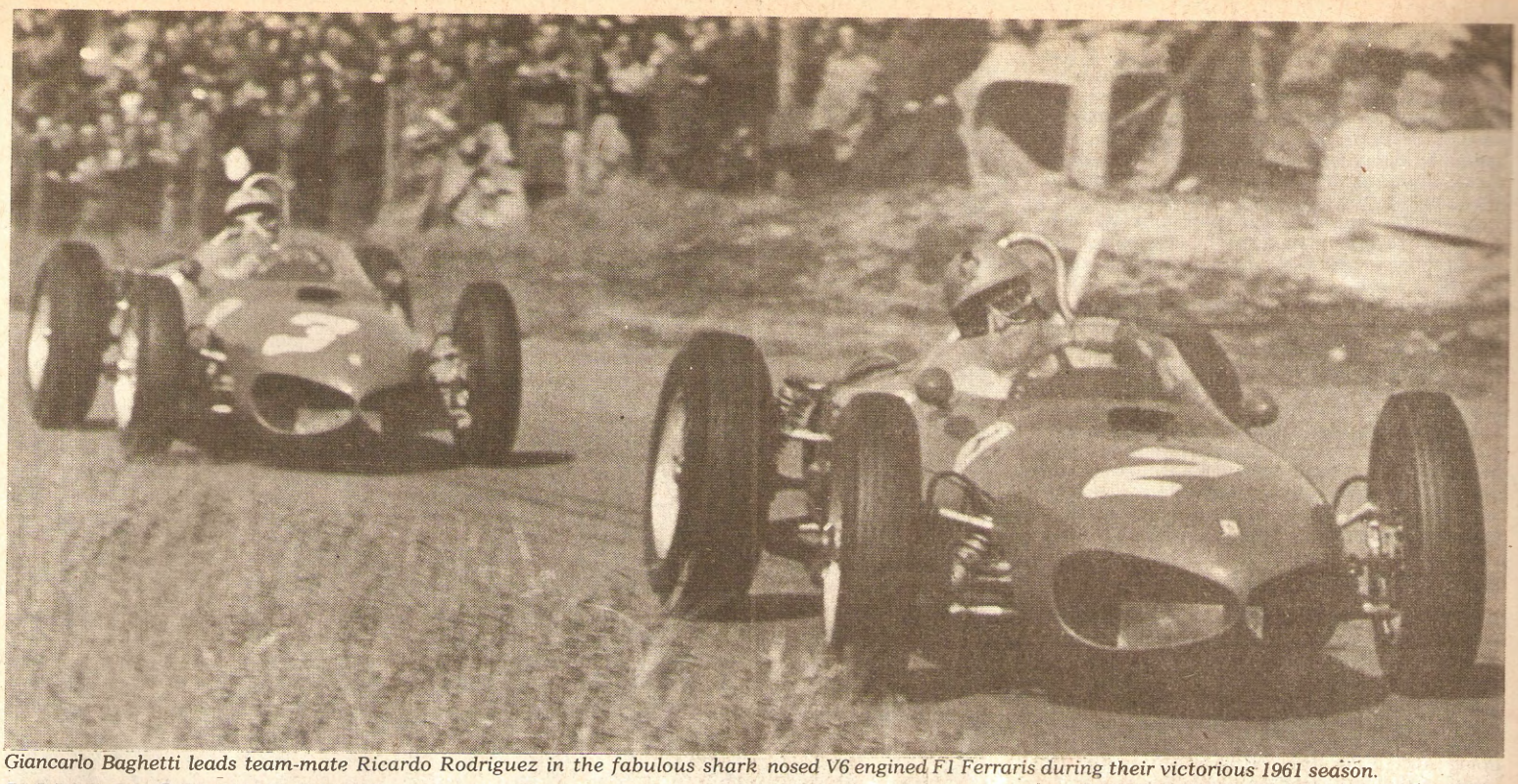
The editorial guess is Bjorn Waldegaard in the Lancia Stratos with the second choice going to Roger Clark in the Ford Escort or Hannu Mikkola in the Toyota. Of course, if the weather turns really nasty and it snows then it could just be the turn of front wheel drive cars to win the RAC for the first time since the hey-day of the Saabs and Lancia Fulvias. In that case the man's name is Stig Blomqvist though his perennial Finnish rival, Simo Lampinen, would not be far behind.

The dark horse of the rally? It must be Ari Vatanen who is really untried and unproven but just look what Markku Alen did a couple of years back despite going off twice.

Whoever you put your money on, don't let the loss of it spoil your enjoyment of the world's greatest rally. Good shivering.

Ouch! Phil Cooper will be going for a class win with the Leyland Marina this year.





Giancarlo Baghetti leads team-mate Ricardo Rodriguez in the fabulous shark nosed V6 engined F1 Ferraris during their victorious 1961 season.

NAME FROM THE PAST

Baghetti: Italian Messiah?

By NIGEL ROEBUCK

Next season, it appears that there is a distinct possibility of three Formula 1 Ferraris on the starting grids of the world — the works cars of Niki Lauda and Clay Regazzoni, of course, and maybe, just maybe a third car, entered by the Minardi team, for the Italian Giancarlo Martini to drive. Once in a while, it seems that the Commendatore yields to pressure in the Italian Press, and makes a car available for some homegrown comingman. Martini's performances in Formula 2 have hardly marked him down as a World Champion waiting to happen, but then there was nothing very remarkable about the early racing career of Giancarlo Baghetti, either.

Fifteen years ago, Italian motor racing was in the doldrums, well and truly. An era had ended in 1955 when Alberto Ascari inexplicably lost his life in a testing accident at Monza. All seemed not to be lost, however, for Eugenio Castellotti and Luigi Musso, apparently Latin chargers in the classic tradition, were both progressing well. All now depended on them, and the Italian Press had a field day, building up and capitalising on their rivalry. It was a contest of rare intensity, too, somewhat akin to that between Dominguin and Ordonez whose frenzied series of corridas in 1960 were the talk of Spain, north to south.

The rivalry came to an end, abruptly and tragically. Castellotti was killed at Modena early in 1957, testing a new Ferrari. There was now only Musso on whom Italy could depend, and the pressure on him must have been enormous. Luigi Musso had, if anything, a surfeit of patriotism, and frequently drove over his head. Doing just that, he went off the road at Reims in 1958, trying to stay with team leader Mike Hawthorn. The Ferrari turned over and over, and Musso died a short while later. "I have won at Reims," said Enzo Ferrari, "but the price is too great. I have lost the only Italian driver of note." There was no one around to replace him.

For the first time in motor racing history, Italy was without a world-class driver. Officine Alfieri Maserati, after a magnificent season in 1957, had quit the sport, the money all gone. There was only Scuderia Ferrari, and the Commendatore had no alternative but to sign a succession of foreigners: Behra, Brooks, Phil Hill, von Trips, Ginther . . . In an attempt to find a new Ascari, Count Johnny Luranni came up with the idea of Formula Junior — a low-cost class for single-seaters. It was an immediate success, and from within its ranks came Giancarlo Baghetti, a young man who seemed — for a few short months, anyway — to be the second Messiah.

Baghetti, the son of a wealthy industrialist, raced for the first time at Monza in 1956, when he was 21. At the wheel of an Alfa Romeo 190T, he accomplished nothing in particular. The following year, the story was the same. This time, he had two Alfas at his disposal — money was never a problem. Matters improved somewhat in 1958, however. With yet another Alfa Romeo, Giancarlo won a couple of hillclimbs, and drove really well to finish second in the Mille Miglia, run that year as a rally for the first time.

For 1959, Baghetti traded in the Giulietta Sprint Veloce for a Fiat Abarth 750, and his performances with the car sufficiently impressed the Abarth works team that Giancarlo was invited to join them for a series of record attempts at Monza. With a special 1000cc streamliner, new records were set over 7 days, 72 Hours, 48 Hours, 24 Hours. All very boring for the drivers, even if the little car did manage to average 117mph for three days on end!

Formula Junior, it seemed, was the only way to go, and Baghetti bought himself a Lancia-powered Dagrada for 1960. It was a sound move on the Italian's part, for he scored three wins with the car at Monza, and gradually made a good impression all year long. His performances brought him to the attention of Scuderia Sant-Ambroeus, among others. Scuderia Sant-Ambroeus was one of a number of small racing stables which made up

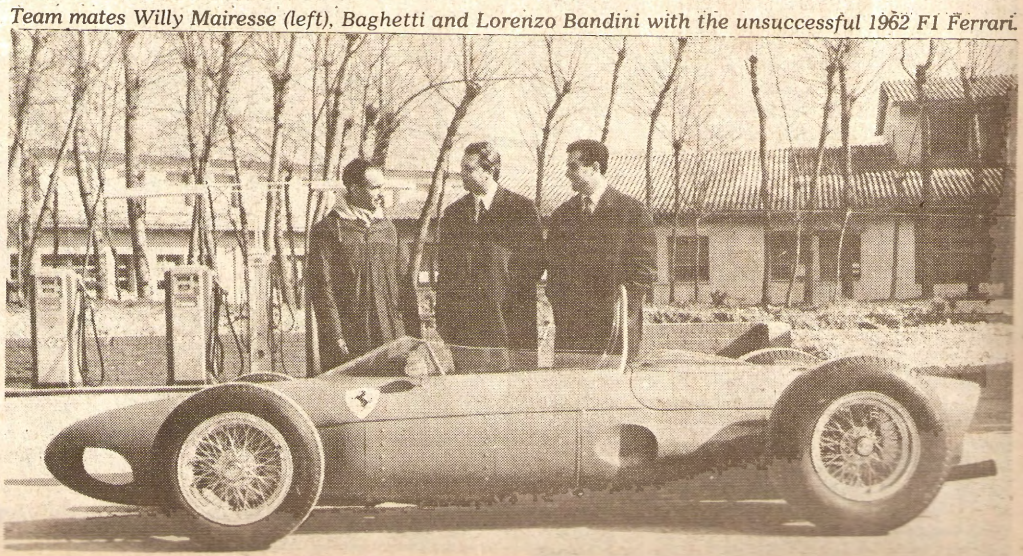


Baghetti – winner of his first three GPs.

FISA — Federazione Italiana Scuderie Automobilistiche. FISA was suddenly a very important body, for Enzo Ferrari promised to make a car available to it for the 1961 season. Who would be the driver?

There were several names on the FISA list, and most people thought that the drive would go to Lorenzo Bandini, whose credentials indicated a very promising future. At all events, however, Baghetti was chosen, and there was uproar anew in the Italian Press. Ferrari himself was surprised, but made no official comment. The decision was not his.

Team mates Willy Mairesse (left), Baghetti and Lorenzo Bandini with the unsuccessful 1962 F1 Ferrari.



Giancarlo Baghetti was suddenly a man in the news. An Italian was back in a Ferrari! True, it was not a works car and, true, it would not be entered for every race. All that was of no consequence. An Italian was back at Maranello, and that was enough. Baghetti, however, was not about to be rattled by the pressure upon him. This was not a racing driver in the classic Italian tradition. He was a phlegmatic individual, cool and calm, and very well aware that he was damn lucky to be in Grand Prix competition, let alone in a Ferrari. He would simply do his best, and hope that all would go well.

The year 1960 had not been a good one for Ferrari — valiant, certainly, but not sucessful. While the British constructors had gone rear-engined, Ferrari continued with old front-engined Dino 246 cars. Although competitive on fast circuits like Spa and Reims, the Italian cars were by now too big and cumbersome to mix it with Cooper and Lotus at most places, despite constant heroic brilliance from Phil Hill throughout the season. Only at Monza was there a Ferrari victory, and that was a Pyrrhic one for the British teams boycotted the event.

JOY IN SOLITUDE

For all at Ferrari, however, the 1960 Grandes Epreuves were of comparatively little importance. The most significant race of the year was the Formula 2 Solitude Grand Prix, where an experimental rear-engined Ferrari made its first appearance, in the hands of Taffy von Trips. After a tussle with the Porsches, von Trips won the race, going away. For the British contingent, the message should have been clear. For this was a dress rehearsal for the 1961 Grand Prix season, the first year of the new 1½ litre Formula 1. The British constructors, unhappy with the new formula, continued to argue the toss with the FIA. Meantime, the Commendatore quietly got on with things. He was going to be ready, and so were his drivers, including Giancarlo Baghetti.

At the first few non-championship races of 1961, Ferrari did not show, and most of the winning was done by Jack Brabham's Cooper. The Australian had dominated the final year of the 2½litre Formula 1, and now his demoralising sequence of victories was continuing unchecked. *Plus ça change* . . . or so it seemed. But Syracuse changed all that.

Two Ferraris were down on the entry list: a works car for Richie Ginther and the FISA car for Baghetti. At the last minute, however, the factory car was withdrawn, and it was Baghetti versus The Rest of the World.

I was away at school in those days; Friday was always a good day because AUTOSPORT arrived, but racing news and coverage was far less detailed fifteen years ago, and the name of Giancarlo Baghetti was virtuallyuunknown in this fair and sceptr'd isle. All I knew was that he appeared to be a reasonable Formula Junior driver who had got lucky. The day after Syracuse, the newspapers arrived, and all members of the Motor Racing Enthusiasts' Club got their minds blown by the front page. "Ferrari wins," it said. "Good for Ginther" was the general reaction. But, wait a minute, what's this . . . driven by G. Baghetti . . . Who?

It was true. Baghetti had beaten everybody in a straight fight. From the beginning of practice, it was evident that all Ferrari's efforts had been in the right direction. The new 156 was a very quick car, and Baghetti finally slotted it into the middle of the front row, just a mite slower than pole-sitter Dan Gurney and the Porsche. Despite that, however, it is fair to say that few people gave much for the young Italian's chances of winning the race. After all, here he was . . . his first Formula 1 race . . . no team-mate to back him up . . . all that pressure . . no, no, sooner or later he would drop it somewhere. Monaco, now that *would* be a problem, with three brand-new works cars for Hill, von Tripps, Ginther, established drivers all.

SOTTO VOCE, GIANCARLO

In fact, their predictions very nearly came true, for Baghetti left his braking way too late at a corner shortly after the start, went completely sideways and very nearly lost the lot. But that was the last mistake he made all afternoon. After six laps he took the glorious shark-nosed car into the lead and that was that. Gurney briefly jolted Sicilian delirium by snatching the lead for just one lap at half-distance, but there was no answer to the Ferrari. Baghetti was cool. Cool under intense pressure, as well, for the American never gave up, and was only five seconds adrift at the end. These two alone covered the full distance. Giancarlo Baghetti had won a famous victory. Maybe, just maybe, he *was* the second Messiah, after all. That night, in the bars of Syracuse, there was no doubt about it.



Alfa Romeo team manager Carlo Chiti (right) directing operations at Spa as Baghetti prepares to take his turn.

Three weeks later, at Monte Carlo, British fears of the Ferrari V6 were confirmed. The works cars didn't win the race, because Stirling Moss produced the greatest drive ever seen at the Monegasque circuit, to win by three seconds. But Ferrari finished 2-3-4, and all the driving skill in the world would count for nothing against them on quick circuits. No one was fooled.

Baghetti was not entered for the Monaco Grand Prix, FISA preferring to send him to Naples for a non-championship F1 race held the same day. This time there was very little opposition, and Baghetti won as he liked, after a brief challenge from Roy Salvadori's Cooper. Two races, two wins.

