

GENEVA SHOW - SUPERVEE COSTS - JODY SCHECKTER

AUTOSPORT

Tom Pryce wins Race of Champions for Shadow



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AUTOSPORT, MARCH 20, 1975

EDITORIAL

Time to act

There has been substantial evidence during the opening three or four weeks of the European racing season that the accord, or lack of it, between the FIA, the governing body of International motor sport, and national bodies, such as our own RAC, is going to cause a big problem to the sport as a whole in the future, unless something is done very soon.

The problem arises mainly due to the consistent change in regulations of International Formulae from Formula 2 down. The regularity with which this has happened over the past few years has just started to take effect.

The two main areas affected are, as we have said before, the junior and intermediary single seater formulae. We don't intend to argue the merits and demerits of the regulations of the various formulae; it has been done to death and as yet nobody has come up with a satisfactory answer.

The point we do want to make concerns the well being of motor sport as a whole in the middle ranges. We have, at the moment, diverse formulae in the middle ranges all of which are attracting the up-and-coming drivers, or those who are, and will continue for some time, to hover on the brink of the big league. The International controlling body's liking for switching regulations has led, not only in this country, but all over Europe, to the creation of national formulae. All of these formulae have proved, in the long run, to be valuable.

However the problem arises at the moment where money is in fairly short supply and, not unnaturally, the number of competitors able to afford a really professional season at International and national level has stayed static rather than increasing.

Thus we are faced with a situation where there are a number of formulae, which before the economic climate dulled considerably, could have existed quite happily alongside each other, but are now struggling to get more than half a dozen really competitive runners. The blame for this must lie at the feet of the FIA. Their changes of regulations have forced national bodies to adopt their own formulae which are immune from the crazy whims coming from Paris. Each one of these in Europe has creamed off a number of top runners so that we now find five or six categories of racing with three front runners and the rest of the field made up with nothing but average midfield runners.

The problem is now too deep to be changed overnight. The FIA are becoming increasingly inefficient by publishing their regulations for the year far too late to be of much use, and ignoring or reversing decisions taken by their specialist committees. Also there is growing evidence that regulations are being changed in this manner to suit a particular country's home grown product.

This is not the way to run International racing. Pressure must be brought upon the controlling body to sort out the mess which is currently building up. The competitors are in a quandary as to which way to turn and the promoters are finding themselves with attractive formulae which are only supported half-heartedly.

our cover picture

Tom Pryce drove his UOP Shadow in sensational style at Brands Hatch last Sunday to score the first F1 victory for himself and the team, and, in difficult conditions, equalled the lap record.

Photo: David Winter

Brambilla's F2 March

It looks very likely that March Grand Prix team leader Vittorio Brambilla will be competing in Formula 2 on a regular basis this coming season starting at Thruxton over Easter. Naturally the car will be a new March 752-BMW and this will form the spearhead of a two-car attack run by former Rondel team patron Ron Dennis. The second car

will be driven by fellow Italian Sandro Cinotti who some may remember driving a rather slow F3 Chevron B15 a few years back.

The deal has not yet been finally concluded but it is expected to be officially announced before Thruxton. The sponsor for the team is thought to be a large Italian battery firm.

Le Mans race cancelled

The traditional Le Mans test weekend and 4 hour race, scheduled for this weekend, has been cancelled. The Automobile Club de L'Ouest made their decision last week when it became obvious that the clashing Mugello World Championship sports car race would rob them of virtually all competitors.

The number of entries was so

small that it did not justify the opening of the 24 hour circuit.

The ACO have already voiced their opinions on the situation to the CSI via the FFSA.

The selection of runners for the 24 hour race will be made during official practice on June 11/12. Entries for the 24 hours are arriving every day and will close on March 15. The list will be published at the beginning of April. At the moment, 61 entries have been received by the club.

The cancellation of the test day signifies the end of one of, technically, the most interesting weekends in the whole motor sport calendar. In the past, all the major teams would send a number of experimental cars to the weekend to try to determine the best combination for the world's most gruelling race.

It is perhaps a sad reflection on the current sports car scene that this weekend has had to be cancelled although, of course, the race has had its championship status removed this year.

A national status event will be run at the Bugatti Le Mans circuit this weekend instead of the four hours.

Hezemans buys 'Hesketh'

Dutch driver Toine Hezemans, who has made his name in the past driving touring and sports cars, primarily for Ford, BMW and Alfa-Romeo, is about to make a move into single-seater racing.

Hezemans has just bought the F1 Hesketh March 731 which has recently been up for sale. Rather than run it in F1, Hezemans is hoping



Toine Hezemans - F5000.

to fit one of the new, 3.4-litre Cosworth Ford V6 engines in the back for F5000 use.

Judging by the success of David Purley's similarly powered Chevron over the weekend, it looks as if a Hezemans/March/Ford combination will prove an ominous threat and hungry for European F5000 successes.

Frank's new F1 sponsor

"Who's this Guy Edwards fellow?" said Frank Williams last weekend, proudly telling us about one of his new sponsors. He went on to tell us that he's found more sponsors than Edwards has had hot dinners. Good competitive (and light hearted) stuff.

Joining Marlboro and Fina on Frank's two cars are Chicco, a large Italian company based near Como, in Northern Italy, who make everything in baby wear. An Italian equivalent of Mothercare, perhaps.

Work continues on the team's new car and, following Maurizio Flammini's accident in practice, the team are happy to have a break before the Spanish GP at the end of next month.

Rutherford's USAC win

Exactly a week after the California 500 at Ontario, 19 of the USAC circus moved across to Phoenix, Arizona for the Bricklin 150. The race, run over 150 laps of the 1-mile circuit, provided Johnny Rutherford with a pleasing win in the new Gatorade-sponsored works McLaren Offy-M16D at an average speed of 110.971 mph. He had a race long fight with Gordon Johncock, driving one of the Sinmast-backed Patrick Eagles and not the team's latest Wildcat.

Johncock occupied the pole slot with Rutherford alongside and from the start, these two former Indy winners dominated the race. Johncock led initially before the McLaren got past. The race was run under four yellow flag periods, the last happening with some 11 laps to go. When the green light came on, Rutherford was three cars ahead of Johncock in the queue behind the pace car and thereby had enough in reserve to win by 6s in the closing 3 laps.

Third and a lap down following a stop with 2 laps to go to change tyres was Ontario victor A. J. Foyt. He'd been running his spare back-up Gilmore Coyote (the car Rick Muther drove at Ontario) but encountered serious understeer problems all through the race.

Fourth was Billy Vukovich, a



Johnny Rutherford - wins.

further lap down in his Cobre Tire Eagle ahead of Steve Krisiloff (Lodestar Eagle), Wally Dallenbach (whose Sinmast/Patrick Eagle had brake problems) and Tom Sneva who had spun the Norton/Penske McLaren M16C during the race.

Foyt's third place moves him into the lead of the USAC series with 1410 points. Next up are Krisiloff (990) and Bobby Unser (830), the latter not competing, nor were the Viceroy Eagles of Al Unser and Mario Andretti.

Goodyear's F1 radials

Following the South African Grand Prix, Goodyear conducted one of their tyre test sessions at Kyalami, where everyone of the Grand Prix teams was invited to come along and try out tyres.

Although Goodyear have changed the face of Formula 1 by allocating each team with tyres they think is suitable for the track, the company is still very actively involved in development. This was underlined when, according to some sources, no less than 85 different types of tyres were tried by various teams in SA.

Among the teams present were Shadow, Ferrari, Embassy, Parnelli and Penske. Some marked improvements were found by some teams including Shadow and Ferrari, Niki Lauda finding a particular set which improved his times by 1.2s. Pryce also improved in the Shadow on overall lap times, even though the team found the car actually slower down the straight than in the actual race.

A demon tweak was tried by Shadow, Ferrari and Parnelli by fitting radial tyres rather than the normal cross-plys.

Pryce had a set fitted at the front,

Lauda had a pair on the rear, while Andretti tried a set fitted all round. The Shadow team abandoned the idea after Pryce had a huge moment negotiating Barbecue Bend, the spot where Scheckter crashed and Revson was killed - when the front left tyre suddenly lost pressure, a problem which seems to affect the radial racing design at the moment according to the Shadow driver. He returned to the pits in one helluva twitch for a normally placid person.

Apparently the radials grip and hang on a little better but, like on a road car, they tend to break away far more suddenly and have very little progression. With Michelin waiting in the wings (see page 5), we understand that further radial testing will continue.

● The F5000 race scheduled for Karlskoga in August has been cancelled. The Swedes have replaced it with an F3 international with prize monies in excess of £2,500. They also hope to stage similarly financed F3 races at Anderstorp, Mantorp Park and Knutsdorp, which will all form part of the Swedish F3 championship.

Loos to buy Gulf

As reported in AUTOSPORT a couple of weeks ago, Georg Loos has virtually completed negotiations with Gulf Racing to purchase one of their existing GR7 sports prototypes. Loos, who is a keen supporter of sports car racing, hopes to rename the car the Gelo after his present racing team.

Rolf Stommelen told us at Brands Hatch last weekend that he has been approached by both Loos and Willi Kauhsen to drive for them. However, it looks likely that Stommelen, who for so long has been an Alfa contracted driver, will take up Loos' offer to pilot the Gelo-Ford (née Mirage).

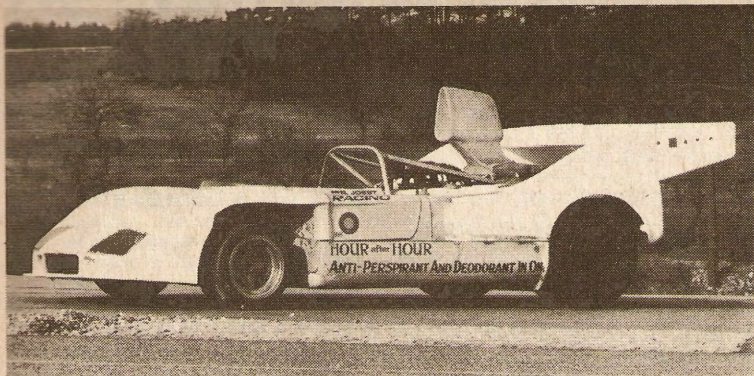
A logical second driver would be Tim Schenken who is already contracted to Loos. However it is likely Loos will want Schenken to concentrate on racing his Porsche Carrera RSRs.