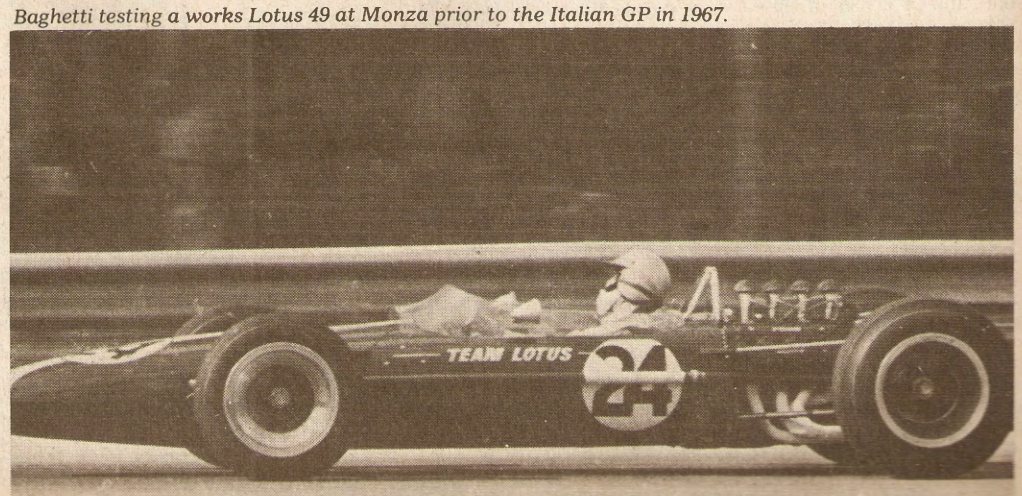
The FISA car was absent from the Grands Prix of both Holland and Belgium, but the works cars managed to cope all right in Baghetti's absence, von Trips winning at Zandvoort, Phil Hill at Spa. Ferrari were in a race by themselves and Reims, scene of the French Grand Prix, seemed more than likely to continue the pattern. A fourth string was added to the bow, also, for FISA decided that Baghetti was ready for a Grande Epreuve.

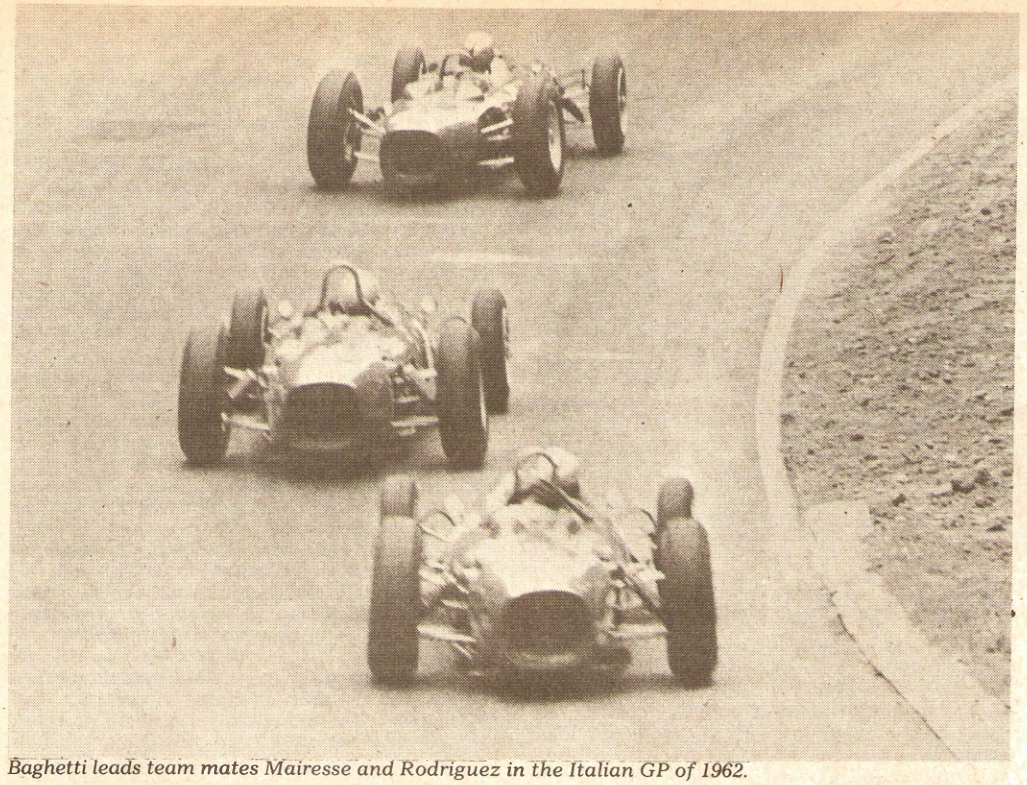
The three works Ferraris filled the front row at Reims, with no one else within striking distance. Baghetti, it seemed, had finally been put in perspective, qualifying only twelfth for a place on the fifth row, more than five seconds off Phil Hill's pace.

The weather was blistering, that day at Reims. A long, gruelling race was in prospect, and it looked like a repeat of the 1959 race, with the tarmac breaking up everywhere, drivers coming in with heat exhaustion, restless crowds. For once in his life, Toto Roche managed to start the race when the drivers were ready, and Phil Hill screamed away first, with von Trips and Ginther close behind. After ten laps, the three Ferraris were well clear of Stirling Moss in the Rob Walker Lotus 18, who was followed by a group scrapping for fifth place. The group comprised Jimmy Clark, Innes Ireland, Jo Bonnier, Graham Hill, Bruce McLaren, Dan Gurney and . . . Giancarlo Baghetti. In this sort of company, Baghetti was looking very comfortable, not hassled in any way. Usually, it was he who led the group past the pits.

After 18 laps, there was consternation bordering on disbelief in the Ferrari pit as Taffy von Trips came trickling down the road, water pouring from the exhaust pipes. You must understand that Ferrari just didn't retire in 1961. Was there a chink

Baghetti testing a works Lotus 49 at Monza prior to the Italian GP in 1967.





Baghetti leads team mates Mairesse and Rodriguez in the Italian GP of 1962.

in the armour? Well, Hill seemed quite secure out in front, Ginther was running calmly in second place, and the remarkable Baghetti had now moved up to third. The multi-car dice was now down to a straight fight between Giancarlo and the two Porsches of Gurney and Bonnier.

YOU'RE ON YOUR OWN, BOY

Then the situation changed dramtically. With fifteen laps to go, Hill spun on the melting tarmac at Thillois hairpin. The car was undamaged, but it was a long time before the American was able to restart his engine. By then, everyone was long gone and the Ferrari team-leader was back in 10th place. For Richie Ginther, everything was looking good, but almost immediately the third works Ferrari retired out on the circuit, oil pressure gone. Giancarlo Baghetti now had it all to do.

Bonnier and Gurney, working together, gave the FISA Ferrari a hard time in those last few laps, boxing Baghetti in, trying to pressure him into a mistake. Three laps from the end, Bonnier's engine went right off, and now it was a repeat of Syracuse. Gurney versus Baghetti. As they came past the pits to start their last lap, the Porsche was in first place. Surely Gurney's experience must tell ... In the event, it was Baghetti who had everything weighed up. As the two cars came into sight, Gurney was in front, but, at the last possible second, Baghetti pulled out of the slipstream and crossed the line first, by a tenth of a second. In the Ferrari pits, total pandemonium. There had been a reprieve. And Baghetti's record, unbelievably, was still intact. Three races, three wins. A record unlikely ever to be equalled in Formula 1 racing, wouldn't you say?

Unfortunately, to all intents and purposes, that was the end of Giancarlo Baghetti — as far as the record book is concerned, anyway. Flushed with the Reims success, Scuderia Sant-Ambroeus entered their Ferrari for the British Grand Prix, and Aintree provided Baghetti with a new experience: he took part in a Formula 1 race and he didn't win it. In fact, he didn't even finish. By the end of the meeting, the Italian had concussion and the Ferrari was a heap of wreckage. It had been a day of torrential rain, and Baghetti had shown no real sign of coming to terms with the conditions. While the works cars of von Trips, Hill and Ginther finished 1-2-3, Baghetti was having his first taste of harsh reality. The honeymoon was over.

For Monza, Enzo Ferrari entered five cars, including one for Baghetti. This was the terrible race in which World Championship leader Wolfgang von Trips lost his life, and Phil Hill, in the only Ferrari to go the full distance, won both race and title. Baghetti set fastest lap before his retirement. Even at this early stage of his career, it was becoming obvious that this was not the new folk hero so desperately sought by the Italians. He did not capture their imagination. There was no mystique. Lorenzo Bandini, at that time driving antiquated rubbish for Scuderia Centro-Sud, was their man. Now if *he* could get his hands on a Ferrari ...

NOW GET THIS ...

Evidently, the Commendatore was thinking along the same lines, and he announced his 1962 Formula 1 drivers as Hill, Mairesse, Ricardo Rodriguez, Baghetti and Bandini. Five drivers for three cars. The message was obvious: deliver the goods or ...

This was another of Ferrari's periodic abysmal seasons, rather like 1973. The red cars were right out of the ballpark and failed to win a single race, having completely underestimated the threat of the new V8 engines from Climax and BRM. At the end of the year, Enzo Ferrari got out a new broom. I mean, he really swept clean. Out went nearly all the technical staff, and all the drivers — save Mairesse, who was retained for reasons known only to the Commendatore. In fairness, it must be pointed out that the unpredictable Belgian *had* won the Brussels Grand Prix — after knocking a fair percentage of the opposition off the road! The only other Ferrari success of 1962 was in the non-championship Mediterranean Grand Prix at Enna, when Bandini left Baghetti behind.

Now many of the Ferrari rejects set about reorganising themselves. Money was found from a variety of sources, Carlo Chiti did the design work, and Phil Hill and Baghetti were signed to drive. The car was to be called the ATS (Automobili Turismo e Sport). It all sounded very promising and exciting. A car was entered for Hill at Imola in April. It didn't arrive. For Silverstone in May ... no sign. For Monaco, two cars were down to run ... entry scratched, cars not ready. And when practice began at Spa, there was no sign of the new red cars, either. ATS was becoming a joke.

Suddenly, halfway through practice, a mirage appeared. What the hell was that? Wasn't that Phil Hill driving? Where did he come from? All was soon revealed. ATS had arrived! They had arrived late, too, and couldn't make it to the paddock. So they drove the transporter round to a point near Stavelot, parked it and unloaded the cars! Close examination of the cars revealed that Hill and Baghetti were brave indeed even to sit in them. They were . . . well, agricultural, let's say. Were ATS to enter Formula 1 today, Tony Trimmer, without doubt The Bravest Man in the World, would be the only driver they could approach. Heavy braking in an ATS frequently meant the loss of a front wheel ... The whole deal was a disaster.

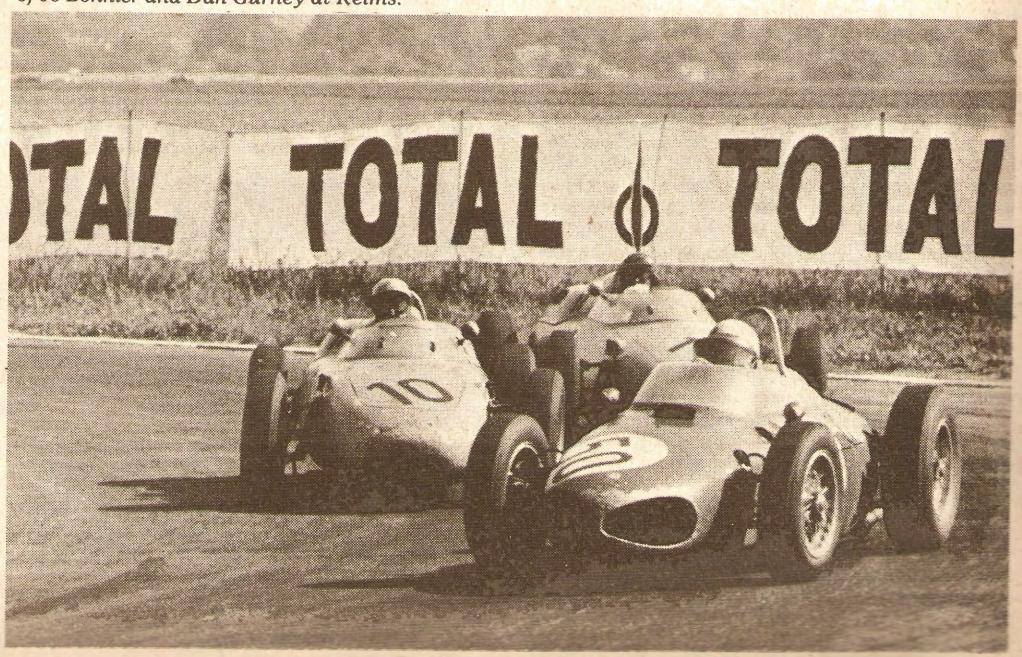
For Baghetti, everything went downhill from then on. In 1964, he pottered around with one of Scuderia Centro-Sud's ancient BRMs. At Le Mans, his Ferrari was involved in an accident on the Mulsanne Straight during the night. A slower car chopped him, and the Ferrari went into the trees, killing three spectators and injuring the driver slightly.

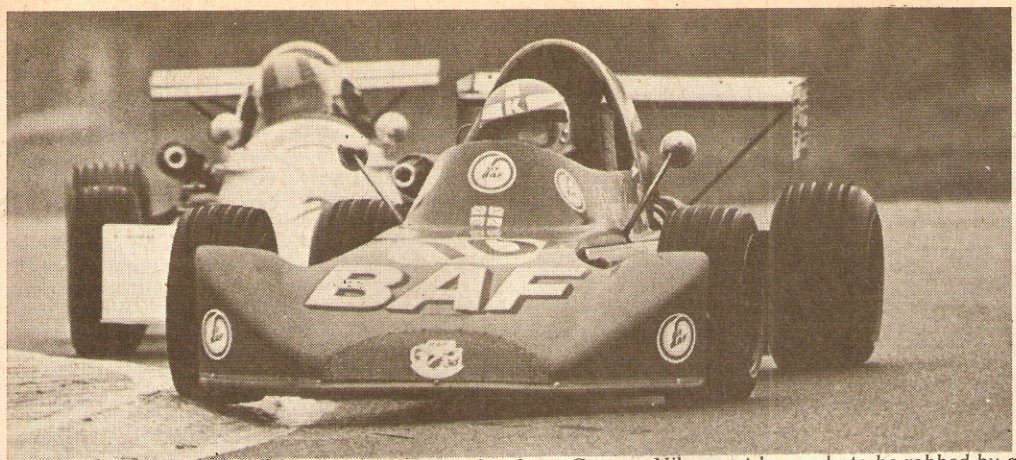
Baghetti never raced regularly after that. For a time, he appeared every year at Monza, driving a Brabham in 1965, a Ferrari in 1966 and a Lotus 49 in 1967. The outing in the 49 was interesting. This was the first year of the Cosworth V8 engine, when it was "cammy" in the extreme. Hill and Clark both had treated it with extreme respect. The first 49 was not an easy car to drive at all. Baghetti did very little practice, his car on standby for the works drivers, but in the race, he absolutely flew, getting up to seventh, ahead of Stewart, Siffert and Spence, before a con rod let go. It was an impressive Grand Prix swansong.

After dabbling with F2 and F3 in 1968, Baghetti's last appearance in competition came in the London-Sydney Marathon, in which he drove a Lancia Fulvia. At one of the overnight stops, the car was broken into, and Baghetti's money, passport and documents were stolen, bringing about instant retirement from the event.

What a very strange career was that of Giancarlo Baghetti. A career in reverse, for the success came first, the failure and struggling later. He was no more than a very average driver with a cool head and, in 1961, a tremendously competitive car. As a driver, he has left no mark on motor racing. Yet, almost certainly, his record will remain unique in history. If Giancarlo Martini wins his first F1 race and his first Grande Epreuve next year, don't get too excited about it. It may all come to nothing. The second Messiah has yet to show.

Baghetti scored his third win from his third Grand Prix race following an historic battle with the Porsches of Jo Bonnier and Dan Gurney at Reims.





For 12 of the 15 F3 laps Rupert Keegan managed to keep Gunnar Nilsson at bay only to be robbed by a puncture.

THRUXTON

Keegan flies the flag in F3

There were many famous names from the world of motor sport at Thruxton for the BARC's televised Forward Trust meeting last Saturday. Normally the typical November weather conditions would have kept them at home and allowed TV to tell the whole story. Most probably the reason for them being there was to say farewell to the Hesketh Racing Team, the only Union Jack waving private team in Grand Prix racing. It was very sad that the sight of James Hunt driving the Zandvoort winning Hesketh 308 was the last time any of us will see a Hesketh racing car or the team ever again. But patriots should take heart from other happenings during the day.

Topping the excellent five race programme was a non-championship Formula 3 race. On a day when patriotism was perhaps foremost in people's minds, British hopes for the future soared immensely. Okay, the race was won by Super-Swede Gunnar Nilsson once more, but 'I had to work harder than almost any time this year'. For 12 of the 15 laps Nilsson had to sit behind 20-year-old Londoner Rupert Keegan in the privately run British Air Ferries March. In a year when Britain has revived Formula 3, only two home bred drivers have led races anywhere in the world and then only one apiece — Keegan became the third and it won't be the last time.

Nobody can say 'Super Rupe' is F1 material yet, but he drove a tremendous race, which capped a season where he has improved immeasurably from being an immature rock ape. In fact, many parallels can be drawn with the BAF team and the early days of Hesketh Racing. Like Hesketh Racing it is very much a private team: it's very British; *Le Patron* is Mike Keegan, wealthy boss of British Air Ferries, enthusiast extrordinaire, patriotic to the core; they're about to build their own cars; Rupert Keegan himself shows the same qualities as James Hunt did early in his career — fast, unlucky, unpredictable, prone to being temperamental, extrovert and thoroughly promotable. Next year, on Saturday's showing, perhaps Britain will challenge the Swedes, Brazilians, Americans, Belgians and Italians who have been so dominant this year.

And there's another thing too. The race saw the debut of a new British single seater engine — the Leyland Dolomite Sprint mill. This season has seen the decline of British Ford based engines' domination of F3 and British interest on this side has been very low. The Neil Brown developed Leyland engine didn't break any records, in fact it didn't really feature. Unfortunately Dick Parsons' Modus chassis wasn't tuned to the weather conditions, but when he got going in the race he was moving through the field well and had it not been for his retirement with a blocked radiator, he would have undoubtedly finished strongly in the top six. The future looks good.

In saying all this no credit must be taken from BP F3 champion Nilsson, who again drove a superb race as befits his status, and he ended his F3 career in fine style.

Nilsson dominated the two practice sessions, both held in foggy, drizzly conditions and requiring wet tyres. Funnily enough, he didn't look that quick in the works March but perhaps that's the secret. His pole time was set in the early session at 1m 24.38s. He even spun a couple of times to prove that he's human, but had that familiar confident air about his person afterwards. Second quickest (1m 24.57s) was 18-year-old Eddie Cheever in the Macdonald Shand Ecurie Ecosse Modus being run by Ron Dennis. Since being taken on by Dennis' team Cheever's obvious talents have been chanelled in the right directions and, following his win at Hockenheim the previous weekend, he was driving the car with great skill and confidence — in fact he looked very good.

Also appearing impressive was Keegan (1m 25.41s). He possibly had an equipment advantage in his tyres but the point was he was making best use of it and all the more credit goes to him for doing so. His tweak was to use Goodyear F1 wet weather fronts on the rear, which were of a much lower profile than the standard G54 F3 wets, and F2 front. Some of the tread had been shaved off to make them comply with the 8 and 10 inch F3 restrictions but their soft compound gave extra traction out of corners. It wasn't really an intentional tweak. The tyres came with the car from the previous owner Brian Henton, and were the only ones the team had left.

Fourth quickest (1m 25.84) was Conny Anderson having an outing in Alex Ribeiro's works March. He was delighted with the car although he has only driven once or twice in the wet this year, but was typically neat and tidy. Patrick Neve was next, having his first outing for the works Modus Team: 'I don't really like driving in the rain, but the car feels really good, and the Toyota engine is nice too, better than the Ford.' He did the first session on slicks but despite too much understeer in the second session he looked good. His team-mate Danny Sullivan was fractionally slower on 1m 26.12s and had no particular complaints.

Larry Perkins was trying out a number of new 'bits and pieces' on his Ralt, but he and Ron Tauranac declined to say what they were. Unfortunately the car was set for the dry and there wasn't time to get it set up properly in practice. Richard Hawkins was the last of the runners in the 26s bracket in his ill-handling FS Ratcliffe Springs March. Bob Arnott, who had engine cutting out problems, and Chris Barnett were next up in their Marches and on practice times anyway were the last competitive runners.

The rest were all a further three seconds or more behind. Swedish rally star and F3 competitor Ingvar Carlsson led the remainder in his Van Diemen GRD-Novamotor Ford (this being the last pukka GRD ever built and used previously by Jac Nelleman). Sponsored by Bilsom the ear protector people, he had engine trouble in the first session and learned the circuit surprisingly gently in the second. Triple FF champion Geoff Lees was having his first F3 outing in Ray Jessop's Safir-Ford but wasn't able to show his true form in practice as it was fitted with Dunlops which only work in very wet conditions. (Goodyears were bought for the race.) Jessop also admitted that the Ford twin cam was now really not a truly competitive engine, nevertheless Lees was quite happy. Dick Parsons had awful handling problems with his Modus which had the previous day equalled the Silverstone lap record using its Leyland engine. With the different weight distribution he was having trouble setting it up for the wet but the engine never missed a beat throughout, which was encouraging.

The grid was completed by John Stokes (in his March which is normally driven by Stephen South), Graham Hamilton, John Lain, Ken Silverstone and Steve Pettit. Terry Perkins arrived but was unable to start his engine, while Giordono Regazzoni also had chronic engine trouble and didn't start.

At the start it was Keegan (who apparently had a demon new wet weather starting technique) from the outside of the front row who made a real flyer with Nilsson and Cheever getting away together, the Swede having the best line into the first corner, but already Keegan was on his way through. Up to the Campbell, Cobb, Segrave complex it was still the BAF March and through it and all the way round the lap. Nilsson, in fact, had a slight off at the complex, spending some time on the wet grass but keeping his boot in and controlling it well to rejoin still in second place. At the end of that lap Keegan had quite a comfortable lead from Nilsson, Cheever, Neve and Anderson, who were already a little way clear of Perkins, Sullivan, Barnett, Parsons, Lees, Carlsson, Hamilton, Stokes, Lain, Hawkins, Pettit, and Arnott, who started late with his engine problem.

By the third lap Keegan was still firmly in control but Nilsson was after him and leaving the oversteering Cheever behind fractionally. These three had left Neve and Perkins to have their own dice, Anderson dropping back, unfortunately with a misfire.

Coming into the chicane Nilsson would pick up 20 or 30 yards under braking, however Keegan was much tidier through the corner and whereas Nilsson would sit on his gearbox into and through the corner the works March was having to take to the concrete kerb on the way out and lost a few yards. The Swede was on terms though all the way up to and through the complex, but when they hit the fast part at the back, Keegan steamed away again having superior grip and being able to take it flat. For the first ten laps the situation was the same when they came up to some back markers, just as Nilsson seemed to have got on terms for a whole lap. Would his experience and race craft win this for him? It's difficult to say as the back markers weren't exactly co-operative and Keegan opened up a small gap again briefly. Rupert was driving well under this relentless pressure from Nilsson, earlier this year he'd have fallen off long before. Unfortunately we will never know whether Nilsson could have got by, 'I think I could have done, but my rear tyres were going off,' because Keegan had a stroke of terrible luck when a rear tyre deflated in the complex and spun him off and out of the race. It was tragic for F3's wonderfully extroverted team, whose personnel were putting on a grand show in the pits.

So Nilsson ran out the winner — a fitting end to a great season which started with a win at Thruxton, and a good send-off to what has to be a successful career in the big league. His winning margin was reduced by over two seconds in the last three laps by Cheever, who had driven well throughout, but found that he wasn't quite able to stay on terms. He was just 1.4s behind at the end and showed he's going to be a really top man next year.

Neve drove smoothly and unsuspectacularly into third place, 16s behind, having lost his permanent shadow Perkins two laps from the end when his tyres went right off and the engine went flat. Anderson eventually dropped out altogether from contention with his misfiring engine on the sixth lap and Sullivan came in fifth hampered by 'off' rear tyres. At half distance he was being challenged strongly by Parsons but the Leyland engined Modus had been involved in a big shoving match early on, which resulted in a nose full of grass which led to retirement with overheating. Carlsson was next up, having shown some spectacular skills especially at the chicane. Lees had been going well but the car wasn't set right for its new Goodyears and he spun three times before taking seventh, nevertheless, an encouraging debut, while Barnett was eighth and the last unlapped runner with a damaged nose after a mid-race incident.

IAN PHILLIPS

Forward Trust Formula 3 race
Thruxton, November 15, 15 laps

1. Gunnar Nilsson (March-Novamotor Toyota 753), 21m 15.4s, 99.75 mph.
2. Eddie Cheever (Modus-Novamotor Toyota M1), 21m 16.8s.
3. Patrick Neve (Modus-Novamotor Toyota M1), 21m 32.4s.
4. Larry Perkins (Ralt-Novamotor Ford RT1), 21m 41.8s.
5. Danny Sullivan (Modus-Novamotor Toyota M1), 21m 47.4s.
6. Ingvar Carlsson (Van Diemen GRD-Novamotor Ford 75), 22m 1.0s.
7. Geoff Lees (Safir-Holbay Ford RJ03), 22m 9.0s. 8. Chris Barnett (March-Novamotor Toyota 753), 22m 43.2s. 9. Bob Arnott (March-Brown Ford 743), 14 laps. 10. Graham Hamilton (March-Novamotor Ford 753), 14.

Fastest lap: Nilsson and Rupert Keegan (March-Novamotor Ford 743), 1m 23.8s, 101.21 mph.

SUPPORTING RACES

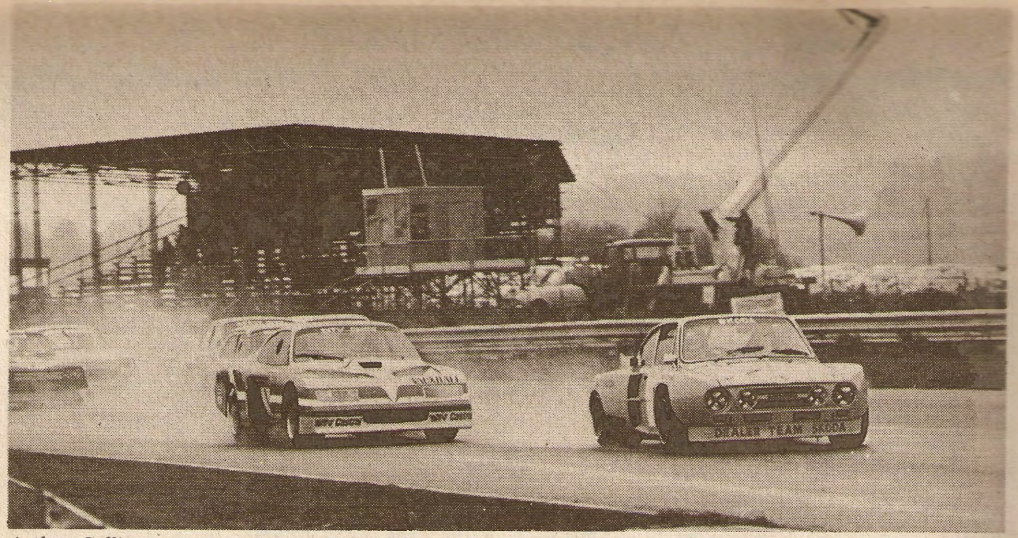
There was no doubt that the feature of the racing as a whole at Thruxton was the 12 lap Special Saloon car race. It was superb stuff with Gerry Marshall, Nick Whiting, Arthur Collier, Tony Sugden and Phil Winter all dodging between the many back markers during their dice. But there was no doubt that Marshall was going to be the man at the end, and sure enough he was. However, it was just reward for Forward Trust that the class of racing they support put on the best show. Geoff Lees did what was expected of him by winning the six lap FF race, although well shadowed by Tiff Needell throughout. The Porsche 911s of Nick Faure and John Cooper dominated a sub standard Modsports race, although it was this class that was hit hardest by the wet conditions. A phenomenally slow consolation FF event closed the day, and was taken by David Wigdor who spun out of the lead once, came back up to lead on the last lap, spun again, was rammed, and still took the flag first.

Opening the proceedings was a projected seven lapper for the fastest 33 Formula Fords and on pole for this, practising on the damp track, was Geoff Lees, although this had been in dispute. Mike Blanchet practised quicker according to the timekeepers, but was then relegated to row two. Alongside Lees' 1m 40.32 was Tiff Needell on 1m 40.57s, with David Heale in the Reynard nearly a second slower. Blanchet's Crossle and that quick Irishman Derek Daly, also in a Crossle, were on row two. Unaccustomedly far back were Kenny Gray on row five, who couldn't get used to his second visit to Thruxton in the wet, and John Bright on row seven who contacted a spun car during practice, but got onto his row in three laps.

Although the front row naturally led off the line, at the Complex, David McPherson came shooting through to lead in ITT's Dulon, but his moment of glory lasted only for another half lap, where, concentrating on what his pretenders were doing, he put a wheel on the grass, and a whole bunch of rivals went through.

So first on lap one was Heale, followed by Lees, Needell, Peter White, Daly, Frank Bayes and the rest. The latter spun at the Complex on that lap and meanwhile, Lees and Needell got by Heale. By lap three, Needell was in front, just, from Lees, then a gap to Heale and Daly, and then Peter White just hanging on. The rest were miles back, with Rick Morris at the head of a large dicing bunch, which comprised Gray, Blanchet, Jim Walsh, David Buttigieg, Derek Warwick and Bayes.

By lap four, Lees was in front of Needell and seemed to have it sewn up. Behind, Heale had led a couple of laps, but now it was Daly's turn while they had lost the attention of White who was again having a lonely race. The final lap at its inception was lead by Lees, about 1.5s in front of Needell and it looked to be easily the champion's race, but amazingly, the Weybridge civil engineer closed right up so that into Club, he was tucked right in behind the Atherstone mechanic, but there was to be no demon outbraking manoeuvre, no dashing down the outside, no chicane cutting. Tiff just didn't have it together and they crossed the line 0.6s apart. Daly was a similar distance in front of Heale, who did well in such company, and White was 3s away from anyone. Warwick pipped Morris on that last lap for sixth, followed by MacPherson and Walsh. Blanchet was tenth but set fastest lap of 1m 39.2s as opposed to the practice time that they discounted of 1m 39.12s.



Arthur Collier gets the jump on Gerry Marshall's Firenza at the start of the very entertaining special saloon event.

Nick Faure was 5.5s quicker than anyone else in the Modsports practice for their eight lapper—watch it Nick, they'll ban the car — so it's scarcely worth talking about anyone else. Ironically, the nearest Modsports car to his time was Dave Bettinson's Lotus 7, complete with front screen. The row was completed by Ian Hall's Mini Jem, which had sprouted a 1.3 engine. Jon Fletcher's Elan blew up in practice, so that the next man on row two was Bob Haigh's 1.9 MGA, a car built to the mould (figuratively speaking) of John Pearson's XK120. Pearson was some way back incidentally, as was Richard Jenvey, as neither had practiced on wets, and Jenvey eventually non-started due to the uselessness of his.