It's Ricard

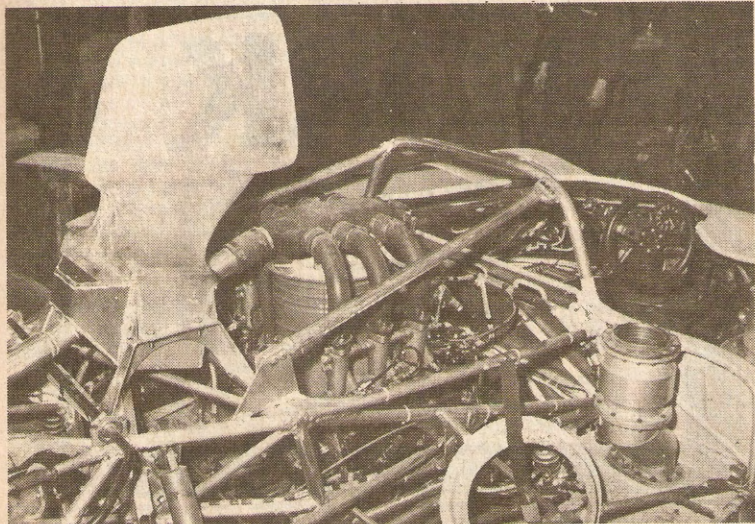
At last, it's finally settled that the French Grand Prix will be held at Paul Ricard. The French national body, the FFSA, finally gave up their struggle against the CSI, F1 Constructors and the GPDA to have the race at the beautiful Clermont Ferrand circuit last week.

The FFSA are still very unhappy about the position but after consultation with the organising club, have reluctantly made the decision which has left them with a strained relationship with the CSI.

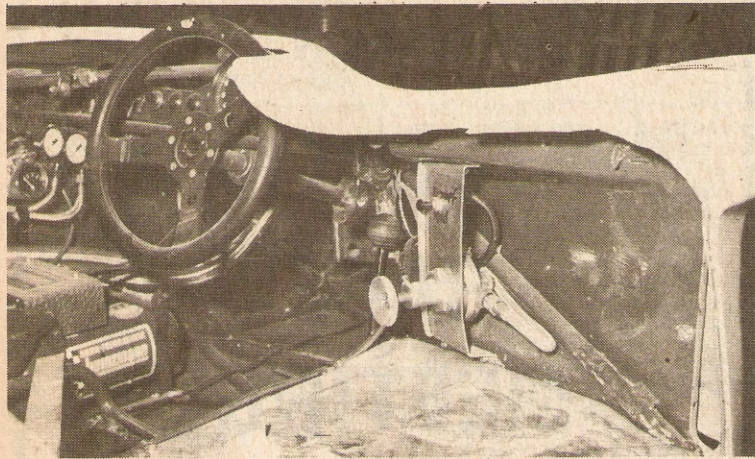
Luckily though, it would appear that the venue will not be lost for GP racing. The permanent circuit, which has been planned for some time, is now under way and there is great optimism in France that the race will take place there next year.



Reinhold Joest and Mario Casoni will debut the new turbo-Porsche 908 at Mugello this weekend. It is seen here prior to its first test runs last week.



The air box feeds air to radiator which cools the air to the turbocharger (above). The large knob on the right of the cockpit adjusts the turbo boost.



F5000 Wilds?

Former BRM Grand Prix driver Mike Wilds was a frustrated spectator at Brands Hatch last weekend accompanying his friend and pop star Ken Hensley of Uriah Heep. Hensley was in fact competing in the FF2000 race.

Mike is keen to get back into racing following the cancellation of his BRM contract "by mutual consent" according to a press release from BRM's Louis Stanley. He would like to get back into Formula 5000 and both he and Hensley were talking in the pits about the possibilities of running a F5000 Chevron. "We've got to get Mike back into a racing car" said Hensley. "If we can get hold of a chassis, then all we've got to do is get some engines." At that juncture they left, keeping their eyes peeled for Chevron's Grahame White.

FIA book out

Motor Sport's bible, the FIA Year Book, is published this week and is even bigger and better than before. Now in its eighth year of publication, the book includes for the first time appendices B, D, E, F, G and I in addition to J, of the 1975 International code. Also included are the regular highly valuable sections on tracks, events, drivers, championships, rules and regulations, and addresses and phone numbers.

No competitor can afford to be without one and enthusiasts would find it fascinating reading.

The FIA year book contains 812 pages and is excellent value at £3.95. It is available from circuit book shops, the RAC, BARC, BRSCC or direct from the publishers, Patrick Stephens Ltd, Bar Hill, Cambridge CB3 8EL.

33 F2s for Thruxton

Among the phenomenal 33 car entry already received for the Thruxton Easter F2 race, the BARC organisers are desperately trying to organise a car for British Grand Prix star James Hunt.

We met Hunt at London's Heathrow Airport prior to the Race of Champions and asked him about the chances of competing once again in F2. His last F2 race was at the controversial Rouen meeting last June. Hunt admitted that there was a chance of him racing in an F2 Chevron but he would only like to compete if the car was properly tested by him beforehand.

Commenting on the Hesketh team's non-appearance at the Race of Champions, James said that he was "bitterly upset not to be racing

at Brands, particularly as this was the meeting where I made my Formula 1 debut two years ago." He went on to say that "our priority at Hesketh Racing is the World Championship and we are currently in the middle of a very intensive development programme. However, we will definitely be competing in the Silverstone International Trophy meeting on April 13. Naturally I shall endeavour to repeat my 1974 success in that race for my British fans."

Another driver who is hoping to find a suitable F2 ride at the Thruxton F2 meeting is John Watson. The Surtees Grand Prix star had originally hoped to compete in the Circuit of Ireland rally the same weekend. However, the deal fell through and so it may well be F2 instead.

Brise for Canada FA

Tony Brise, the works Modus Formula Atlantic driver, is hoping to compete in the Players Canadian Atlantic series. After his runaway win in the John Player International round at Brands Hatch last Sunday, he told us that the details were nearly finalised for him to take part with another Modus, which will be based in Canada.

3 F1 races for Palm?

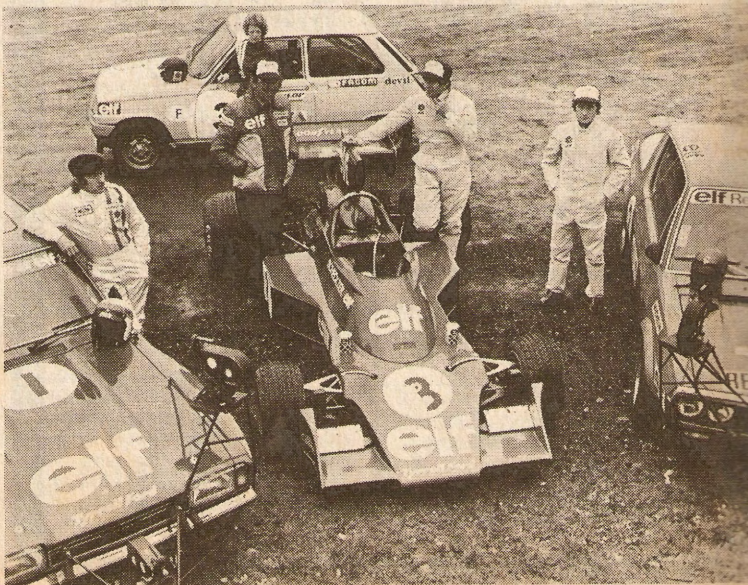
With the Swedish PR for Men F2 team having now disbanded and sold off their GRDs, it leaves one of their drivers, Torsten Palm, without a regular ride for this year. However he was at Brands at the weekend looking closely at the Formula 1 cars, the reason being that he has found enough sponsorship to contest a total of three Grand Prix races with a works team. They are Swedish, Dutch and British races.

Elf's promotion plan

Elf are launching a massive Grand Prix promotion campaign this year to tie in with their sponsorship of the Tyrrell Team. They announced at Brands Hatch last week that they would be running three specially equipped cars during the year, which would be taken to GP circuits about ten days before the race and invited press, TV and radio personnel would be given first-hand experience of how to drive round the circuits.

The three cars are a 3-litre Ford Capri II, a Renault 17 and a Renault 5, and the chauffeurs will be Jackie Stewart, Jody Scheckter, Patrick Depailler and Maggie Anderson. All the cars have special camera mounts and so on, so that still and movie shots can be taken. This excellent idea is to give the media a new angle on the race which they can use as preview material for the event.

Stewart, Tyrrell, Maggie Anderson and Depailler with Elf's promotional cars.



Can the Alfas beat the turbos?

The opening round of the World Championship for Makes kicks off at the new Mugello circuit in Italy this weekend. It is indeed a much changed field that takes to the track but at least the recent surge of interest in sports prototypes, notably by the wealthy German InterSerie contingent, have made the grid a little healthier.

Earlier this week in Paris, the new Cosworth DFV-powered Ligier JS2s were shown to the press in their new Gitanes cigarette livery. The cars, which won't be as quick as the lighter sports prototypes, are basically unchanged from last year's Maserati-engined car. Only the inclusion of a Ford engine, Hewland gearbox and inboard rear brakes is new. The cars will run on Michelin racing tyres once more. Drivers will be Jean-Pierre Beltoise/Jean Pierre Jarier and late choice Francois Migault/Jean-Louis Lafosse.

One of the favourites for overall victory must be the single

turbocharged Renault Alpine A442 of Jean-Pierre Jabouille/Gerard Larrousse. Three further turbocharged cars, all refurbished Porsche 908/3s, are entered for Herbert Mueller/Gijs van Lennep (Martini Racing), Leo Kinnunen/Emilio Zapico and Reinhold Joest/Mario Casoni.

However, following the reorganisation of the works Alfa team, the Italian marque may well have a better reliability record with two 33 TT12s for Derek Bell/Henri Pescarolo and Arturo Merzario/Jochen Mass, entered by Willi Kauhnen.

British interest in the 2-litre class rests on the shoulders of the new works March Hart 75S for John Lepp/Jose Uriarte and the brand new KGV Chevron B31 of Ian Grob/John Hine. The rest of the entry is more or less made up of Italians but there will be a 2-litre Alpine-Renault A441 entered for Lella Lombardi/Marie-Claude Beaumont.