At flag fall, there was absolutely no doubt who was going to dominate the race, and Faure leapt into the lead, followed by John Cooper's similar car. Bettinson was next from Hall, and then Guy Bedington's E type V12. The latter had Haigh's MGA right with him, and in fact this order remained for four laps, until Haigh got by Bedington and began to close on Hall. In the closing laps, what had been rather a boring race, quite livened up, for although Faure and Cooper cruised home, and Bettinson came in next, despite a spin at Campbell because his wipers packed up, the next lot were covered by 4.4s.Haigh got by Hall by the end and Bedington followed them home. Simon Packford had led the small class in his Davrian, but a moment on lap one lost the lead to Scotsman John Kirk's similar car and he just help the position, completing a closely packed five cars.

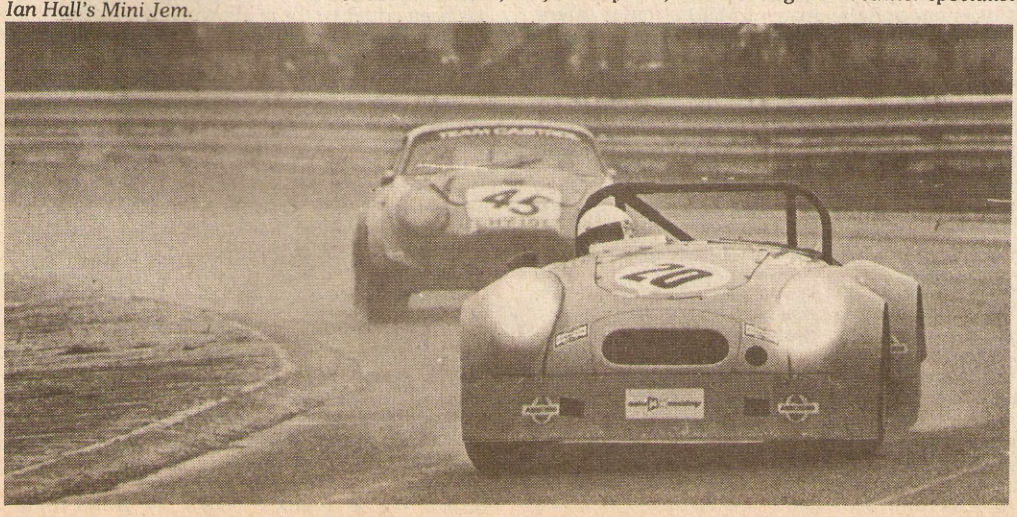
The Special Saloons were really demon. G. Marshall practised Baby Bertha some three second quicker than anyone else, and Nick Whiting had that dubious honour of sitting next to GM on the grid with Arthur Collier's 5.0 Skoda alongside. Martin Birrane and Tony Sugden held row two.

Marshall leapt into a huge lead on lap one of the 12 with Collier just leading Whiting for second, then another gap to Sugden and Phil Winter's gallant Mini. Graham Goode did what he's been wanting to do for ages on the next lap, lead the Mini, but up front Whiting got by Collier and . . . what was this, Marshall in the pits? But not for long, a stop for wine gums, perhaps, but by the next time, the order read Whiting, Collier, Marshall, Sugden, Winter and Goode, now just hanging on in there. Andy Holloway led the rest, some way behind.

For the next nine laps, the leading six chopped and changed, ran rings round one another, running rings around unsuspecting 850 Mini backmarkers. The whole spectacle was marvellous, it had everyone on their toes and the order constantly changed. Yes, this was entertainment, but at the end, everyone got back into the right order and honour was restored by Marshall taking a 0.2s victory over Whiting, then a gap to Collier who led Sugden by 3.2s with another 0.4s to the rapid Winter. Goode was just in there before a 20s gap to Colin Hawker's VW. Brian Prebble took the 851 cc to 1000 cc class after Holloway disappeared and Pat Mannion's Imp, which had been involved in an excellent tussle with Prebble and Steve Harris' Mini, overheated and had to be retired. Roger Gill's Imp still has the legs over its rivals and took the 850 class easily.

The final FF consolation race, over seven laps, was extraordinary. Winner David Wigdor, who has a habit of winning small races, spun once while in the lead, came back up to lead, spun again (trying the same manoeuvre) on his last lap, was hit by Cliff Webb, but restarted in time to win. Other leaders of a sizeable group contesting the lead, were Dave Granville who led the first lap until spinning at the chicane, Paul Smith (who eventually finished sixth), and the unfortunate Webb who, all things being considered, should have won although he'd spun once too often. The whole affair was conducted at a very leisurely speed, possible due to a slippery track, which caused one man to spin no less than five times — he only did six laps.

Rob Haigh took his superbly developed 1.9 MGA to fine fourth place, here leading wet weather specialist Ian Hall's Mini Jem.



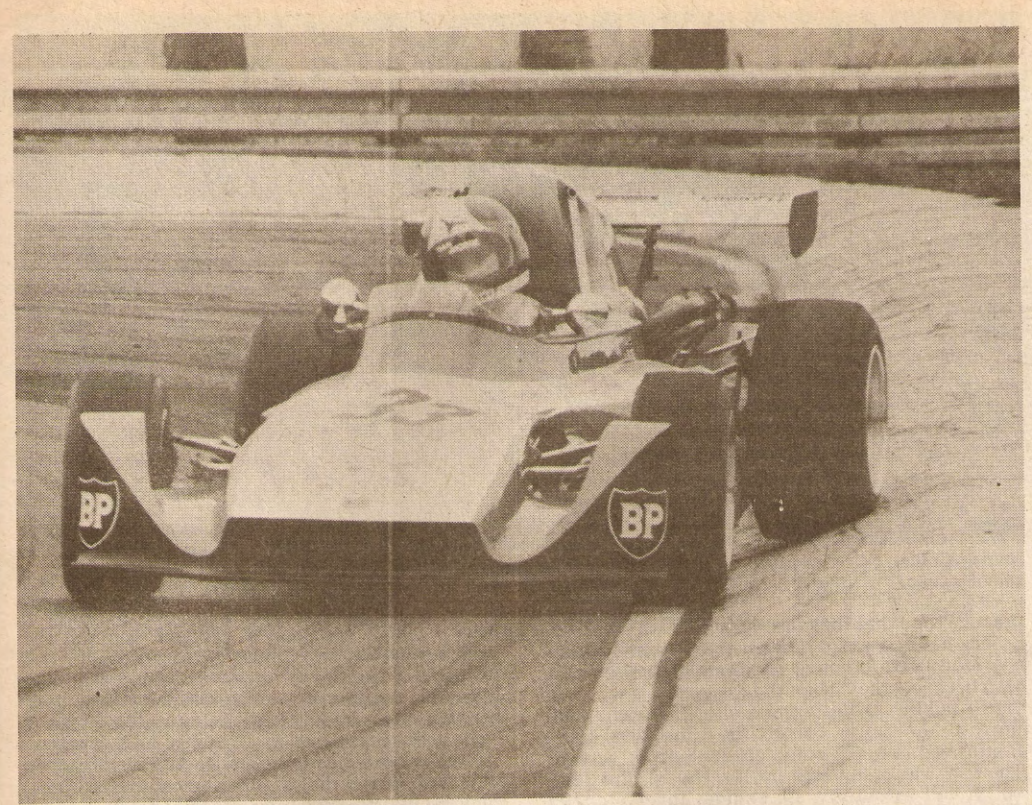
BOB CONSTANDUROS

Forward Trust Formula Ford (6 laps): 1, Geoff Lees (Royale-Minister RP21), 10m 9s, 83.56 mph; 2, Tiff Needell (Crossle-Scholar 25F), 10m 9.6s; 3, Derek Daly (Crossle-Minister 30F), 10m 14.6s; 4, David Heale (Reynard-Oselli 75F), 10m 15.2s; 5, Peter White (Royale-Minister RP21), 10m 21.8s; 6, Derek Warwick (Hawke-Scholar DL12), 10m 24.6s. **Fastest lap:** Mike Blanchet (Crossle-Minister 30F), 1m 39.2s, 85.50 mph.

Forward Trust Modified Sports cars over 2000cc, 1501 to 2000cc, 1151 to 1500cc and up to 1150cc (8 laps): 1, Nick Faure (3.0 Porsche 911), 13m 12.2s, 85.65 mph; 2, John Cooper (2.8 Porsche 911), 13m 17.8s; 3, Dave Bettinson (1.6 Lotus 7 Series 3), 14m 2.6s; 4, Rob Haigh (1.9 MGA), 14m 9.4s. **Over 2000cc:** 1, Faure, 85.65 mph; 2, Cooper; 3, Guy Bedington (5.3 Jaguar E V12). **Fastest lap:** Faure, 1m 36.2s, 88.17 mph. 1501 to 2000cc. 1, Bettinson, 80.53 mph; 2, Haigh; no other starters. **Fastest lap:** Bettinson, 1m 38.6s, 86.02 mph. **1151 to 1500cc:** 1, Ian Hall (1.3 Mini Jem), 79.73 mph; 2, Keith Ashby (1.3 MG Midget); 3, Alan Goodman (1.5 MG Midget). **Fastest lap:** Hall, 1m 40.6s, 84 31 mph. **Up to 1150 cc:** 1, John Kirk (1.1 Davrian Mk 5), 79.58 mph; 2, Simon Packford (1.0 Davrian Mk 7); 3, Jim Adamson (1.0 Davrian Mk 7). **Fastest lap:** Kirk, 1m 42.2s, 82.99 mph.

Forward Trust Special Saloons over 1300cc, 1001 to 1300cc, 851 to 1000cc and up to 850cc (12 laps); overall and over 1300cc: 1, Gerry Marshall (5.0 Vauxhall Firenza-Repco), 19m 55.8s, 85.11 mph; 2, Nick Whiting (2.0 Ford Escort) 19m 56s; 3, Arthur Collier (5.0 Skoda-Chevrolet S110R), 20m 1.6s; 4, Tony Sugden (1.8 Ford Escort), 20m 4.8s. **Fastest lap:** Marshall, 1m 33.4s, 90.81 mph. **1001 to 1300cc:** 1, Phil Winter (1.3 Longman Mini), 84.45 mph; 2, Graham Goode (1.3 Ford Escort); 3, Steve Harris (1.3 BL Mini Cooper). **Fastest lap:** Winter, 1m 38.2s, 86 37 mph. **851 to 1000cc:** 1, Brian Prebble (1.0 Hartwell Imp), 79.96 mph; 2, Robin Bastable (1.0 Mini); 3, Don Hardman (1.0 Cooper S). **Fastest lap:** Andy Holloway, 1m 43.4s, 82.03 mph. **Up to 850 cc:** 1, Roger Gill (Hillman Imp), 78.84 mph; 2, Geoff Gilkes (Mini-Imp); 3, Roger Saunders (Mini). **Fastest lap:** Gill, 1m 45.8s, 80 17 mph.

Forward Trust Formula Ford consolation race (7 laps): 1, David Wigdor (Merlyn-Scholar Mk 20), 13m 29. 73.39 mph. 2, Kevin Bowditch (Van Diemen-Scholar RF74), 13m 31.2s; 3, Cliff Webb (Hawke DL2), 13m 35.8s; 4, Timothy Wallwork (Titan-Brown Mk 6A) 13m 36s. **Fastest lap:** Wigdor, 1m 49 4s, 77 53 mph.



Sullivan working hard for an F3 win in the works Modus at Oulton Park in July.



PROFILE

Danny Sullivan: which way?

By CHRIS WITTY

There's a saying among some of the racing fraternity that you don't have to win races to be talented. In contrast to this claim, others feel that it is an essential part of assessing a driver's character and more so, being able to judge his ability to win through and display his competitive nature. To succeed in motor racing, to rise up through the ranks of the lesser formulae, what does it take? That's a question an awful lot of drivers ask themselves. Is the mere fact of winning races sufficient proof, a guarantee, that they will be spotted and "make it?" A look at the history books will show that as motor racing has become so much more "commercially" orientated, an individual's character and personality form an ever-growing part of the "complete race driver," the Grand Prix star. Just recently, the motoring press (and we are no exception) have taken it upon themselves to sing the praises of the new up-and-coming stars, the drivers who we feel deserve to get the chance, the breaks, the opportunity to progress upward with the ultimate objective firmly in their sights. Success.

Perhaps it's because Britain is the hub, the centre of motor racing, where the fault lies. The fault? Our lack of patriotism. Brazilians, Swedes and Americans, to name but a few; they all come over to this country with a goal. We accept them all simply because they are racing drivers. If they're good, fair enough, they get the credit for it. Neither the French nor the Italians can really understand our "strange" attitude. Perhaps it's time for a change?

The resurgence of Formula 3 this year has, in a similar way to the 1969 F3 season, thrown up a group of drivers who the racing world are getting excited about. Gunnar Nilsson, Alex Ribeiro, Patrick Neve, Ingo Hoffman, Eddie Cheever, Larry Perkins and Danny Sullivan. It's an impressive array of foreign talent and all of them race winners, but the opportunities to progress, the hoped for "team selection," doesn't come easily. It's a struggle to succeed, a war among friends, a gladiatorial type of conflict. One such driver who is very much aware of the situation is 25-year-old American Danny Sullivan, the leader of Teddy Savory's works Modus attack in Formula 3 this season. Regarded by several influential people in racing as something of an enigma as a race driver, the "Kentucky Kid" perhaps suffers from his easy-going approach to life. Public exposure can make or break a race driver, especially those already under pressure, although the psychological effects are perhaps the most fascinating. Such a situation is plainly evident among several of leading Formula 3 drivers whose season ended at Thruxton last weekend.

"He's been around a long time." That was one Formula 1 entrant commenting on Danny Sullivan only quite recently. He was at an F3 race and we were analysing the various drivers as to their potential and so forth. "He's not a race winner," said another. Oh boy, people have really short memories don't they. If you want to get noticed in motor racing, let's suggest the following. Assume you're winning races in a specific formula at the beginning of the season. If the opportunity arises whereby you can opt out, do it. If you can get it together toward the end of the season, you're the new "superstar," the guy which we, the press, get excited about. Rightly or wrongly, we believe in what we do and what we're trying to achieve. After all, motor racing is a sport which caters for the public, the paying spectator. They want names to conjure with. Having followed this year's Formula 3 season quite closely, with nostalgic memories of my apprenticeship in motoring journalism and the irreplaceable 1-litre days, I feel qualified to reflect upon individual performances in certain races rather than the season as a whole. In Danny Sullivan's case, July of this year was a pretty good month.

Cadwell Park, that sylvan British race track that nestles in the wolds of Lincolnshire but shies away from the hustle and bustle usually attributed to Silverstone and the array of MCD circuits, offers up perhaps more to the race driver, in terms of driving skill, than any of the others in Britain. Sullivan was at his very best that warm July day. He confidently overcame the threat of Alex Ribeiro, his nearest challenger, but no one was there to see it. The following weekend saw everyone attend the Grand Prix. Sullivan didn't feature, the root cause of which has become a mere statistic. Whatever he'd achieved the week before was blown, the continuity broken, perhaps even the confidence deflated. Not so. He repeated the Cadwell form the following week at Oulton Park and the form continued until the Silverstone Formula 2 meeting. You know, the race spurned by the paying spectator but attended by an entourage of Formula 1 team managers. Sullivan was leading, and leading well. He'd broken clear of the pack and all he had to do was keep going. Here was an opportunity to prove himself on a relatively easy race track. He spun off, in my opinion through a lapse in concentration and although he was still able to finish well up in the all-important BP Super Visco F3 series, it was a certain Eddie Cheever who climbed the winner's rostrum that day to receive the somewhat fortunate accolades. It was a mistake too many people remembered and none were prepared to forgive.

America is a very intense nation. Summarising simple situations becomes a long drawn-out analysis and their racing drivers are no exception. You have to be very patient with them as they unravel untold mysteries. I've always thought that if American race drivers had to win races by words and theory, no one else would get a look in.

Sullivan's an exception to the rule, although he's always got a word to say about something or somebody. He possesses a superb sense of dry humour and a quick brain, two assets which combine with his obvious abilities as a race car driver, and they form a friendly and very outgoing personality. Danny's character is perhaps something of an enigma. It's difficult to assess just how serious he really is about certain situations. Whereas his rivals appear to be totally dedicated to the cause of going motor racing, primarily because their limited use of the English language revolves around roll bar settings and gear ratios, Danny's more liberal use of what is, after all, his native tongue, perhaps exposes him to criticism. But above it all, Danny is promotable. Americans seem to have it bred into them. Stick them anywhere and in front of anyone and they'll carry themselves. So much more can be gained from the commercial aspect of the sport by having a promotable figure, a driver who is able and prepared to go out to meet his public. We don't have to look very far to see that even the current race winners are about as PR conscious and talkative as Howard Hughes. That's one reason why we find it difficult to push and promote our own drivers. They think all there is to motor racing is twirling away at a steering wheel and dipping the clutch a few times.

Known by the nickname, the "Kentucky Kid," Sullivan was born in Louisville on March 9, 1950. That makes him 25 years old. "I'm young," he says, with a broad grin across his face. "I ain't like Nilsson and the others, they're war babies." He knows the Swede pretty well, they've formed a friendship this season, something which Danny has been criticised for in allowing his relationship with Gunnar to psyche him out. If others think it's true, then Gunnar is the last person to be aware of it.

Like all young American kids, it was a crew-cut and the usual trek through school. It was while he was at prep school ("I think my father had to build it to get me in because I didn't have a very good reputation in those days") that he met and befriended Mike Falkner, son of Frank Falkner, who has since become very instrumental in helping Danny's racing career.

Frank has been in racing for quite a number of years now. Although British, he's regarded as one of the world's leading paediatricians and was responsible for setting up the National Child Health Clinic in Washington at the late John F. Kennedy's request. Aside from his medical activities, Frank assists with Ken Tyrrell's team, certainly when they're in the States. Anyway, at that stage Danny didn't really know Frank, although "I think that was where the seed was sown for my motor racing 'cos I used to get really turned on to Frank's books — *Autocourse*,

Automobile Year, you know, that kind of thing. I didn't know what they were, they just looked neat plus the fact that he had a Triumph TR2 at that time with one of those half-moon aeroscreens on it and that was really something."

As Danny grew a little older, he used to take out Frank's daughter so he became more or less adopted by the family.

"My driving exploits started when I was 14 years," admits Danny. "You better not print this but I got picked up for drunken driving in a stolen car. Well, actually it was my mother's car but nobody knew what had happened to it and they didn't really figure their dear little son could have possibly taken it. I remember saying 'I'll wash the car'. You'd kinda hose down the front of it and then say the hose wouldn't reach. So you'd drive it around the block and back it into the driveway again just so you could get at the back!"

His father also took him hunting a lot along with his younger brother and they spent a lot of time, especially during school holidays, away from Louisville. He was taught to drive properly in pick-up trucks and tractors. "I guess that's my attraction for earth banks."

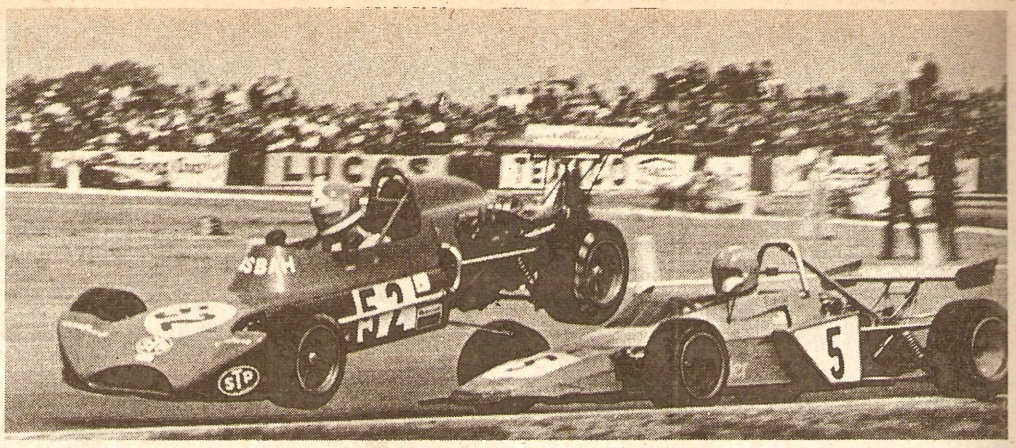
Studies didn't exactly fit into what he wanted to do at that stage, "but what does when you're 14 years old." He used to creep out for further escapades in his mother's car. One was a game called "patch contests" to see who could leave the longest patch of black rubber. "I held the record for a long time in my mother's Oldsmobile. It was an automatic but it had a big engine in it. We used to go and find hills because it was easier to spin the wheel. So I'd sit there, revving the thing up with about 7000 rpm in neutral and then just drop it into Drive. Boy, did it hop around but I held the record at 278 feet." His face had lit up and a big cheeky looking smile came across his face. You could see the mischief coming through even now.

Having had a part share in a '55 Chevrolet pick-up truck at military school, he bought a '41 Willys Coupe. "I thought I'd do a bit of drag racing with it so I put an old 327 cubic inch Chevvy in it and big old slicks tyres on the back. It sat about 6ft off the ground and of course the minute it rained you'd have to stop because it wouldn't stay on the road!"

From military school, he spent a year at college before getting bored and flying on up with a friend "to the big apple" or New York to the uninitiated. "We blew all our money the first two days we were there." After a spell in a lumber camp in up-State New York, they returned only to "blow it all again". They went south this time to New Jersey where he worked on a chicken and then a grass ("and that ain't pot either") farm. "I should have been a farmer."

He returned back to the big apple where "I started driving cabs, so I suppose you could say that was my first season of motor racing. Okay, in London they cut you up but in New York they cut you off! I only drove them for two weeks because at that time New York was in the height of cab robberies and 250 a week isn't getting very healthy, so I got a job as a waiter instead."

It was about this time that Danny's parents began to get inquisitive about the whereabouts of their son so they contacted Frank Falkner with the view to finding out where he was. "I was the black sheep of the family and hadn't left on good terms so I suppose you could say they didn't want to be seen looking for me." Anyway, it didn't take Frank long to find him but it was only now that the pair of them struck up a stronger relationship. They spent a year or so in New York,



The end of Sullivan's first competitive F3 race as Randy Lewis launches his March at Silverstone in 1973.

primarily because Frank had a lot of business there, before Danny decided "to go motor racing." At first Fank wasn't too keen on helping, but he felt obliged to at least see this young American, someone who had never seen a motor race, put on the right track. Frank's status in racing, even then, meant nothing to this rookie of rookies.

Frank took him to his first race, the Sebring 12 hours in 1971. Then followed trips to Daytona and the Questor Grand Prix at Ontario "and that's where I met the Tyrrell team and got to know them pretty well."

He came over to Europe afterwards and went for a course at the Jim Russell School up at Snetterton. Danny also got a job working as a "gofer" at Elf Team Tyrrell before moving onto a financially more viable position at Ray Salvadori's Bell and Colvill concern. In between all this Danny continued his Jim Russell course, competing in Formula Ford school races throughout the year. He picked up his final signature for a national licence by racing his road going Lotus Cortina at a Brands G1 handicap saloon car race where he finished third.

Having spent the winter back in the States, Danny wrote to Tyrrell asking what he should do. "Ken suggested Formula Ford and he put me onto Vern Schuppan who, as you know, had driven them." Vern suggested the Elden as possibly the best chassis and so, in a roundabout sort of way, Danny was able to organise a semi-works drive partnering Mike Catlow and latterly Chris Smith, "but I think Brian Hampshier's (of Elden) downfall was he thought all American's had money. He had a shock!" But Team Teal was born. "I guess because of my hunting experience, I always used to like the Teals because they were so fast and always flew really low. They'll do about 110 mph and for a duck, that ain't hanging around."

Sullivan was fortunate that Elden at least knew the ropes in Formula Ford because he certainly didn't. A good showing early in the season saw him receive support from the team's sponsor, Catnic, and the year progressed with Sullivan usually pedalling around pretty well and always featuring the top six.

His best showing was at the first ever Formula Ford Festival at Snetterton where, driving his Falconer-bodied Elden, he won his semi-final and led the final before jamming the car in third gear. He was passed by Ian Taylor and Derek Lawrence, the two top FF protagonists at the time, only to spin while trying to hang onto them. He restarted to finish fifth, "passing Patrick Neve in the process" he says with a cheeky smile.

He had a one off drive with the Ippokampos Elden FF team at the end of the year at Vallelunga while Tom Wheatcroft gave him a go in Roger Williamson's March 713M and later a couple of days testing (albeit wet ones) in Roger's all conquering GRD 373 at Silverstone but it came to nothing.

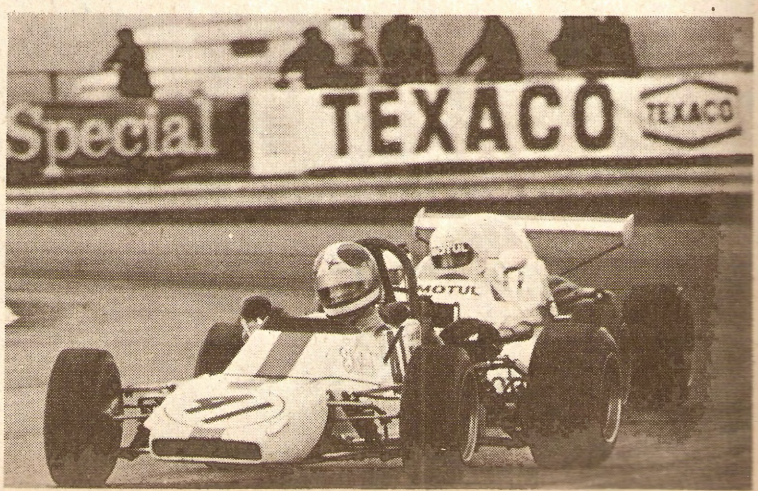
The following year saw him move up into Formula 3, accepting an offer from Doctor Joseph Ehrlich to drive his unique machine. Danny did a number of races for the team "but it was getting worse and worse" and the relationship soon ended. Finance was then scraped together "from an American girlfriend and a loan from my father who was now a little keener" and the ex-Bob Evans March 723 bought. The car was still in its STP Monaco colours and now updated to 733 specification. Danny put it on the front row of his heat for the British Grand Prix alongside Mike Wilds and Alan Jones but the starter motor jammed. "That problem only took us a year to solve" quipped Sullivan. He made the final, despite the push-start penalty, but was put into orbit by compatriot Randy Lewis. The year continued in dribs and drabs but it was summed up at the final Brands meeting when "I finally finished a race" although he'd spun twice because he was running on three different types of tyre!

A lean winter saw deal after deal fall by the wayside and as the season got underway, Team Teal was absent from the race tracks. It wasn't until the middle of the year that Danny was able to dust off his March and with some financial assistance from Robert Nash, he contested the final half of the F3 season putting up some very worthwhile performances on a very limited budget against the likes of Brian Henton and Alex Ribeiro. His efforts saw Team Modus give him a try out and he won for them their first ever F3 race at a wet Thruxton race last year. His relationship with the Norfolk based team continued in a similarly successful vein this year.

For Danny Sullivan, he's now at the crossroads. His results of late have been disappointing and uncharacteristic of the person he really is. We wonder whether he's convinced those that matter that he does possess the tenacity and ability to win races. He wants to progress, to move into something like Formula 2 next year. He hasn't been around as long as some have thought but one thing is certain, Danny Sullivan knows what it takes to become a professional race driver and it's not just down to "twirling that steering wheel".

Sullivan's racing career began with an FF Elden in 1972, here he leads Ian Taylor and Buzz Buzaglo at Snetterton (left). Early F3 days with the Ehrlich (right).





LEYLAND ST MINI 1275 GT

A sadly neglected affair

Should auld acquaintance be forgot . . . And never brought to min'? In this writer's case, it is very difficult to maintain a healthy detachment for the asemblage of components which makes a Leyland Mini. The affair goes back nine years to a fraught half hour persuading a test-examiner that I was fit to drive unaccompanied; or at least fit to conduct the car at 28mph in broad daylight.

Since that never-wracking drive (he didn't notice the complete lack of a handbrake) more than 50,000 miles have been clocked in various Minis, including a few more nerve-jangling occasions with broken drive, brakes, steering rack and two electrical fires. The bulk of the mileage was covered in self-maintained examples of various age and fitness, so it was quite a tear-jerking reacquaintance with the Mini 1275GT provided by Leyland ST.

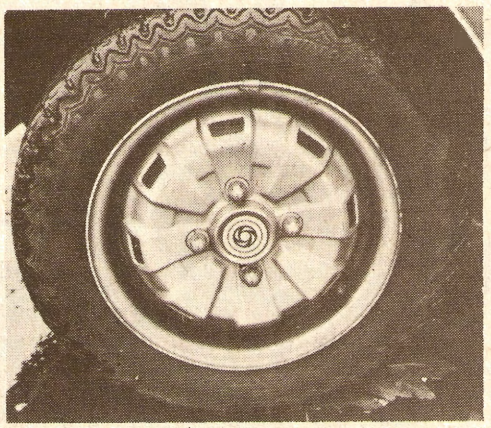
Everything is still the same, right down to the places where knuckles are skinned and wrists burned. All the tried and (we keep our fingers crossed) trusty components. At first meeting with the subject of this appraisal, an 8,000 miles young orange coloured example, it appeared that this legendary buzz-box is beginning to affect some airs and graces. The Mini's masters have sought fit to add five inches to the overall length with the Clubman shell and to re-work the vinyl perches with some token padding. Further to this, "side winder" stripes and plastic wheel trims have been created to identify this top-model variant. The poor car looks like a cheap little tart with an inferiority complex. Luckily this assemblage can take all that and, being such a classless little car, has often stood much worse and still come out on top. This car was saved with the positive plus point in the addition of Leyland Pluspac 'A' in the form of twin 1½in Su carburettors; fitted in the best "A bigger pair of carbs from Leyland ST" tradition. This is the most basic and mildest tuning for this car. Pluspac 'S' sounds much more desirable, including a larger valued head Cooper 'S' distributior and competition exhaust manifold in the package.

Driving the car brought back many more memories, a mixture of many niggling faults and a few great virtues. My first stint behind the wheel involved the dreary journey from Abingdon to London on a foul, foggy, and extremely slithery night. This type of journey is not the sort to show the 1275 in its best light. Undoubtedly the taut and responsive forward feed-back was a great help . . . but the seats remain atrocious, the driving position terrible and the foot controls seem even more miniaturised than ever and not helped by the intrusion of a large diameter piece of corrugated plastic air-trunking.

However, even during the above described drive a few of the virtues shone through. The engine, the BMC 'A' Series design, remains an extremely flexible and happy mill, this particular car's timing and breathing giving a most reassuringly easy feel, allowing the lazy use of power for such a comparatively light car — more akin to the large rolling-mass of a Granada or similar. The gearchange has also been through Leyland's reappraisal department and is now almost good enought to escape notice.