Greene on Goodyear

We have been asked to point out that the rise in Goodyear tyre prices (*Pit and Paddock* last week) does not affect customers in Britain. The increase applies to foreign competitors who have had to absorb the rapidly rising costs in transportation and so forth.

The increase is Goodyear's decision but any further information can be obtained from Bernie Ecclestone's newly formed tyre servicing and retail outlet. The men to speak

too are Keith Greene, Jean Mosnier or Stuart Barron.

Keith Greene, the boss of the Goodyear commercial racing sales department, told us at the weekend that the reason for his men not arriving at Estoril for the Friday practice session was that the organisers had stated that, without question, there would be no practice or any one allowed on the circuit until Saturday. Greene planned accordingly and the organisers changed their minds.

Alpine to run Michelin

Besides the works Gitanes Ligiers, we understand that following satisfactory tests at the Paul Ricard circuit, the French Michelin tyre firm will in fact be supplying relevant rubber to the works turbocharged Alpine-Renault team all season.

This is indeed welcome news to hear of another tyre company making an entry (rather than withdrawal) into racing at a time when economy would seem the logical thing to do.

Michelin's involvement with sports cars this year on a much greater scale than in the past, could well mean they are interested in Grand Prix racing. You may remember that the works F1 Ferraris extensively tested Michelin tyres back in 1970 at Vallelunga while the British division of the company expressed more than just a passing interest when approached by the semi-works Lotus F2 team in 1971.

● Jose Dolhem, who drove F1 and F2 Surtees cars last year, is currently in hospital recovering from a broken neck sustained while skiing recently.

He will be out of racing for at least three months and his place in the Gitanes Ligier team will be taken by Francois Migault.

F1 Fittipaldi arrives in UK

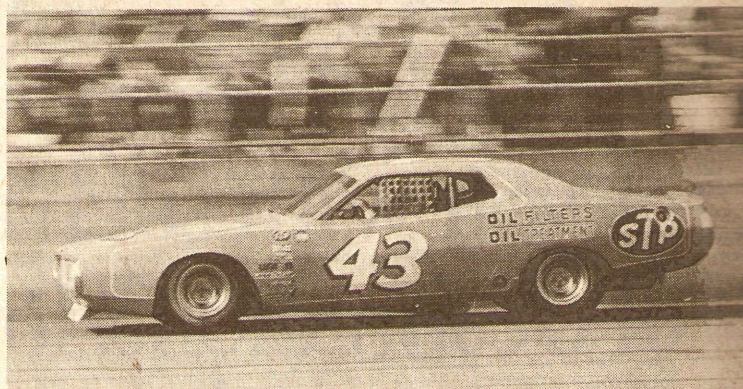
Richard Divila, the Brazilian designer of the Copersucar F1 which Wilson Fittipaldi drives, arrived in Britain last week and was at Brands over the weekend. He said that most of the car had already arrived at the team's premises near Maidenhead although "it's in 1000 pieces."

A third chassis is well under way and, if the remaining parts arrive from Sao Paulo soon, the team hopes to make its European debut at the Silverstone International Trophy.

Lotus still want Crawford

Following all the publicity last year when Lotus made a quick grab to secure the services of Jim Crawford for the future, the position seemed to have slipped quietly away during the winter with all the troubles the team were having.

Lotus's option on his services ran out at the beginning of the year as they had not been able to give Crawford the test drives they promised. However, at Brands last week, Peter Warr confirmed to Crawford that they were still very interested and that they hoped to be able to give him some test drives in the JPS in the near future.



Richard Petty and his STP Dodge won yet another NASCAR race.

Petty wins in Bristol

Richard Petty further extended his lead in this year's Winston NASCAR Grand National series when he won the fifth round held last weekend at Bristol, Tennessee, driving his STP Dodge. Petty's average speed for the 500 lap race around the tiny 0.533 mile oval was 97.053 mph and he won by six clear laps.

Second was Benny Parsons in his Chevrolet Chevelle with pole man

Buddy Baker (Ford Torino) next up, although just a lap down on the Daytona 500 winner. Fourth was Cecil Gordon (486 laps) ahead of James Hylton (482 laps) and Darryl Waltrip (475 laps), all of them driving Chevilles.

Petty, after five GN rounds, now has 842 points followed by Parsons (713), Hylton (702) and Gordon (692).

Beltoise looks for F1 ride

Jean-Pierre Beltoise was at Brands Hatch last weekend, primarily to attend a GPDA meeting on the first day of practice. However, the Frenchman is anxious to get back into Formula 1 and, although he is due to drive one of the new Ligier F1 cars later this year, he told us that it isn't expected to make its debut until the non-championship Swiss GP at Dijon in late August.

"I am looking for a ride in the Monaco and French Grands Prix" he told us. When we asked whether he'd be driving for Frank Williams, Beltoise said he didn't think it would be possible due to a conflict of cigarette sponsors. However, Frank thought a way could be found around that when we spoke to him a little later.

Beltoise also confirmed that he would be doing some F2 races later this year in one of the new Chrysler-powered ROC Chevrans. He'd hoped to drive it at Pau but it clashes with a sportscar race and Beltoise has a prior commitment to Ligier and Gitanes.

March 75S tests

The new works March 75S sports car, which will be driven by John Lepp this weekend at Mugello under the guidance of Roger Hire, was testing late last week at Silverstone fitted with one of Brian Hart's own 2-litre alloy engines. Conducting the testing was Swede Gunnar Nilsson, who now has been confirmed as the definite team-mate to Alex Ribiero in the works March F3 team.

Nilsson was ecstatic about the Hart engine, especially after having sampled the F2 BMW units last year. "It's absolutely fantastic" he said. The power output is reputedly close on the 300 bhp mark, although Brian Hart characteristically never quotes power figures.

Gotti wheels

Gotti-Meca SA wishes to thank AUTOSPORT for this opportunity to clarify the situation concerning Gotti wheels described in last week's report of the Formula 2 race at Estoril.

"The car driven by Mr Siegfried was the 1974 ex-Jacques Laffite BP Racing car and was equipped with 1974 model Gotti wheels. These wheels, being of early 1974 design, were not equipped with tyre safety beading.

Bearing in mind the development taking place in racing tyre design, a policy decision was taken by this company towards the end of 1974 to the effect that all wheels for 1975 would be redesigned to incorporate tyre safety beading on both inside and outside shoulders of the rim.

Had Mr Siegfried contacted us before racing his car this year, we would have advised him to replace his wheels (by buying from us or one of our competitors, according to his preference) and his unfortunate accident would have been avoided.

It must be remembered that tyres and wheels form an integral part of the development of racing cars and all drivers and owners owe it to themselves to keep abreast of all safety developments.

The new 1975 Gotti wheels have already been used in competition by Modus on their Formula Atlantic works car in England with perfectly satisfactory results and we have supplied wheels to a number of other leading British manufacturers who express themselves entirely satisfied with the design."

This statement is signed by Mr Camille Gotti, director general, and Mr Vic Elford, attache commercial responsible for exports, dated March 17, 1975.

● John Webb told us on Monday that the crowd at the Race of Champions was around 40,000 and "bearing in mind the weather conditions we're pretty happy."

Schenken tests F3 Ralt

The new Ron Tauranac-designed Ralt F3 car made its first appearance last Friday at Silverstone driven by none other than Tim Schenken.

On a drying track and accompanying a lot of fellow F3s, Schenken got the new car lapping quite well and ended up quickest of the day at 57.8s, a fraction quicker than the works March of Alex Ribiero,

who was also present. The current F3 record stands to Brian Henton and Danny Sullivan (Marches) at 57.0s.

The new Ralt, which has the nose piece well forward of the actual monocoque (like Tauranac's Trojan), will be driven for the works by Larry Perkins and debuted at Thruxton at Easter.

Can BMW win the Sebring 12hrs?

This Saturday sees the second round of the IMSA Camel GT series take place when the Sebring 12 Hours, once a world championship qualifier, gets underway.

Once again the two works BMW CSL Coupes are entered but so far only three drivers have been nominated. Apparently, as this race doesn't carry full international status, Ronnie Peterson's racing licence doesn't cover it. It was thought the same problem would affect Hans Stuck but we've learnt that he has, like Brian Redman, already obtained an American IMSA licence. It is expected that the two cars will be shared by Redman, Stuck and Sam Posey.

Logical pacesetters once again will be the superb Greenwood Chevrolet Corvettes, two of which are entered. Seemingly unimpressed by his co-drivers at Daytona, John Greenwood has come out of his short month long retirement to drive one of the cars with his brother Burt Greenwood. The second car could well be driven by David Hobbs and Bobby Allison if negotiations are completed in time.

Ranged against them are no less than 13 Porsche Carreras including Daytona winners Peter Gregg and Hurley Haywood. The Ferrari Boxer is also due to make another appearance. One of the supporting races is the second round of the American FSV Gold Cup series where the cars will run with wings for the first time. Britain's John Morrison is going once again, this time to try and win in one of Fred Opert's Supernovas.

F5000 no go

Spectators may have been confused at Brands on Sunday by the announcement of an extra F5000 race to be held at the end of the day, which eventually didn't happen.

It was originally proposed so that those competitors who hadn't qualified for the F1 race could have the race on Sunday which was initially proposed in the regulations.

However, none of the leading runners were prepared to turn out when it came to the crunch and the organisers rightly decided that an event for nine midfield runners was not worthwhile.

Peter Gaydon, on behalf of F5000 Europe, said on Monday that "a number of competitors were upset at missing the chance of a combined race with the F1s but it is the organisers who run races, not us. We won't interfere. However, I cannot see combined F1/F5000 races happening unless both categories have equal terms."

Gethin wins Memorial Trophy

At a small informal presentation at London's Steering Wheel Club last Friday, Peter Gethin was presented with the Chris Williams Memorial Trophy, by Mrs Molly Williams. The annual Trophy is now awarded to the driver who puts up the best performance in a privately owned Chevron during a season. Gethin, who was taking the award for the second time, achieved it through his F5000 performances for the VDS team.

Ironically, Peter now drives a Lola T400 for the VDS team, but after its performance in the first practice

From Brands to Silverstone's International Trophy

After last weekend's Race of Champions, the F1 circus is now building up to the other traditional non-championship race, the International Trophy at Silverstone. This race takes on extra significance this year because the John Player Grand Prix is to be held at the same venue on July 19.

All the Grand Prix teams are seizing this opportunity to sort their cars out and have entered at least one car each.

Confirmed entries at the beginning of this week were Emerson Fittipaldi (McLaren), Mario

Andretti (Parnelli), Carlos Reutemann (Brabham), James Hunt (Hesketh), Ronnie Peterson and Jacky Ickx (JPS), Tom Pryce or Jean-Pierre Jarier (Shadow), Niki Lauda or Clay Regazzoni (Ferrari), Mark Donohue (Penske), Arturo Merzario (Williams), John Watson (Surtees), Lella Lombardi (March), Graham Hill (Lola), Bob Evans (BRM), Tony Trimmer (Safir), Roelof Wunderink (Ensign) and John Nicholson (Lyn-car).

A total of 20 cars will start and 19 entries have been so far received although Silverstone expect at least a couple more.

Lunger's F5000 Brabham

Brett Lunger's deal with Martin Birrane to drive the Adlards Brabham, currently only includes one other race, the ShellSport F5000 championship round at Silverstone on April 12. Support for Brett for this venture, which began at Brands last weekend, comes from American entrant Chuck Jones, who was over here last week to oversee the operation.

The Brands outing was dogged by bad luck which did not allow the American driver to get into his stride. First of all the engine did not arrive from Jones' workshops in America until Wednesday. Then the

problems started. The engine was fuel injected and the Brabham chassis has only taken a carburetted version before. The whole car had to be replumbed and various new parts fabricated by the mechanics at Adlards. "If it hadn't been for them working two days without a break we'd never have made it here," said Lunger.

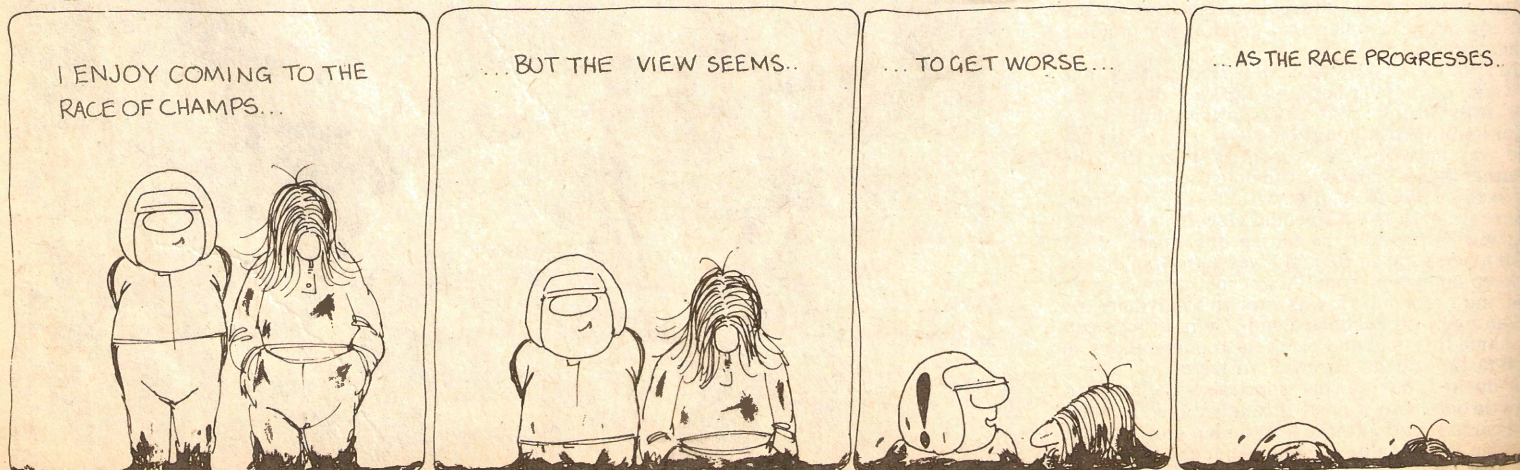
The car was finally ready for a handful of laps during the single official practice session on Friday during which it was discovered that it would not rev over 5900 rpm. Another very late night saw everything checked but to no avail — it was a further 100 rpm down on Saturday.

To cap it all, Brett didn't even make it to the race. One of the dreadfully slow back markers, with slicks on the front and wets at the rear, wandered across the track on the warm-up lap and forced Lunger off. The resultant damage was a broken nose and radiator and a non-start.

Lunger is desperately looking for ways and means of running the car after Silverstone as he says it is one of the best F5000 chassis he's ever sat in. It will be remembered that he drove a storming race with it at Brands last August bank holiday, getting as high as second before spinning.

CATCHPOLE

By Barry Foley





Racing drivers' excuses

Tim Schecken is said to be writing a book entitled "Racing Drivers Excuses." He might like to consider my excuse for retiring from the Race of Champions while in the lead. How about . . . "throttle slides jammed shut by pieces of fragmented valve and camshaft." It may not be the funniest one in his collection, but I'm sure it's original.

And that's exactly what happened. With 26 of the 40 laps gone, there I was leading and holding off a strong challenge from Tom Pryce in his Shadow. I came in to Clearways, backed off the throttle to set the car up for the corner, and when I put my foot back onto the noise pedal it didn't move. So I let the car carry on the way it was pointing, which, by coincidence and good fortune, happened to be towards the pit road.

It was one of those instant blow-ups. All the needles on all the gauges had been pointing in the right direction — no overheating, no power loss, in fact things couldn't have been better. Then, all of a sudden, the inside workings of the cylinder heads exposed themselves to the fresh air.

Up until that point things had been looking really good. The weather was diabolical — would you believe a gentle snowstorm on the grid! Most of practice had been in the wet and we'd got the car set up to cope pretty well with typical British conditions after South Africa.

"I came into Clearways, backed off the throttle to set the car up for the corner, and when I put my foot back onto the noise pedal it didn't move."

In fact, it was the same car that I used in South Africa with our new demon tweak nose and a revised rear wing. The longer new nose gives us more easily controllable down force and we've balanced this against the revised rear wing set-up; the combination was pretty good as my practice times showed.

In practice we'd worked out perfect wet settings and also perfect dry settings. For race day we did the only thing that seemed sensible — a traditional British compromise — we set the car half way between the two on the basis that the weather didn't know what to do either.

I was on the front row with Tom Pryce from where we both had a splendid view of Jacky Ickx starting his race at the ten second board. We'd both made good starts and I was squinting across to keep an eye on Tom, I'd got just a few feet on him and I reckoned it was enough to give me the advantage into Paddock Bend. Then, in between us, came this gold and black flash going about 50 mph faster than us. Farewell Mr Ickx!

I ducked out of his slipstream going into Hawthornes and slipped through under braking and came round into the lead on lap one. On that first lap I'd made up my mind that the track was dry and during the next two laps attacked every corner on the presumption that it was dry. In fact,

they weren't but there's no point going at a job with your mind only half made up. In four laps I'd pulled out a useful 12 second lead.

Then I started getting stacked up in the traffic. I tell you it was like driving through a parking lot at times. Most of the regular F1 guys are well disciplined on matters of passing, but some of the newer guys and the F5000 blokes just haven't got it worked out yet. A good F1 guy being lapped will move off the line and wave you through.

There were people out there waving me through in the middle of bends; staying on line and waving me through . . . it was frightening to see just how unswitched-on some people are. On three separate laps I dropped two and three seconds as the result of being bogged down by back markers.

While I was getting the bad breaks in traffic, Tom was getting the good ones. Being first man through is like being a snow plough. I was waking the people up, alerting them to the prospect of being lapped, and by the time Tom got there they were wide awake and expecting him. I know it's difficult for me to talk about people not doing their jobs properly when I've only been in Formula 1 a short time myself, but I know I wasn't the only one who was aware of the back marker problems. I think it's a problem that the drivers and constructors are going to have to thrash out between them — maybe some tougher form of driver qualifying to run in F1 races.

"Most of the regular guys are well disciplined on matters of passing but some of the newer guys haven't got it worked out yet. It was frightening to see how un-switched on some people are."

Emerson was having one of the worst drives of his career. Just nothing seemed to go right for him. I was going to wave and acknowledge him as I lapped him, but I thought twice about it and decided not to. He might have misinterpreted it as me being a little cocky. World champions don't take kindly to being waved at as they're lapped. I felt really sorry for the McLaren lads. It was obviously one of those weekends for them when nothing is right and you can't find the reason why.

Mark Donohue was trying really hard with the Penske machine. In fact he was driving just like he told me not to in the CanAm a couple of years ago, riding up on the outside kerbs.

I was pleased to see Tom win, but disappointed to have been robbed of the chance to dice with him for those last 14 laps. I was quite looking forward



"I was pleased to see Tom win, but disappointed to have been robbed of the chance to dice with him."

to it. I think he might well have got past me, but I like to think that, if he had, it wouldn't have been the last passing move of the race. But the Shadow team certainly deserve a win after their good showing in the first two Grands Prix. Funny how it's becoming the thing for locals to win their home race; Pace in Brazil, me in South Africa and Tom in England.

In the changing conditions over the weekend everyone had their own ideas about demisting techniques for their visors. Jacky Ickx had an element in his rather like a car rear window that was plugged into the car's electric system. Maybe that's what made him so hot-headed at the start. My tweak was rather more simple, but it worked perfectly. I bored a hole in the front of my helmet through which I pushed a length of plastic pipe. Then, with the pipe clenched between my teeth, I breathed through the pipe for the entire race. That way I wasn't breathing out into my helmet and fogging the inside of the vizor.

Now I'm off to Spain to catch up with a little sunshine and some tennis practice. I'm taking part in the big Pro-Am tennis tournament at Monaco over Easter, along with aces like Lew Hoad and Arthur Ashe. In motor racing you can have unbeatable excuses to cover for a bad performance. In tennis, it's no good missing a shot and looking at the sole of your shoes mumbling things about terrible understeer.

Scheckter talks to GPDA president Denny Hulme (left) about the problems of inexperienced drivers in F1 races. Barry Newman, a former McLaren sponsor, listens in.



Bolstered

I would like to thank those readers who have taken the trouble to write about my F1 economy article. In particular, I am grateful to John Mawson for trying to educate me on the oil industry but, as I am a shareholder in Burmah Oil, I have already learnt my lesson the hard way. Whatever the truth may be about petrol shortage, I am personally suffering an acute alcohol shortage as a result of these economy measures!