Unfortunately, the Mini has been on the home market now for a full 16 years and in that time many other vehicles have evolved to compare with the Mini and some have proved to be superior in certain ways. Undoubtedly one of the worst aspects of the Mini is the appalling ride. Judging by this 1275 GT, equipped with the now standard 12 inch wheels (shod with Dunlop SP Sport-Denovo are optional) the general riding qualities are so bad, one wonders whether the manufacturer can really be serious. The car's hydrolastic units seem to be perfectly primed to quickly amplify the tiniest undulations of the M40 motorway. Larger movements set the car bouncing in ill-concealed glee and anything as sinister as a road repair ridge sends a shock through the shell which makes the driver wonder whether he still has four, round, rubber tyres under his charge. As a driver who has been shaken with Hydrolastic at standard pressure, increased pressure, and the rubber cone suspension, I can only conclude that the 12inch wheels must be the major detrimental effect in making the car the worst riding of all experienced.

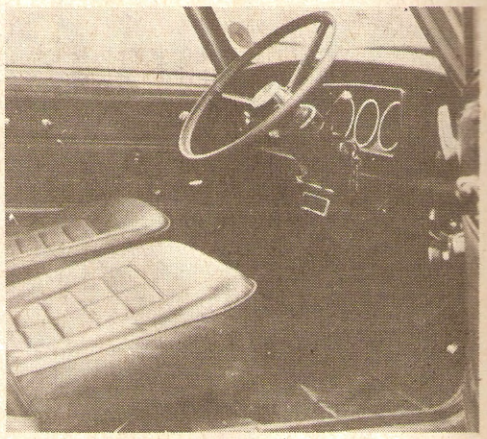
The strenuous, largely undamped, ride is a double misfortune, for the driver, for while hanging on as best he can he soon suffers claustrophobia (I am only a very slightly built 5ft 8½in); the seat shape



Plastic "dummy" wheel trims are most offensive.

tending to dictate a round shouldered "hunching" position with virtually no small of the back or thigh support. You can guess where the pain comes from. This nasty seat is coupled with lack of room for the right arm ever since the British Mini lost its hollow doors, and a steering wheel which is ridiculously over-large for the Ackermann ratio – with the steering tangents meeting little more than three feet behind the driver. Apart from the discomfort, it forces the driver to adopt an ape-like stance for long after the termination of his drive.

However, these old grouses though admittedly worse in magnitude than previous experiences, must be offset by the pleasure input when the 1275 GT is taken into its proper environment of tight



The torture chamber – giant wheel at "bus driver's" angle and uninspired seat design rapidly induces intolerable discomfort.

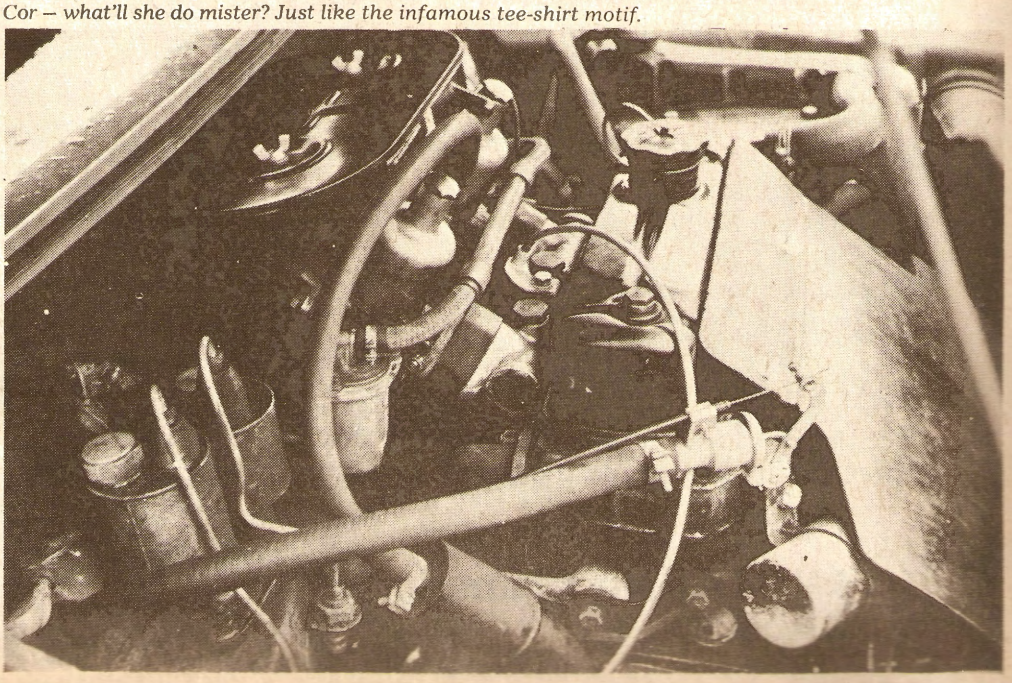
twisting roads or town use. To dispose of the obvious town-use mention quickly — of course such a small and handleable car is perfect about town, and ever better with the four speed AP automatic transmittion option fitted—regrettably not possible for the GT.

Where this car can still score real points is on the tighter trickier going, especially at this time of the year with autumn leaves, frost and field mud in abundance. The road holding, and particularly handling, is noticeably improved with the fitment of 12 inch wheels. Where a standard car (998cc) would suffer understeer if not deliberately induced to move around its axis by a few non-tracking degrees, this 1275 would steer without problem. Tackling the same turn at a higher speed, a gentle understeering condition is prevalent, very mild thanks to the larger tyres allowing about a 20 per cent increase before a similar rolling speed is reached.

Assuming this hypothetical corner is clear and completely visible on a wet night, the situation where a ten inch wheeled Mini Cooper 'S' would be induced through with a deft flick, just enough to unbalance momentum, the 12 inch wheeled car can be simply driven to an early apex and powered through, gradually playing-off the power-on and pull-out understeer to produce the same road placing at a potentially faster exit speed. This might not be the optimum cornering technique but it does serve to demonstrate a genuine increase in sheer cornering power.

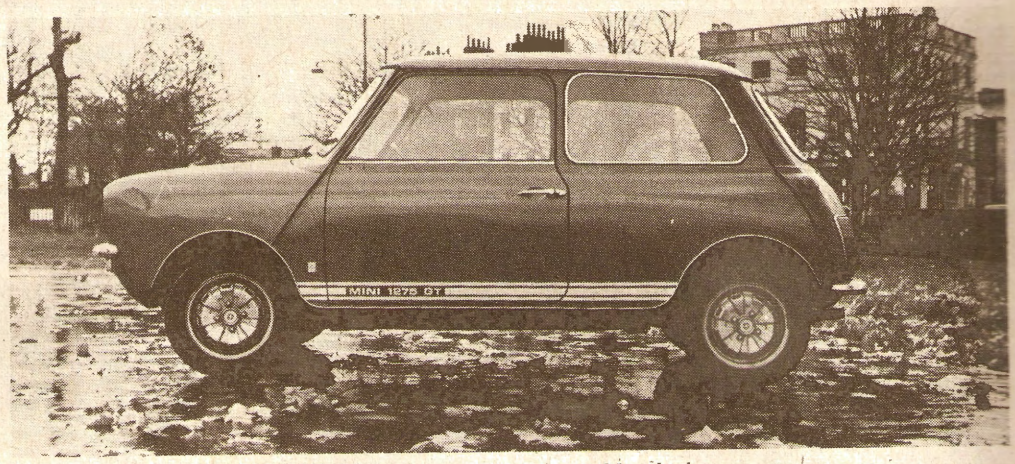
The more usual technique, especially on a blind road, is to keep the car further off balance and in this respect the car sampled required more careful control. It is not as willing to accept a large slip angle, nor will it respond as smoothly to further modification of line for either a straightening or

Cor – what'll she do mister? Just like the infamous tee-shirt motif.



tightening road ahead. Part of the problem appears to be the larger wheels producing a more sudden reaction. A more salient point perhaps is the higher roll-centre which tends to show more in a longitudinal form. The car pitches and tip-toes more with the seemingly larger suspension movements and, as these oscillations are more pronounced and longer in settling, so more thought must be taken in timing the driver's desired changes of direction and momentum with the varying axle weights. Where a good pumped-up Hydrolastic or rubber Mini can be predicted to conform to one tight set of circumstances, this car requires to be driven as if it were heavier, larger, and more ponderous; requiring slightly earlier setting-up. Once sufficiently practised it appears to be just as quick, if not quicker, and there us always the extra ground clearance bonus. Passengers, if strange to the situation, would undoubtedly feel less happy.

In sheer driveability this car scores very highly — perhaps even more so now that some second generation front drivers have come along to show their superior road holding fwd cars without tears if you like. Cars like the Alfasud, which during all normal use are virtually neutral in their handling, possessing a level of roadholding which, when coupled with a lack of early warning qualities, can produce a situation requiring more luck than judgment in recovery. The 1275GT has the sort of feel to be the basic trainer of them all and it is without a single handling vice.



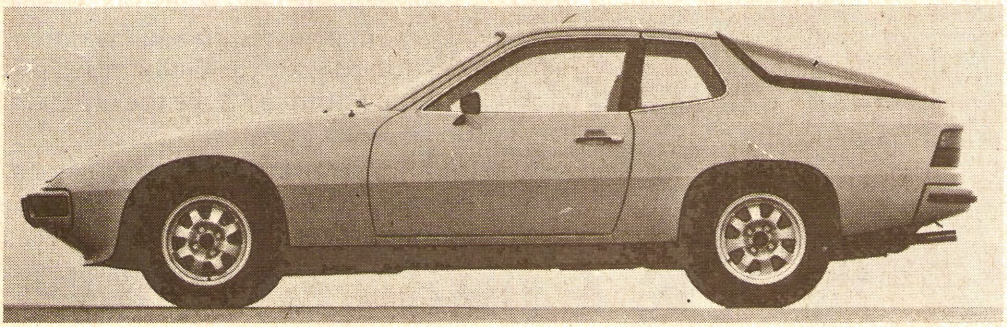
Larger wheels gives the Mini 1275 GT a pronounced sit-up-and-beg look.

Costing £1,657 ex-works and including the Pluspacs, the Mini 1275GT is an expensive car as basic trainers go. Still, the car offers a type of driving fun and inherent safety that is pretty well unique — especially when it is considered in the town or fun car role. A better bet could be the less pretentious Mini 1000 with ST parts, or a good used Mini-Cooper 'S' — a far better car so unfortunately out of production.

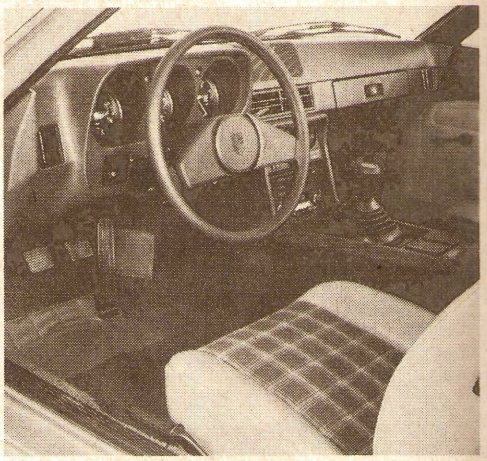
Due to persistent wet weather no performance figures were possible. Fuel consumption however turned out to be surprising, nearly 40 mpg and wet weather didn't stop this Mini in its tracks. The performance increase obtained for £85.35, if self fitted, would appear to be well worthwhile.

IAN SADLER

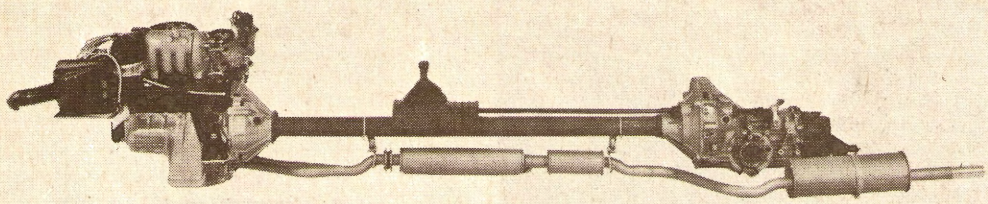
Advanced technology '924'



A new Porsche is a significant event and although the 924 is designed as a cheaper 'everyday' sports car to be manufactured on VW/Audi production lines it is nevertheless a highly interesting design technically. The bodyshape (above) although conventional is obviously extremely wind-cheating.

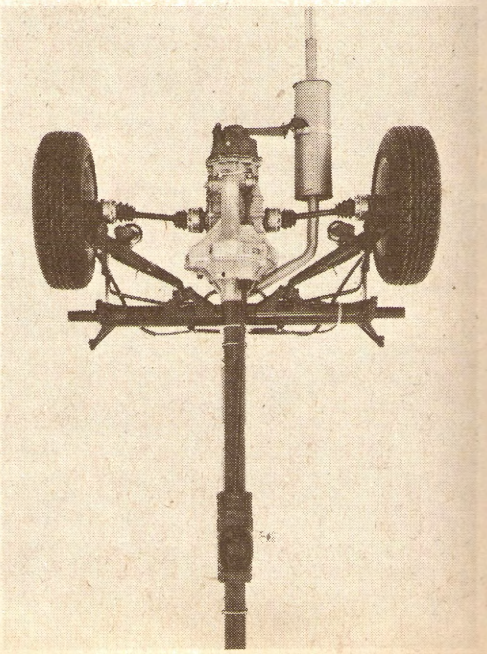


Much thought has been given to driver comfort. Multiple ventilation ducts and tidy instrumentation is immediately obvious, above. Below: the rear transmission and suspension. Trailing arms are carried by the cross tube which houses transverse torsion bars. Tube to body mountings can also be seen, leaving this unit independent from the shell.



The 924's transaxle tube forms a rigid part of the structure. With front mounted engine (2 litre water cooled VW unit, 125 bhp) and the gearbox and differential located at the rear the major dead weight is put to useful work right on top of the axles.





New PCT scoring

Next year's rounds counting towards the RAC Production Car Trials Championship will see a change in the marking system. Instead of allocating equal points to all classes a recent decision of the Autotest and Trials Committee is that index of performance will count and marks awarded accordingly on an overall basis. Maximum score will be 15 pts down to 15th place.

The move is seen by some as an attempt to eliminate the situation which has arisen in this past season where competitors have been picking up maximum scores in their classes on many occasions without opposition.

The underlying thought appears that the committee is not entirely happy with the way things are going in either trials, sporting trials or autotests and "further discussion which could lead to a revision of the concept of all three championships to encourage more competitors in 1977" will be undertaken.

Next year it is being suggested that to prevent mutterings of "unfair play," "cheating," and what have you, clubs are being asked to get competitors to fill in a far more detailed entry form to assist the scrutineers.

Bettinson: only Lotus

What a turn up for the books. The only Lotus representation in the modsports race at Thruxton on Saturday came from none other than Dave Bettinson's Lotus 7. Of the five Lotus that were entered, neither John Evans' Elan nor Peter King's Europa turned up, the latter because is wasn't ready and Evans' because the car's sold. Neither Jon Fletcher nor Miller Modsports champion Richard Jenvey made it to the grid in their Elans. Fletcher, returning to modsports in his well known Glazepta Elan, had had an engine rebuild, but it blew up in practice in a big way, and Jenvey, after practising on slicks on the wet track, decided that his wet tyres weren't up to racing, and wisely withdrew. Which left just Bettinson.

Bettinson once again had to go through the rigours of having to wait and see whether his fellow competitors would let him race, but as the race was being run to 1976 classes (ie: over 2000cc, 1502 to 2000cc, 1151 to 1500cc and up to 1150cc), he made the point that the Lotus is eligible in '76 and therefore he shouldn't have to sign. Thus he appealed against the signing procedure.

In the race, Bettinson ran a consistent third behind the two Porsches of Nick Faure and John Cooper, despite his wipers packing up and not clearing the full screen that he was using for the first time.

750 MC entertainment

Once again, the 750 Motor Club have obtained an excellent film for their clubnight to be held this Saturday, November 22, at the Commonwealth Institute, London W8. The film is simply entitled "Fangio," self-explanatory, except that it includes Fangio re-enacting and retracing many of his old "footsteps" across the world, driving a replica 1940 Chevrolet on the Buenos Aires to Lima and back route which he took to his first major success. There's footage of him back at the wheel of his original cars, including the W196 Mercedes, the Lancia Ferrari D50 and the Alfa Romeo 158. The film contains much documentary and newsreel footage obtained from worldwide sources and includes the 1940 Gran Premio Nacional. Tickets for the 750 MC's Gala Clubnight are obtainable from the club secretary, Dave Bradley on Witney 2285 at £1 each. The bar opens at 7 pm and the film starts at 7.30 pm. Proceeds will be used for the 750 MC stand at the next Racing Car Show. Due to an industrial dispute, would-be filmgoers should ring 01-602 3252 on Friday to ensure the event is on.

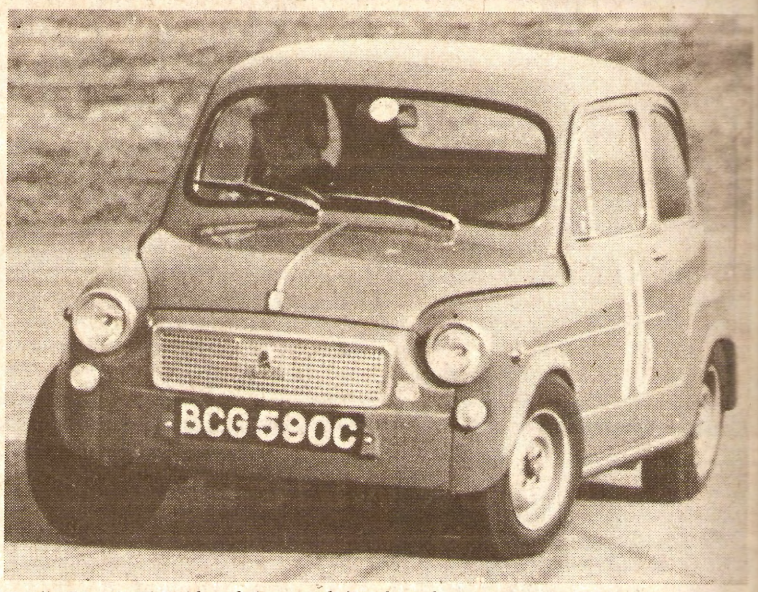
Two days after the film show, the London Special Builders Group of the 750 MC have obtained an excellent speaker in the shape of Max Mosley of March Engineering. He'll be speaking at the Craven Arms, 45 Lavender Hill, London SW11.

Rally X at Snetterton

The Sporting Car Club of Norfolk and the West Suffolk MC are again holding one of their rallycrosses at the revised Snetterton track this Sunday. Among the 70 entries are Dave Baskerville (Mini), George Warren's Escort, Bernard Rodemark's Porsche, Peter Harrold's VW and Nick Garner's Mini. There are a couple of interesting RS Capris, a 2600 for John Revell and a 3100 for Richard Furness, but the man who could blow them all off again is Reg Mullenger who runs in the rally car class again in his Escort. He'll have rival Nobby Cresswell to contend with but it'll be interesting to see if he can put across the rallycross cars again as he did at the last meeting. Practice starts at 9.30 and the first runs start at 12.30.

Last round

With the cancellation of the Aberdare MC's Midnight Rally on December 6/7, the Herefordshire MC's Welsh Marches is now the last round of the Welsh Road Rally Championship and also the West Midland series. The organisers already have just over half the 120 places filled and the 150 miler will start from Bengry's Garage at Kingsland.



Wally Pratt's Fiat Abarth just took its class from a closely challenging Imp.

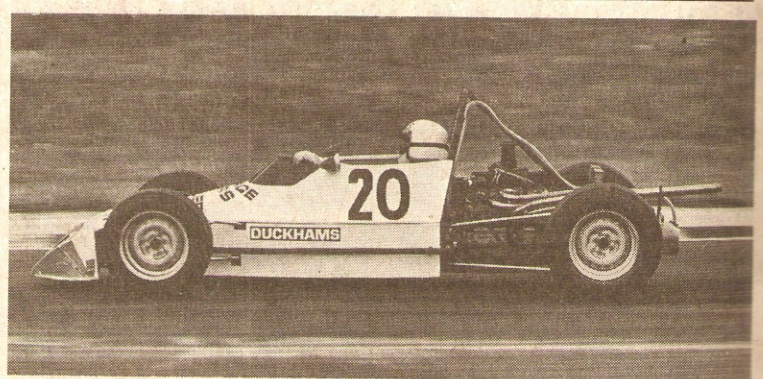
Render's wet BTD

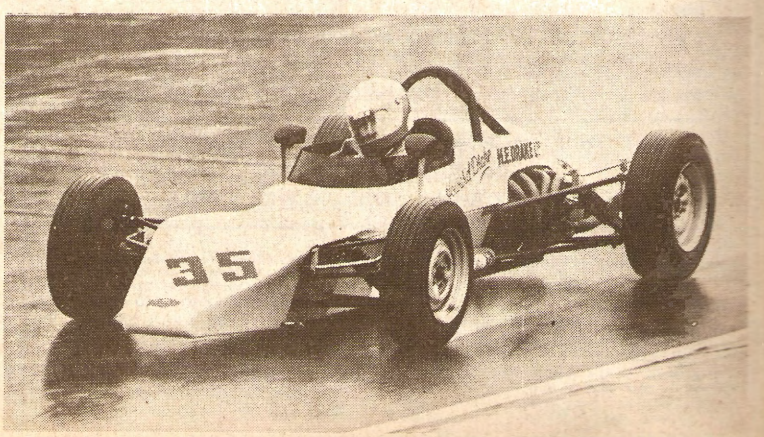
Conditions were extremely unpleasant for everyone at Silverstone last Saturday for the SODC Sprint. Fog delayed the start of practice by almost two hours and with the overcast weather remaining throughout second runs had to be abandoned. From a total of 115 entries at the Central Tyres (Bucks) Ltd sponsored event, David Render did three laps in his Brabham BT 35 to take BTD in 3m 34.4s and only five other drivers beat the four minute barrier.

Biggest class — it had 17 entries — was the one for pre-1958 sports cars and here C. P. Jones turned up with a smart MGA twincam to beat everyone by a handsome 14 seconds.

At the other end of the entry list, Wally Pratt's Fiat Abarth splashed round to beat K. Banks' Imp Sport by one and a half seconds and this was the only close struggle in the 19 classes on a day when the most enthusiastic supporter was hard pressed to keep smiling.

BTD: D. Render (Brabham BT 35), 3m 34.4s. **Class winners:** W. Pratt (Fiat Abarth), 4m 40.6s; C. Thomas (Cooper), 4m 24.8s; B. Wood (BMW 2002 Tii), 4m 19.6s; R. McSephney (Imp), 4m 12.4s; R. Powell (Cooper S), 3m 58.0s; W. Horton (Firenza), 3m 49.0s; J. Wellard (Elan), 4m 22.4s; S. Brookman (TVR Griffiths), 4m 1.6s; R. Gordon (Midget), 3m 59.8s; M. Beer (Midget), 3m 54.8s; B. Brewer (TVR Tuscan), 4m 6.6s; G. Walters (Mallock U2), 3m 44.6s; C. Tebby (Lotus 35) 4m 17.8s; G. Wilkins (Brabham), 4m 20.2s; C. P. Jones (MGA), 4m 35.0s. **Ladies:** Mrs B. Hollands (Elan), 4m 46.0s. **Best SODC:** C. Hill (Mallock U2), 3m 51.6s.





New FF models: above is the latest from Image, produced in various forms for the economy of customers. Below, the latest Royale driven by Howard Drake to a win at Brands on Sunday.

New 1976 Club Championships

FT split saloon series

Forward Trust are to continue their involvement in racing by again sponsoring special saloon cars, but in a different format. The finance section of the Midland Bank are providing increased financial support and splitting the series into two separate championships, one to be known as the Forward Trust 1000 plus special saloon championship, and the other just to be known as the Forward Trust 1000 special saloon championship.

The former is obviously for cars over 1000 cc in two classes, the latter under 1000 cc in two classes. Both will feature the same scoring system in the two classes. In the case of four or more starters per class, it will be 1st, 4; 2nd, 3; 3rd, 2; 4th, 1. Where three cars come to the flag, the first man receives 3 points, down to third; where two starters, first man receives 2 points, etc, and where one starter in the class, he receives one point if he finishes.

There is a further point for a competitor who breaks the class lap record and points scored by one driver in different classes will be totalled separately towards his final placing; a change of car within a class is permissible. End of season awards mean that the overall winner of each championship will receive £75 and the other class winner gets £50.

In the 1000 plus series, this one for the 1001 to 1300 cc and over 1300 cc classes, prize money at each race will be: 1st in class, £50; 2nd, £35; 3rd, £15.

Provisional dates for this series: March 7, Thruxton; March 28, Silverstone; April 11, Cadwell Park; April 25, Silverstone; May 23, Brands Hatch; May 31, Thruxton; June 13, Snetterton; July 10, Oulton Park; August 30, Castle Combe; September 5, Silverstone; September 12, Croft; September 19, Snetterton; October 31, Thruxton.

In the 1000 series, for up to 850 cc cars and 851 to 1000 cc; prize money per round and class will be: 1st, £25; 2nd, £15; 3rd, £10.

Provisional dates are: March 7, Thruxton; March 28, Silverstone; April 11, Cadwell Park; May 2, Mallory Park; May 16, Snetterton; May 31, Thruxton; June 20, Brands Hatch; July 10, Oulton Park; August 8, Croft; August 30, Castle Combe; September 5, Silverstone; September 12, Thruxton; October 31, Thruxton.

President's Cup

One series often forgotten is the BARC's President's Cup, won by the man or woman who scores the most points in events below International status. As well as the cup, donated by Earl Howe, there's a £50 cheque for the winner, £25 for the runner-up and £15 for the third place competitor.

Points are scored on a 4-3-2-1 basis for the first four home in each race without classes, or the first four home in each class in races with classes. To qualify for points, competitors must register with the BARC as well as being a racing member of the club, and carry two large BARC stickers on the car, obtainable from the club at Thruxton.

DJM take over FF

Having sponsored a Mazda in this year's production saloon car series, DJM (Dick James Music) go into big time sponsorship on both national and international fronts in 1976. On the national front, the only record company to have received the Queen's Award to Industry are taking over the British Air Ferries, BARC organised Formula Ford championship next year.

The championship will be over 19 rounds at eight circuits and points will be scored on a 9-6-4-3-2-1 basis with prize money at each qualifying round paid as follows: 1st, £54; 2nd, £36; 3rd, £24; 4th, £18; 5th, £12; 6th, £6. End of season awards for the final championship placings are 1st, £200 plus the DJM Trophy; 2nd, £150; 3rd, £100; 4th, £75; 5th, £50; 6th, £25.

Once again the BARC are offering double points for each competitor at one round so that each competitor will be issued with his Double Points DJM disc which he can use at one round of his choice. Each competitor receives his disc when registering for the series with the BARC, and then returns it when signing on at the meeting of his choice.

Provisional dates are: March 7, Thruxton; April 4, Thruxton; April 11, Cadwell Park; April 19, Thruxton; April 25, Silverstone; May 15, Oulton Park; May 31, Thruxton; June 13, Snetterton; June 27, Mallory Park; July 10, Oulton Park; August 8, Thruxton; August 15, Brands Hatch; August 29, Thruxton; August 30, Castle Combe; September 5, Silverstone; September 12, Thruxton; September 19, Snetterton; September 26, Brands Hatch; October 31, Thruxton.

Britax for prod saloons

For the fifth consecutive year, Britax are sponsoring the BARC's production saloon car championship next year. Points will be scored on the following basis: four or more starters in the class: 1st, 4; 2nd, 3; 3rd, 2; 4th, 1. Should there be three starters per class, the first man will score 3; 2nd, 2 etc; if two starters, the first man scores two etc, and one starter scores one point. All points scored will count for the championship, and a competitor who gains a new class lap record will receive an additional point. Points scored by one driver in different classes will be totalled separately towards his final placing, but a change of car within a class is permissible.

Awards on a cash basis will be as follows: in each class at each round, 1st, £25; 2nd, £15 and 3rd, £10. The overall winner of the championship will receive £100 and the Britax trophy, while in the classes, prizes will be £50 for first man, £35 for second and £25 for third.

Provisional dates are: March 27, Oulton Park; March 28, Silverstone; April 11, Cadwell Park; April 25, Silverstone; May 9, Thruxton; May 16, Snetterton; May 23, Brands Hatch; June 6, Silverstone; June 13, Snetterton; June 27, Croft; August 8, Thruxton; August 14, Oulton Park; August 15, Mallory Park; September 5, Silverstone; September 26, Brands Hatch; October 17, Brands Hatch; October 31, Thruxton.

BARC run FF Clubmans

The BARC's Clubmans sports car series will cater for the 1600cc Formula Ford class only next season, and the BARC have announced the dates of events, and the prize money to be allotted. Although no sponsor has yet been secured, the club say that the series will go ahead.

As only B Sports are being catered for, championship money is increased and the awards at the end of each race will be: 1st, £36; 2nd, £24; 3rd, £16-£12-£8 to 9th, £4. End of season awards, based on the championship scoring system of 9-6-4-3-2-1, will be £100 for 1st; 2nd £75; 3rd, £50; 4th, £25. An extra point will be awarded for fastest lap in each race.

Provisional dates are: March 7, Thruxton; March 27, Oulton Park; April 25, Silverstone; May 2, Mallory Park; May 15, Oulton Park; May 23, Brands Hatch; June 6, Silverstone; June 20, Brands Hatch; June 27, Mallory Park; July 11, Cadwell Park; August 15, Brands Hatch; August 29, Thruxton; September 12, Croft; September 19, Snetterton; October 26, Mallory Park; October 31, Thruxton.

Simoniz' SS over 1000cc

Simoniz announce their new look special saloon car championship this week, basically comprising two classes and with a revised points scoring system, plus more than double the 1975 prize fund.

The championship will be for cars over 1000cc only, and will run in two classes: over 1300cc and 1000cc to 1300cc. Special saloons under 1000cc will have their own separately sponsored series, to be announced later.

The prize fund consists of £200 for each race, £50, £35, and £15 being paid to the first three in each class at each race. The points system allows more drivers to score in an effort to stop two drivers running away with their classes, points being scored by the first six finishers thus: 9-6-4-3-2-1.

There will be 15 rounds of the series, and all points will count towards a driver's end of season points total. The championship winner will receive £200 and a trophy at season's close with £72 going to the other class winners. Drivers who finish from second down to fifth in each class will receive £40, £25, £15 and £10 respectively. Simoniz' well known range of products will also be presented to the top two drivers in each class.

Dates are: March 6, Oulton Park; April 4, Mallory Park; April 19, Brands Hatch; May 1, Oulton Park; May 9, Thruxton; May 16, Snetterton; May 30, Brands Hatch; June 27, Brands Hatch; July 4, Silverstone; July 25, Mallory Park; August 14, Brands Hatch; August 30, Brands Hatch; September 26, Mallory Park; October 2, Oulton Park; October 17, Brands Hatch.

● MCD have announced that all details of their championships for 1976 should be released by the first week of December.



David Render – Herts' champion?

Render or Maslin?