The kind comments of Mr Nicholls were greatly appreciated and his clarification of my paragraph is, of course, accurate. Had I been writing only for engineers of his calibre, I should have expressed myself in pure mathematical terms, but that would have been a bit boring for some of our readers. I don't agree that a sleeve-valve engine need have an unacceptably high oil consumption and my experiences with the Cross rotary-valve have all been unhappy. If the re-designed version has overcome the former disadvantages, it is exactly what is wanted at the present time, but as excessive claims were made in the past, let us withhold comment until we have seen the device in action.

May I take this opportunity to apologise to readers for the misprints in the Rolls-Royce Camargue article? In particular, the maximum speed is 122 mph and not 112 as stated. I would also like to disassociate myself from the caption writer's opinion of the car's styling; perhaps he had only seen an inadequate photograph and not the Camargue itself.

EDENBRIDGE, KENT

JOHN V. BOLSTER

Accidents....

With reference to the Marshall-Whiting incident, may I please be allowed to say a few words in defence of Mr Marshall, who, by the way, is not my hero.

As I saw it, standing at the trackside at South Bank/Kidney, less than 50 yards from the point of contact, Nick Whiting, having given Gerry Marshall enough room to nose alongside, tried to move back across, and in so doing, started to spin in front of Marshall.

As the two cars were very close throughout this series of manoeuvres on a still slippery track, contact was made once and once only, as Marshall clipped Whiting's nearside rear which was practically broadside on to him. This contact only finished Whiting's spin, it did not start it.

Therefore, in my view, the incident was unavoidable and not malicious as some correspondents would imply. I am a regular "race goer" and have also marshaled (no pun) at various meetings, so I feel I am entitled to comment upon this incident.

WEST EWELL, SURREY

IAN G. MURPHY

...will happen

I would like to reply to Messrs Clements and Wilkin's comments on Gerry Marshall's driving.

Can they both be so naive not to realise they are helping Marshall by becoming upset about him winning? Muhammad Ali became the highest paid sportsman of all time by making people hate him enough to pay vast amounts to see him beaten. The same psychology for simpletons is used in professional wrestling, the morons watching that have to have a 'good guy' and a villain. You remember? Just like Saturday morning flicks, Batman, Roy Rogers, etc.

I too was in the main grandstand when 'it' happened. Whiting got out of shape at Kidney enough to slow him slightly and Marshall, who was very close behind, did very well not to hit Whiting much harder.

Mr Clements does have one point that is worth mentioning, although he has it, as we say in Devon "Arse over Tit". That is the mention of the width of some people's cars. Since when has the object of any race been to stop the one behind you getting past? Motor racing would be much better off if the "Baulkers" were sorted out.

Gerry Marshall might look like "Widow Twanky" but as a driver, he has few equals. After all, with a centre of gravity where his is, he ought to be good!

TORQUAY, DEVON

DAVID DA COSTA

Thanks to you all

After our accident at Mallory Park's first RAC/SO round, which necessitated a complete rebuild to the whole of the front of the Camaro and the driver's side, we would very much like to thank the following people for their terrific efforts in getting us to Brands Hatch on Sunday. First of all we'd like to thank Peter McKay and all his staff at Monorep in Southall who worked wonders to get the car ready, and to Rob Potter of Think Automotive who went to such great lengths to get all the spares for us in record time.

We would also like to thank the BRSCC for allowing us to start on Sunday despite not being able to practice. This made the efforts of all concerned seem well worthwhile despite having to retire after eight laps due to loss of the second and third gears.

TONY SHAW,
RICHARD SPEAKMAN

ANDOVER, HANTS

(National Organs - Hampshire Automobile Racing Team).

Motorway sense

I do feel that I must take up the cudgels on behalf of the Motorway Police in reply to John Bolster's, I feel, unnecessary remarks in his road test report on the Rolls Royce Camargue in your issue dated 6th March.

Mr Bolster states that our four wheel drive Range Rovers should be reserved for cross country work. As a member of the Midlands Motorway Patrol group, I feel that I should bring to Mr Bolster's attention, certain facts which he has obviously not taken time to consider before rushing into print:

1, The Range Rover is now universally accepted by the majority of police forces in this country as being the ideal vehicle for motorway patrol work. The reason for this is simple. I work on the Midland Links section of the motorway which controls the motorway between junction 4 at Coleshill on the M6, junction 11 at Shares Hill on the M6 and Lydiate Ash junction 4 on the M5. This stretch of the motorway is one of the busiest in the country and during peak periods we are talking in terms of 10,000 vehicles per hour on each carriageway. We have found that in the event of an accident where a damaged vehicle comes to rest on the carriageway, it is absolutely necessary to remove the damaged vehicle from the carriageway to the hard shoulder as quickly as possible. If we waited for garages to turn out to remove these vehicles, obviously delays and large traffic build-ups would occur with a resultant tail-back of traffic. During the rush hour it is not unknown for traffic to tail-back at the rate of 8 miles per hour and that is obviously a very serious potential hazard and without Range Rovers to remove the damaged vehicles, the resultant problems and dangers are only too obvious. We also use Jaguar XJ6s and Rover 3.5 saloons but, obviously it would be impossible to tow damaged vehicles away with these.

2, Having said that, I would point out that the reason for the need to remove damaged vehicles quickly is quite simple. At the scene of an accident, advanced warning speed restriction signs are displayed on overhead gantries and/or centre matrix signs on the central reservation. We have found that most people, particularly those driving the more expensive cars and representatives tend to ignore these restrictions and cause further problems and accidents when they arrive at the scene of an accident or incident travelling far too fast.

3, I would also point out that we have found that it is usually people driving Rolls Royces and high performance cars who travel well in excess of the permitted speed limits. I do not think that 70 mph is a realistic speed limit for motorways, but no matter what speed you set you will always get someone who will break it.

Having made my point, I will add that I think it would be a good idea if John Bolster spent an 8 hour tour of duty with us and then wrote an article based on his first hand experience.

WALSALL, STAFFS.

A Motorway Policeman
(Name and address supplied)

Titchmarsh trash?

I have wanted to write to you for some months to congratulate you on what must now be the best motor sport publication available, covering all branches of the sport in a modern and concise manner. Even a recent short article on rallycross must have echoed the feelings of most people.

The comment of Ken Tyrrell on Pete Lyons' report of the South African GP sums up your publication very well.

But tell me, why such an appalling report on the opening Oulton Park meeting by one Ian Titchmarsh? Where was he when the racing was in progress, in the bar? Why comment on what the disc jockey was wearing? He may not approve of Radio One's involvement in motor sport, but please, Mr Titchmarsh, the sport needs them, they do not need the sport. Or come to that, your poor report of the actual racing.

The BBC are the only sponsors that have taken the trouble to encourage youth, and boy, does the sport need youth and newcomers.

Your magazine always reflects a young, modern image. Please do not fall into the trap of unconstructive reporting-facts Mr Titchmarsh, it's not a gossip column.

WILMSLOW, CHESHIRE

R. G. SAMPSON

Chevron gratitude

May I, through your column, pass on my very sincere personal thanks to everyone who has helped me in so many ways during the first ten years of Chevron Cars.

Motor racing is always a real team effort and with all the help from customers, suppliers, drivers, team managers, mechanics, overseas agents, sponsors, clubs, circuit owners, engine builders and my own staff all the hard work seems to have been so worth while.

The ten years seem to have gone so quickly and there are so many happy memories that I look forward to the next ten years being, if anything, even better.

BOLTON, LANC.

DEREK BENNETT
(Managing director, Chevron Cars)

Double standard

Following my accident at Mallory Park last August, resulting in the loss of four fingers of my right hand, I have spent six months overcoming every aspect of my handicap, with the ultimate aim of returning to motor racing.

Although obviously reduced, my grip is (in my opinion and that of my friends in and out of racing) still adequate to drive as effectively as before. It was, therefore, with shock and disappointment, that at a recent meeting with the RAC Medical Panel, I received the decision to turn down my application for a National Racing Licence.

This decision was made on the grounds that my grip was not "unimpaired", which is the requirement laid down by the RAC in the Blue Book for cases such as this. Clearly, this is so, but to imply that anything less than full grip is not sufficient to drive a race car, is unrealistic. No standard exists for the effort or grip required to steer a car for persons without disability, yet the RAC can seemingly make its own standard (which is not specified) for anyone having a disability, without even a practical demonstration. How can a panel of medical men, however experienced, be allowed to make such a judgment from behind a desk? Surely, a functional assessment perhaps by several respected racing drivers should be the only real test.

Unfortunately, the RAC were not prepared to entertain this, and there appears to be no machinery for appeal. Nevertheless, I ask for the help of anyone who is able to give me support or guidance which might enable our governing body to be more flexible, in what is an almost unique situation.

CHESTERFIELD, DERBYSHIRE

GEOFF FARMER

Portuguese politics

CHRIS WITTY reflects on the opening round of the F2 season

Firstly I would like to thank, on behalf of all those competing at Estoril last week, Portugal's General Spino for waiting until we'd finished our race-meeting before attempting his ill-fated take-over in Lisbon. Our British Airways Trident 3 could hardly have retracted its undercarriage as we climbed into the wild blue yonder before military jets strafed the airport and the army put on "red alert." Phew! It was a close call for one and all. Had it all taken place exactly a day earlier then the weeklies would have had blank pages and no one would have been able to read the first thrilling instalment in this year's European F2 Championship. This man Loris Kessel would still remain an unknown. Jo Vonlanthen's greatest hour would never have become public knowledge and Lamberto Leoni's heroic exploits would have merely been reported (in at least three volumes mind you) in the Italian weekly, *Autosprint*. But seriously though . . . seriously?

As far as the future of Formula 2 was concerned, a severe blow as to its fate was delivered when, in the long, dark corridors of the Place de la Concorde, a group of elderly men, influenced it seems by the evergrowing French involvement in motor racing, deemed regulation changes for the formula next year. Racing engines are to be permitted. Zap! Like a rocket homed into self destruction, prices are destined to rise and, in a time of dire economical crisis, everything looks suspiciously biased in favour of home-grown products. Lest we forget, Renault have a very potent and aptly suitable engine in their 2-litre V6. If they want F2 to self-destruct, they'd better look at it a little closer. All signs point to Renault not offering the unit for public sale until 1977. By then it'll be too late, unless everyone wins the pools — and that's as likely to happen as the MCC winning a Test series under the captaincy of Mike Denness.