Saturday's final sprint meeting at Silverstone will decide who is to be club champion of the Herts County AC. David Render, with his Brabham BT 35 is currently leading Keith Maslin's Broadspeed Capri, but a slip by the Londoner could let in Maslin.

With over 120 applicants for the 80 entries the club has selected its "full house" on the first come, first served basis, daylight precluding a greater entry.

An interesting entry is John Pope's Magnum with the Aston Martin engine and Wridgway Horton, last year's winner of the club's best performance by a club member, will be defending the Blackley Fuggle Trophy with his Firenza. This trophy, valued at around £500, was first presented some 22 years ago.

● Pre-natal exercises department: after unloading her husband's Clubman's car from its trailer and humping race tyres around all day, Jill Groombridge gave birth to a young lady (to be called Jessica) on the evening after the Brands meeting ten days ago. Congratulations.

BARC's Modsports

Modsports again feature in the BARC's plans for 1976, run to the classes as run at Thruxton on Saturday: over 2000cc, 1501 to 2000cc, 1151 to 1500cc and up to 1150cc. Prize money at each race for each class will be 1st, £20; 2nd, £12; 3rd £8. With points awarded in each class as per the World Championship scoring system: 9-6-4-3-2-1, prize money for the overall series will be first overall, the Fred Dixon Trophy and £100, and first in the other classes, £50; 2nd, £30; 3rd, £20.

The BARC has not yet received an overall sponsor for the series yet, but negotiations are in hand, and the club confirm that their series will definitely go ahead.

Provisional dates are: March 7, Thruxton; March 28, Silverstone; April 4, Thruxton; April 25, Silverstone; May 16, Snetterton; May 23, Brands Hatch; June 6, Silverstone; July 11, Cadwell Park; August 8, Croft; August, Oulton Park; August 30, Castle Combe; September 19, Snetterton; September 26, Mallory Park; October 31, Thruxton.

Gibson the handicap winner

Using Long Valley, Aldershot, for their second prod trial/autotest last Sunday, Singer OC attracted 36 contenders but the weather curtailed the number of tests. Nine production trials sections and eight autotests were finally completed but extremely muddy conditions on even the sandy stretches, slowed down the entire proceedings.

Using a handicap system based on tyre section multiplied by wheel size, all entries were lumped into one class but marque awards were added. Tony Gibson emerged overall winner on 145.7 penalties in his 1275 GT beating Ken Wheeler (1275 GT) who ended up on 154.1 penalties. Third overall was David Carr in his Imp on 183.2 penalties.

Of the class struggles the closest was that between P. Goddard of the British Army Motoring Association who won the Leyland Cars class in his 850 Mini on 202.1 penalties ahead of Jon Poynter's 1275 on 208.1 penalties. In the Landrover class E. Grimwood beat Keith Garner by 351.9 penalties to 355.1 penalties.

Other class winners were: J. Morris (Anglia), 231.7 pens; J. Glidle (Singer Chamois), 230.4 pens; G. Deneham (Fiat Abarth 850) 199.9 pens; G. Pettit (VW Buggy), 235.0 pens.

P. Goddard just took the Leyland Cars class in this 850 Mini.



Parker fights off Midgley

Although rain and mud curtailed the number of sections, competition was close last Sunday when Trackrod MC ran their Wharfdale Trophy production car trial at Rose Farm, Burley Woodhead, near Ilkley. By a very narrow margin Barry Parker emerged victor in his Cooper on index with the loss of 59 marks on a dozen sections.

In his class he was harried throughout the day by Brian Midgley who finished three down in his Clubman GT while Ian Waddington and J. R. Spencer, both in Minis, were third and fourth on 66 marks.

Anglias took the first three places in the next class with Stan Peel collecting a three mark win on 81 marks. T. Ellis and T. J. Holdsworth swopped places in the second half but were only two marks apart. A venerable 1928 Austin Seven, handled by John Kelly collected a six mark win in Class III on 73 marks beating Stephen Lloyd's MGB GT and in the last class William England's VW also had a three mark winning margin against J. Hollings in his Imp.

Overall: B. Parker (Cooper), 59 marks lost.
Class winners: B. Midgley (Clubman GT), 62 marks; S. Peel (Anglia) 81 marks; J. Kelly (Austin Seven), 73 marks; W. England (VW), 66 marks.

● Thruxton timekeepers were timing to hundredths on Saturday for the first time at such a club meeting. They were using equipment that they'd borrowed from Brands Hatch which they'll be using for the F2 event next year. However, it's possible that they may buy their own, depending on trials.

Thompson fight on RAC

On last year's RAC Rally the Tynemouth & District MC won the club team award and with it an impressive Lombard Trophy which they had to insure for £1,000. For reasons unknown, the club has not entered a team for this weekend but despite this the same drivers will be in action again under the banner of the Northern Rally Competitors Club.

David and Peter Thompson will be driving Chevettes in Group I trim while Fred Henderson is using his Escort. The whole of the Thompson family of four brothers are competing for one of the Firenzas used last year; it will be driven by Jonathan Thompson, with youngest of all Simon in the co-driver's seat.

Fitt's titles

Two of the major awards in the Dunlop MC's annual championships are already decided. Reg Fitt, autocrosser, rallyman and production exponent, has won the Driver of the Year award while Terry Westley's exploits with his VW have won him the speed driver of the year award. Fitt will also collect the production trials awards and top rally driver awards at the annual presentation.

● A word must be said about one Rupert West. In the consolation Formula Ford event at Thruxton, West spun his Hawke no less than five times before he called it a day . . . on lap six.

Warringtons victorious

Dudley and District CC had 33 entries for their novice and clubmen only Autumn Leaves Trial at Franche, near Kidderminster, last Sunday, and the day proved successful for Ray Warrington from the clubman's category who took first overall on index with 97 marks lost on the 40 sections.

Warrington shared his Mini with his wife Gail and she took second in class behind Ian Spencer's 1275 but was only three ahead of Thelma Smith.

Lou Monkley borrowed a Skoda to collect the next class by a street and was upgraded to second overall on 138 marks leaving Malcolm Cope to be classwinner in an Escort on 244 marks.

P. Schale and D. Cakebread were only four marks apart in the rear engined class, Schale finishing on 147 marks.

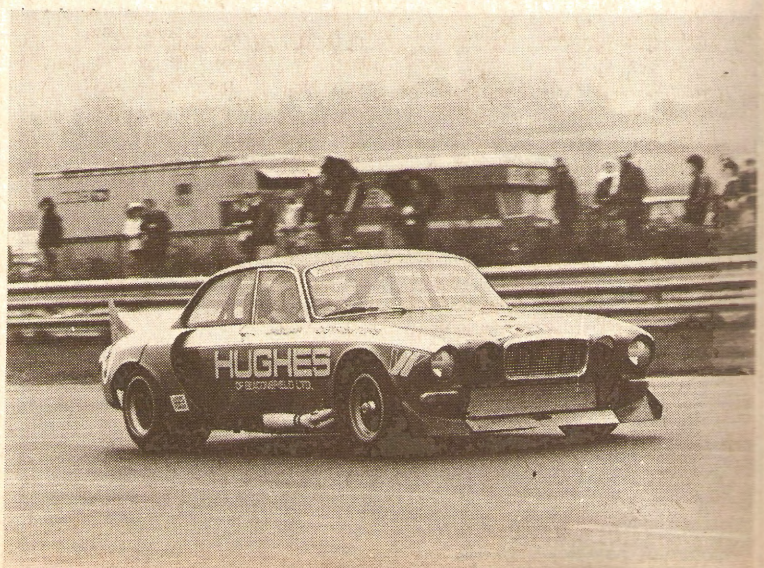
Overall: R. Warrington (Mini), 97 marks.
Class winners: I. Spencer (Cooper), 118 marks; L. Monkley (Skoda), 138 marks; S. Bradbury (Sprite), 105 marks; P. Schale (Imp), 147 marks; S. Harris (Imp), 170 marks. **Novice awards:** R. Cakebread (Imp), 157 marks; Miss N. Spencer (Mini), 181 marks, B. Pearce (Imp), 158 marks. **Ladies:** Mrs H. Spencer (Mini), 185 marks.

Cutting tries the Jaguar

That Thruxton expert, Brian Cutting, was due to race Tony Hazlewood's Jaguar XJ8 at Thruxton on Saturday in the special saloon race. Cutting was well known for his efforts in the 3.0 Escort-Martin V8 and was offered the drive by Hazlewood on race morning, and tried the car during modsports practice "to see if it frightened me to death or not."

However, in the special saloon practice, the car suffered a dreadful misfire, which was even worse on the warming up lap for the race, and, sounding as though it was on no more than two cylinders, it headed for the pits. And the man who supplied engine and suspension parts, John Surtees, was present too.

Brian Cutting in the Jaguar XJ8 putting in some careful laps.



Surprised Watson

Super Imp owner John Watson was a surprise winner of the Shenstone & District CC's Little Rally on 194 points after five stages, a trio of prod trial sections and a similar number of autotests. Competing in the modified experts class, Watson beat off a challenge from Reg Fitt who then went astray in his Mini Cooper to finish on 215 marks, one more than B. Burke who took his 1275 GT to a win in the novice modified cars class. The experts class, for standard cars, went to John Swann's Marina Estate.

Winning crew

The Guy Fawkes Rally on November 1/2 was the final round of the ANECCC rally championship and from seven scores in the series Fred Henderson runs out the winner with 170 marks to his nearest competitor, Gil Graham's 154. Approximately 100 competitors scored points from the 140 registered.

Drivers series: 1, Fred Henderson, 170; 2, Gil Graham, 154; 3, Ron Beecroft, 140; 4, Len Dodds, 132, 5, Bob Joyce, 126; 6, Ian Jennings, 98.

Navigators: 1, Trudi Binks, 170; 2, John Millington 160; 3, Mike Wood, 137; 4, Doug Heard, 135, 5, Alan Pearson, 132; 6, Gordon Brodie, 98.

BARC prizegiving



At last week's prize giving at the Martini Terrace, London, Richard Jenvey receives the Fred Dixon Memorial trophy for his modsports efforts from Countess Howe. Below, Mrs Margaret Paul presents the BARC Sprint trophy to Fred Marriott who won the series in his wife's road going 1275 GT.



Below, Forward Trust's Ian Anderson presents Phil Winter with their Special Saloon trophy. Winter proved to be very quick in a 1.3 Mini.



Festival engines legal

After the Formula Ford festival, both Tiff Needell's and Rod Bremner's engines were sealed and subsequently found to be legal last week. Bremner's mill is of special interest as it's the latest engine to come from Denny Rowland with a new tweak, which scrutineer Howard Mason sees as being one of the cleverest so far. But once again, it's legal, and Rowland tells us that his engines have never been found to be illegal. The engine is known as the '76 Series and apparently gives as much as an extra 9 bhp. Bremner's engine was the centre of many rumours at the last Thruxton meeting, where he beat Geoff Lees and Tiff Needell, but the rumours are obviously unfounded.

Register looks good

The modsports register has reached membership of around 100 people, and things are looking good for next year already. Peter King, the Register organiser, tells us that there are three Lotus Elans coming along well for next year, three Europas, including his own, and various Davrians. John Evans has sold his Elan, and Richard Jenvey's is now up for sale, the latter probably not doing modsports next year, after many years involvement. Neither Nick Faure nor John Cooper are expected to be around the British club scene next year, as they both hope to go European with their Porsches in 1976.

New classes

The modsports race at Thruxton last Saturday was run to the new modsports classes. This meant that TVRs, Porsches and Jaguars all ran in the same class, the 1.3 Sprites had their own 1151 to 1500cc class, which left the Lotus Twin Cams and Rob Haigh's amazingly quick MGA in a class on their own, while anyone with an engine of less than 1150cc was in a class on their own.

● After our headline on his *Cockpit Cameo* last week, Ian Hall went and proved that he's not just an 1150cc man, but built up a 1.3 engine for the Thruxton modsports race. Excelling as he does in the rain, he took his little Mini Jem to an excellent fifth overall and first in his class, 1151 to 1500cc.

● The AGM luncheon and prize-giving of the 500 Owners Association is to be held on November 23 with a four-course lunch, prize-giving and film show with guest speaker, hill climb champion Roy Lane. Tickets at £3.30 may be applied for from C. Myles on Leighton Buzzard (052 53) 59261.

Trialling innovation

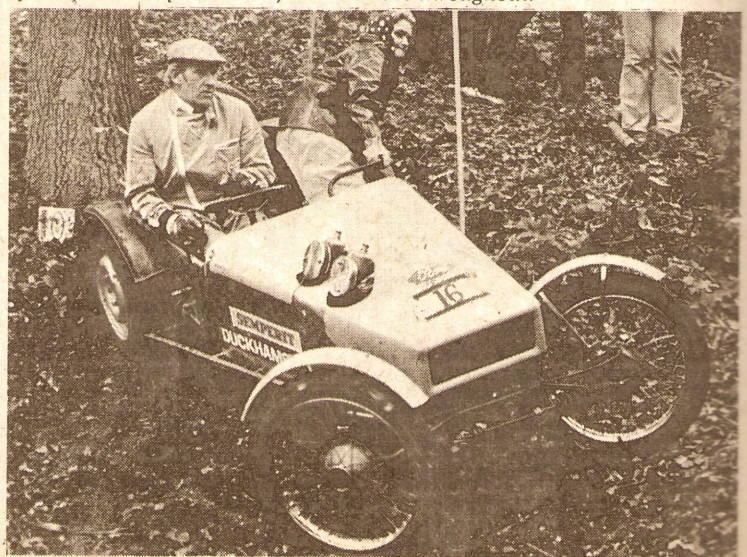
A new rule, recently adopted by the BT&RDA Trials committee, and applying to sporting as well as pct events, is the doubling of the penalty on any competitor who fails to attempt any section. Previously a driver collected a 12 mark penalty plus the lowest for the hill. The ruling has been altered because in the past drivers have won awards even though they have broken down near the end, which was thought to be unfair to people who had completed the course.

Unfortunate difference

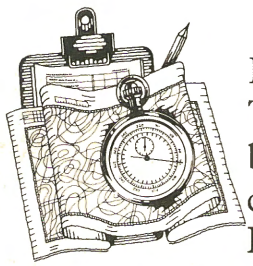
Tiff Needell inadvertently caused about the only instance of off-course Formula Ford aggro at Thruxton on Saturday. When he saw Mike Blanchet's practice time for the FF event (1m 39.12s), some 0.9s quicker than anyone else, Tiff asked the timekeepers to check the time. Not only did they correct the time to put Blanchet on the second row of the grid, but nearly added three seconds on the time to put him well back. All this naturally upset Blanchet, which in turn upset Needell. In fact both were quite outpysched by the discussion about times, but it bounced back on both Needell and timekeepers when Blanchet set fastest lap of the race in 1m 39.2s.

● Did anyone see a dishonest gentleman tampering with an MGB outside the Brands clubhouse on Sunday night? The MGB belonged to former British Olympic skier Gina Hathorn, and inside, briefly, were former teammate Divina Galica's helmet and overall which were subsequently nicked. Contact Swanley police station with any information please.

Gordon Jackson won Sunday's Harold Biggs Memorial Trial, run in atrociously wet conditions in Kent. Although John Hopkins took an early lead Jackson came through to win and take full RAC and Semperit/BTRDA points. John Benson came through for second demoting Hopkins to third. Cyril Gamblen kept control of the 750 class throughout.



To be taken when your big end goes.



Directions:
The other competitors are belting past you to the Forestry checkpoint.
Remain calm.
Unpack the emergency rations.
A bottle of Campari, a thermos of ice, two bottles of soda, an orange, a knife, and two glasses.
Mix two stiff drinks.
Give one to your wife.
It's the only way to get her to rally at the best of times.

There's no Camparison.