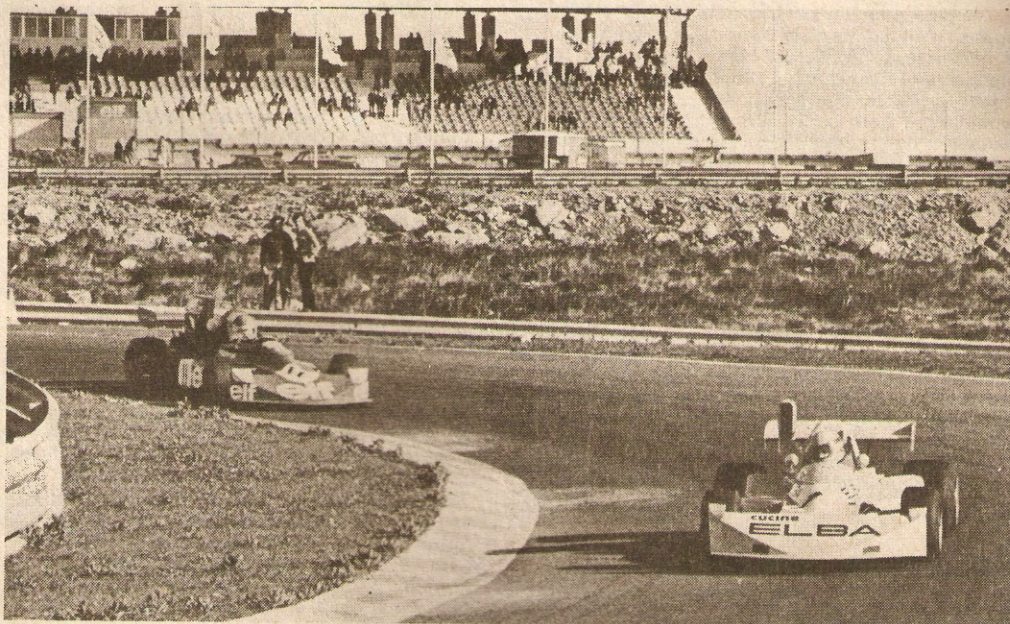
There is no doubt that F2 is going to come under very close scrutiny this season from every angle. The Easter meeting at Thruxton is probably one of the formula's most important races ever. If that fails to provide a sparkle, then the future for a suitable international (European based) single seater formula looks poor. At a time when everyone really should be banding together and collectively trying to achieve a firm concrete foundation from which to spring, we have everyone in almost every country going their own,



Max Mosley and Paul Rosche.

separate ways trying to make their own little piece of the action work. It's like trying to be a big fish in a little pond. All they are achieving is segregation rather than integration.

The Portuguese are a strange bunch. As a nation they have obviously been left far behind by their native Brazil. In some ways the rapid progress and prosperity of this giant South American country has been an embarrassment. Then there's Angola, reputed to be the fourth richest country in the world, let alone West Africa. They're on the way out, breaking away from the motherland and striving to achieve what Brazil have already done. All that's left is a country torn by political strife. More than that, as in any dictatorship, the military have a frighteningly high say in terms of overall supremacy. Therefore when the Automobile Club do Portugal decided to hold yet another of their F2 races at the Estoril Autodromo just to the west of Lisbon, and as early in the season as March, many people thought better to dismiss the idea as pure optimism on behalf of the organisers. The national elections for the assembly were due and with the ominous threat of rioting and political rallies happening every day, no one, it was imagined, could possibly take a few days off to watch a bunch of Europeans rushing around a race-track. Well, it happened, but only just. Consequently it meant that all those who were planning on going had to get them-



The main grandstand would give the spectators a good view if they came. This is in practice however.

selves into gear in one helluva rush. So when, out of an original entry of 23 cars, 16 actually turned up and raced, one, in all fairness, has to say that was a good effort, no matter what formula we're talking about.

On arriving back in England, one of the first things I was asked was "Who the hell are these guys racing F2?" No one had ever heard of them. Well, not all of them. Out of the 16 cars actually present, I would say that perhaps half a dozen were known to English race enthusiasts. In answer to that, all one can say is the Italians aren't terribly sure who Peter Wardle (who?) is or the Austrians Damien Magee. For that matter, I doubt whether many Frenchmen know exactly who Richard Morgan is. It's not until you race competitively abroad, and against continental opposition, that anyone knows who you are. Through the pages of the weeklies and F2, you now know who Loris Kessel and Hans Binder are. Take Brands Hatch last weekend, for example. Frank Williams put Maurizio Flammini in his second F1 car. "Who?" said virtually everyone. Everyone except those who had followed F2 the year before. What was particularly refreshing about the opening round of the F2 season was the fresh faces embarking upon another new season and, for some, another vital step up the ladder to F1 racing and possibly stardom. What is very disappointing is the lack of British drivers participating. Fortunately this will change at Thruxton with the addition of Brian Henton. What I want to see is the Jim Crawfords, Richard Morgans and Tony Brises of this world fighting it out with the Jabouilles, Lecleres, Laffites and Tambays. Then there's the Serblins and Francias and so on. These are the men to beat and somehow I feel we may well see these three British, undoubtedly the best three we have at the moment, in F2 before very long. And may I sincerely wish them the very best at making such an important step.

One thing that was very difficult to judge in Portugal was just how good all these new people are. Take Hans Binder, for instance, or even Hector Rebaque. Now Binder raced F3 last year and concentrated solely on the European Polifac series with a March-Toyota. Now he wasn't anything special although has to be classed as a front runner. With 285 bhp under his right foot at Estoril, he came of age. Maybe the same can be said of Rebaque. I think his American entrant Fred

Opert best summed it up. Fred explained that the young Rebaque, having come from a very wealthy Mexican family, found himself almost forced into motor racing by his father, himself a frustrated race driver. Rebaque's European venture in Formula Atlantic last year was indeed quite pitiful. We came to regard him as one of the formula's middle men and not capable of anything else. A rich kid with no talent. Opert admits that Rebaque tended to live rather like a playboy in Europe last year and didn't take his racing at all seriously. At Estoril, the mere presence of Opert brought just more than a guiding hand. For the first time Rebaque drove to orders and it paid dividends.

The presence of the diminutive Mexican in the entry list as far as I was concerned served to merely bolster the entry. But to watch him

confidently slide his car around the twists and turns of the demanding track was a minor revelation. In all fairness to Rebaque, had Tom Pryce been present in such a car, I doubt whether the Frenchman would have seen him for dust. Rebaque's practice performance, blotted only by a silly error in the pre-race warm-up, further enhanced my faith in the Brian Hart Ford BDA engine as an adequate foil to challenge the BMW supremacy. I only hope Brian Henton can earn some good results with it. We'll see.

It was during the first day's unofficial practice that Hans Binder first came to the fore, his predominantly white March-BMW tucked in behind the works cars and chasing them hard. You could almost visualise Helmut Marko's words to Hans Binder in the pits telling the young Austrian F2 novice where to learn the tricks. Not that Michel Leclere and Patrick Tambay are toughened campaigners themselves. As I've said before, F2 this season is very much for the youngsters. I think Leclere and Tambay summej up the situation after the session when they both made the point of finding the shy Austrian (so like Niki Lauda in his early days of F2) who had been constantly filling their mirrors.

Meanwhile Jacques Laffite was getting on with the job, having competed in three GPs already this season, and tailoring his new Martini to his fancy. It looks as if he did a pretty good job in a relatively short space of time.

We really are fortunate that Francois Guiter, the kingpin in the Elf organisation is a keen follower of F2. He was present in Portugal, standing out on the circuit clutching his automatic digital Heuer stopwatch and flicking it on and off constantly as every Elf sponsored car rushed by. Out there Leclere, Tambay, Laffite and Jabouille were all at it hammer and tongs. Quite who Guiter wants to win, heaven knows. But without him and Elf's support, the bottom would have fallen out of F2 this year, make no mistake.

At the moment there is no visible rivalry between Leclere and Tambay, but both are very much aware of what is expected from them. Both vary in personality, although they are equally personable fellows. In fact the whole French attitude towards racing has changed during the past few seasons. One gets the impression that only one of them can succeed and that only one will receive the Elf support, through to F1 and Grand Prix stardom. Tambay is almost there in



Pensive Patrick.

some respects, having looked to come out of an Alain Delon movie. Leclerc is a little more reserved and conscious of it. As a race driver, he has far more experience but Tambay is every bit aware of this. It was reflected in his pensive mood after the final practice session. Try though he might, Patrick was unable to reduce his times any further. "Perhaps I am trying too hard," he suggested. If it offered any form of consolation to Tambay, he smiled to hear that Leclerc, normally so smooth and precise, was brutally applying the throttle through the corners in an effort to knock off the vital tenths. He was trying as well.

The bulk of the entry was either French or Italians, as you will already know. Aside from Gabriele Serblin, whose efforts in F2 last season were spectacular to say the least, one of their most impressive newcomers is Giorgio Francia, a chubby faced gent who did himself a power of good by winning last year's European Polifac F3 series. He's been drafted into the Osella team, who are undertaking an ambitious two-car F2 programme this season with their Tomaini-designed car. The combination looks promising and Francia's early race chase of Serblin and the three leading Frenchmen proved the car (and himself for that matter) to be exceptionally capable in the wet. But the great difficulty about the Italian mentality in racing is knowing whether they can stay the pace. Their sextet looked smart (bar one) and, as long as the finances keep flowing and March Engineering maintain their interest in customer liaisons, maybe they'll last the distance and produce a couple more drivers worthy of an F1 drive.

Financial obligations aside, I think Frank Williams would have been better off with Serblin or Francia in his F1 car last weekend rather than Flammini who, despite several F2 outings last year, isn't that internationally experienced.

Sixteen cars may not sound a lot but, when one considers the situation, it wasn't bad. The early stages of the race were really quite exciting, but then the inevitable pit stops began to ruin it. The retirement of both works Marches was indeed a surprise, but even more so was the clockwork progress of Kessel and Vonlanthen. To be fair, both weren't doing a bad job although in a fully competitive field, they would have only just finished in the first ten. The fact that they didn't stop to change tyres, and everyone else did, put them in a very strong position as it would in any event.

Just when Murray Taylor of *Motoring News* and I were ticking off the laps in disbelief, desperately hoping for the Swiss driver from Lugano to retire, our wishes came true. "What will they think back in England if Kessel wins," said Murray who, I may say, has made a startling recovery from his appalling road accident late last year. I'm sure many would be glad to hear so and wish him well. He's back at work at *MN* and waxing lyrical about the virtues (but not vices) of F2. What enthusiasm, and from a Kiwi too!

When Kessel did retire, French journalist Jabby Crombac then told us that Vonlanthen was leading. I disputed this. According to my lap chart I had Laffite in front, but now in an unassailable position as Kessel, thinking he was dicing for the lead with Francia's slick-shod Osella, tugged a little too hard at snatching into top gear and the bolt holding the linkage in place consequently broke off. He was literally in tears afterwards as he walked back to the pits, helmet at his side and shaking his head in disbelief. It looked like a scene out of Le Mans or Grand Prix! After all this would

probably be the closest he'd ever get to winning a race, let alone an F2 championship qualifier. The car's owner, Jean-Claude Favre, who raced it last year and readily admits he was too slow and sportingly gave up, saw the whole race rather differently from Kessel. Favre smiled when we inquired as to whether this would spur Loris to even greater things at Thruxton. No one was going to pull the wool over his eyes.

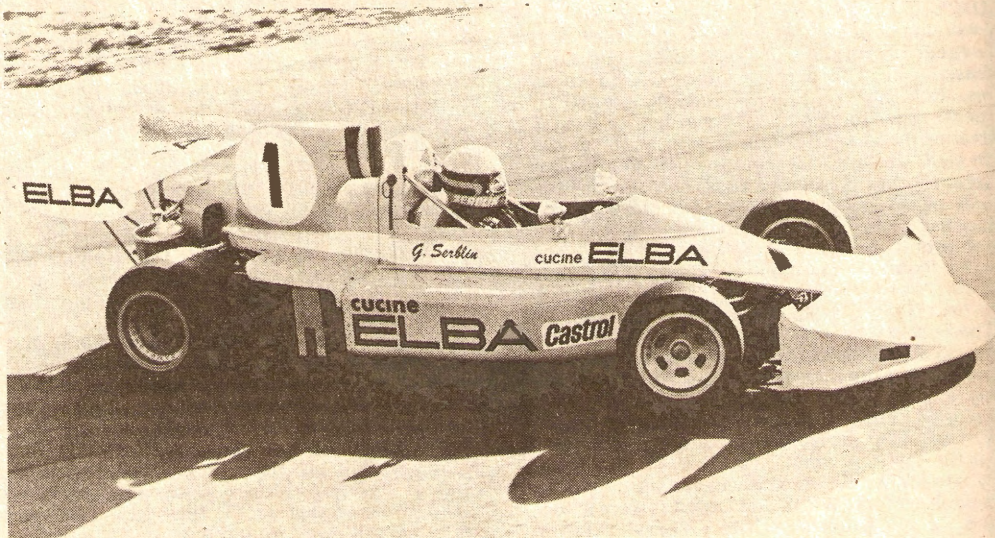
Fortunately Laffite kept his boot in hard enough to give the result some sense of sanity. Predictably the positions behind him were total chaos as the organisers failed to produce a lap chart. Everyone else's was different but it looked as if a combination of those with similar placings would suffice as an official order. Mine disagreed as I had Vonlanthen in fifth place with Leoni, Francia and Truffo ahead of him. When the Italians saw it they began to get excited like only they can, and the following day at Lisbon airport, they were still leaping about asking to look at it. What good it would have done them only the Pope knows.

On the political front, the only confrontation came when the March mechanics, driving home late from the circuit to their hotel in Cascais, came upon an army road block. A soldier had apparently fallen from an army truck and been run over by a following armoured car. As he lay dying in a ditch, the March boys were stopped. It all seemed innocent enough until a car going the other way inched up and advised them to get the hell out of there.

Even riots in Setubal and pop concerts in Cascais, where Genesis were appearing for two nights and drawing in crowds of 12,000 per evening, couldn't prevent the old F2 circus from



Hans Binder chases the works Marches.



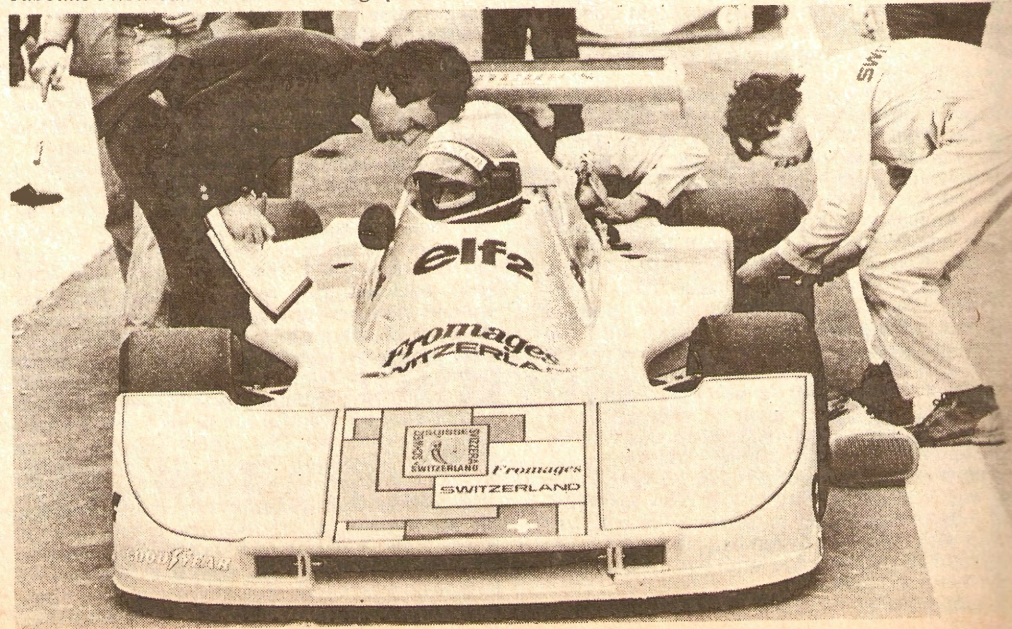
Oops! No Gabriele, not that way.

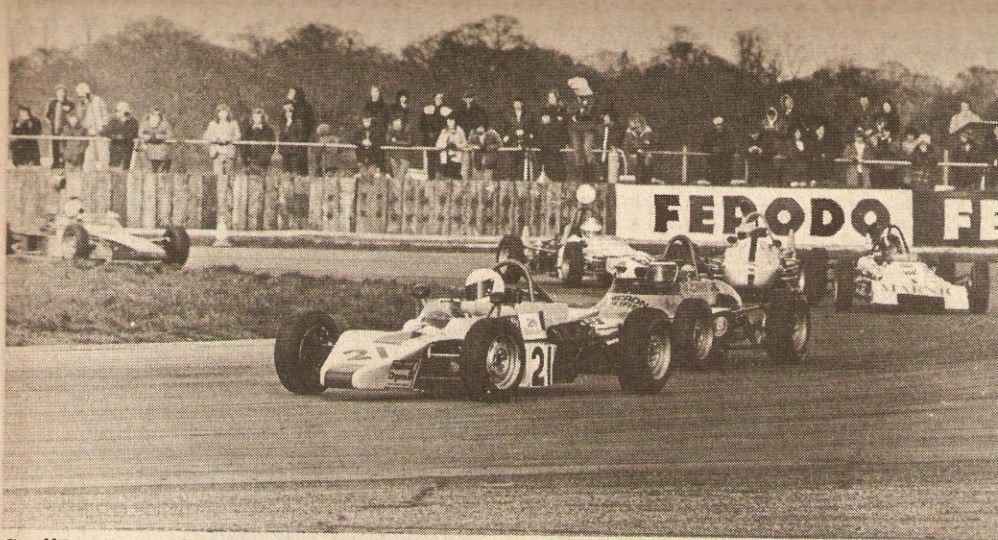
providing their own road show. It was ironic that on the day we were to leave, the winds and rain clouds that had made our stay somewhat dampened, cleared and the sun came out.

The monolithic Estoril grandstands were left dwindling in the distance looking as if they'd come out of Don Quixote and somehow everyone felt as

if this would be the last time we'd be seeing F2 cars race there, which is a great shame. "Still," said March's F2 team manager Wayne Eckersley with mercenary enthusiasm, "There's another 15 rounds to go." That's a long haul but it's Thruxton next stop and a totally different kind of backdrop. It's only the song that remains the same.

Jabouille's new car - a wind cheating special.





Geoff Lees narrowly holds off Matthew Argenti during their exciting FF finale. Argenti won.

SILVERSTONE

Argenti fights off Lees

Matthew Argenti (MacInnes Amcron Van Diemen-Scholar FR75) covered himself in glory at the BRDC's opening Silverstone meeting last Sunday by winning both his heat and the final in the Brush Fusegear Formula Ford qualifier. On both occasions he won a tense struggle with Geoff Lees, Rob Roy-D.J. Bond Royale-Minister RP21. Argenti was unanimously awarded the APG Driver of the Day Award. In an afternoon packed with eight thrilling races, other wins of note were newcomer Lee Wroe-Johnson's in the second Brush heat, Creighton Brown's victory in the Tricentrol clubman's race which was punctuated by shunts, John Brindley's win over arch rival Derrick Brunt (Camaros) in the Radio One thrash and Jeff Ward (Imp) and Tony Strawson (Capri) who beat Gerry Marshall in the Simoniz rounds.

The first two races were seven lap heats for the Formula Fords. Two men immediately showed supremacy in the first as Lees and Argenti pulled away from a rather hairy Jim Walsh (Hawke-Scholar DL12) and Phil Dowsett (Crosslé-Minister 25F). Lees sat at the front and seemed in command until the last lap when Argenti left his braking very late for Woodcote and weaved up the inside to snatch victory. Walsh and Dowsett were a lone third and fourth while Terry Fisher (Merlyn-Minister Mk25) led home a bunch headed by John Stevens (Dulon-Rowland MP17) and Chris Woodcock (Dulon Cooper MP15C).

The second heat was fought out by a bigger leading bunch but ex-kart racer from Jersey, Lee Wroe-Johnson, led every lap past the line in his Rostron-Minister G75 while behind John Bright (Merlyn-Trott Mk 11A), Mike King (Lola-Close T342), Derek Warwick (Hawke DL12) and Kevin Bowditch (Viking-Rowland BL75) fought a close battle with Bright actually bumping his way past King to take second on the last lap. Eight cars had been eliminated in a shunt on lap one including front row man, Angolan, Luis Gomes (Van Diemen RF75).

The race for the smaller Simoniz saloon classes saw two Northern cars rarely seen at Silverstone on the front row, ex-Ladybird driver Derek Walker in a Fiat 850 (with F3 chassis, Ford Holbay and Hewland!) and Peter Cartledge in a similarly powered Austin A40. Pole squatter Richard Long (BDA Anglia) struck trouble on lap one. Early leader was Walker with Peter Baldwin (Ford-powered Cooper S) and Jeff Ward (Epic Imp), giving chase. When the Fiat lapsed onto three cylinders Ward and Baldwin were past to claim first and second as Walker fell back into the clutches of Cartledge. The A40 also lost a cylinder on the last lap letting Walker regain third by a whisker at the line. Fifth overall and making the other 850s look rather poor by comparison of standard of preparation and driving was Charles Bernstein whose immaculate Mini won the class and set a new lap record of 1m 10.2s. Next 1 litre car was William Barrett (Mini) who just beat Barrie Hopwood's Imp in a side-by-side finish. Dicing with these two earlier had been Nick Birch (Imp) and David Enderby (Mini) but they collided at Becketts on lap four.

The opening round of the Tricentrol Clubmans

series was full of drama. On lap one Chris Greville, Smith (Phantom RE P75) locked a rear wheel entering Woodcote and was hit by the similar car of David Campbell and Steve Saunders U2. Saunders' car was jammed in the middle of Woodcote when the leaders descended on their second lap and very fraught it all got with cars and marshals all over the place.

As it all sorted itself out, we had Creighton Brown (U2 Mk 17), Frank Sytner (U2 Mk 14), David Orbell (U2 MK 11B), and the U2 Mk 14s of Malcolm Jackson and Martin White disputing the lead. Sytner did most of the leading until the penultimate lap when he and Orbell (whose car had been very smoky) went off with each other doing much mechanical but little personal damage. This left Brown to win from Jackson and White with Sid Marler (Gryphon C73/4A) and Richard Groombridge (U2 Mk 14E) the only unlappped runners. Caldwell Smythe and Vernon Davies would have been next up had engine maladies not eliminated them. After Greville-Smith's faux pas the small cars went to Alan Webb's U2 Mk 14E from Nick Adam's Mk14 by virtue of the latter's 10s penalty for a jumped start.

The Brush Fusegear FF final saw Lees and Argenti break away from the pack. On each lap, first Lees and then Argenti practised the last lap at Woodcote. When the time came, however, Lees got the inside on the run into the corner and Argenti dived bravely for the outside driving around Lees in a skilful manoeuvre to grasp victory by 0.2s in one of the best FF finishes ever.

Behind these two Kevin Bowditch drove his rare Viking BL75 into a fine third from Jim Walsh who would have done better had he been able to keep the car facing in the right direction! The first gaggle came in next in the order, Lou de Marco (Hawke DL12), Rob Orford (Van Diemen RF74), Stuart Baird (Merlyn Mk 25) and John Bright (Merlyn Mk11A). The unlucky Lee Wroe-Johnson got bumped at Becketts on lap one, bending some suspension and gashing a tyre open. Watch this man though, his name will surely crop up again.

The next race was undoubtedly the one most of the massive crowd had come to see the Noel Edmonds, sorry BBC Radio One, production saloon car race. At the front John Brindley held a precarious lead over Derrick Brunt's similar Camaro throughout, the two snarling GM cars easily outrunning the rest of the field. Two class winners were next up, Ivan Dutton easily winning the Capri class with Jock Robertson's Mazda RX3 next up, both winning for the second week running. Under 21 man Marc Smith was a lonely fifth whilst Noel Edmonds was the last unlappped runner after an eventful run in his Capri 2 which saw him vanquish Rod Birley (Capri), Gerry Marshall (Magnum), Wendy Markey (Mazda), Jeff Allam (Magnum) and Cozy Powell (Mazda) after a very sideways bit of autocross in front of the grandstands on lap five. The crowd loved it! Noel! Danny Alderton (Honda Civic) beat Simon Kirkby's Simca Rallye this week in the bargain (?) basement. New lap records were set in every class.

For some reason the BRDC persist with their

Jaybrand Formula Libre series which attracted a handful of interesting cars and a few FFs to make up the 17 strong grid. John Wingfield's Brabham-FVC BT35 led away but soon John Jordan's McLaren M8E was on his tail and past. Jordan led until he saw the temperature gauge rising (who forgot to torque the heads down?) and he had to ease off letting Wingfield nip past and just keep the big red monster at bay. Paul Butler held third nearly all the way in his Brabham BT28/35 until a front tyre deflated with one lap to go which gave the place to Chris Barnett in his brand new F3 March-BMW 753 which he drove twitchily but with speed and precision. Next up, Mike Endean (Lyncar) just beat Philip Guerola's Brabham BT30, while Leonard Smith's GRD 373 was the last unlappped runner. Of the other notables, Chris Choat's BT36 went off on lap one and Bobby Bell's Trojan T101 did the same trick on lap two, retiring subsequently.

The big Simoniz Saloons promised much with Gerry Marshall (Fireza), Tony Strawson in the new Chevrolet engined Ford Capri and Nick Whiting (Escort) on the front row. Unfortunately Whiting's Silverstone luck dogged him again as he hit trouble immediately, having to pit briefly, which dropped him from contention. Strawberry got the lead and Marshall sat on his boot (almost literally at times) with Tony Sugden's Brook Hire Escort a close third. Marshall was in crowd pleasing form as he tried to get past Strawson, punting him in the tail and taking to the pit road in his efforts to pass the Capri. The latter tactic gained Marshall nothing and should be frowned upon by the organisers as the pit entrance road is definitely not for racing. Marshall did lead for one lap but Strawson soon powered past and then a piston broke in the Vauxhall's engine robbing us of a heart stopping finish as Strawson won from Tony Sugden's rather overshadowed but nevertheless excellently driven Escort and the stricken Marshall.

Baillie Russell's Camaro was fourth from Phil Clarke's Magnum with the duelling 1300 Cooper S's of Bob Fox and David Hancock next up and escaping being lapped by the winners. Rob Mason's new Cooper S worked its way up the field after a lousy start to finish fourth in class behind Anthony Westbrook and take fastest lap in the class.

PETER RICHINGS

Formula Ford 1600, Heat 1 (7 laps): 1. Matthew Argenti (Van-Diemen-Scholar FR75), 7m 46.0s, 86.95 mph; 2. Geoff Lees (Royale-Minister RP21), 7m 46.2s; 3. Jim Walsh (Hawke-Scholar DL12), 7m 50.2s. **Fastest lap:** Argenti, 1m 4.0s, 89.45 mph.

Formula Ford 1600, Heat 2 (7 laps): 1. Lee Wroe-Johnson (Rostron-Minister CT75), 7m 51.4s, 85.96 mph; 2. John Bright (Merlyn-Trott Mk11A), 7m 51.6s; 3. Mike King (Lola-Close T342), 7m 51.8s. **Fastest lap:** Kevin Bowditch (Viking Rowland BL75), 1m 4.4s, 89.88 mph.

Brush Fusegear Formula Ford 1600 Championship round (12 laps): 1. Matthew Argenti (Van Diemen-Scholar FR75), 13m 1.6s, 88.87 mph; 2. Geoff Lees (Royale Minister RP21), 13m 1.8s; 3. Kevin Bowditch (Viking-Rowland BL75), 13m 11.2s; 4. Jim Walsh (Hawke-Scholar DL12), 13m 17.6s; 5. Lou de Marco (Hawke-Minister DL12), 13m 19.4s; 6. Rob Orford (Van Diemen-Scholar RF74), 13m 20.05. **Fastest lap:** Argenti, 1m 3.6s, 91.01 mph.

Simoniz Special Saloon Car Championship round (10 laps): overall and 851-1000cc: 1. Jeff Ward (Hillman Imp), 11m 33.4s, 83.48 mph; 2. Peter Baldwin (Cooper S), 11m 34.4s; 3. Derek Walker (Fiat 850-Ford), 11m 42.2s; 4. Peter Cartledge (Austin A40), 11m 43.0s. **Fastest lap:** Ward, 1m 8.2s 84.87 mph.

Up to 850cc: 1. Charles Bernstein (Mini), 80.46 mph; 2. Mike Kirby (Imp), 3. Brian Coles (Mini). **Fastest lap:** Bernstein, 1m 10.2s, 82.46 mph (Record).

Tricentrol Clubman's Sports Car Championship round (12 laps): Overall and Class A, fully modified engines: 1. Creighton Brown (U2-Holbay Mk 17), 11m 57.0s, 96.88 mph; 2. Malcolm Jackson (U2 Mk 14), 12m 1.4s; 3. Martin White (U2-Swindon Mk14), 12m 5.8s; 4. Sid Marler (Gryphon-Davron C73/4A), 12m 10.4s. **Fastest lap:** Brown, 58.2s, 99.46 mph.

Class B, FF 1600 engines: 1. Alan Webb (U2-Holbay Mk 14E), 86.35 mph; 2. Nick Adams (U2-Holbay Mk 14); 3. Geoffrey Lambert (U2-Holbay MK 14B). **Fastest lap:** Adams, 1m 4.8s, 89.33 mph.

Radio One Production Saloon Car Championship round (12 laps) Overall: 1. John Brindley (5.7 Chevrolet Camaro), 14m 15.0s, 81.25 mph; 2. Derrick Brunt (5.7 Chevrolet Camaro), 14m 21.0s; 3. Ivan Dutton (3.0 Ford Capri), 15m 13.8s; 4. Jock Robertson (2.0 Mazda RX3), 15m 18.0s.

Over £2300: 1. Brindley; 2. Brunt; 3. John Dooley (1.8 Alfa Romeo Alfetta). **Fastest lap:** Brindley, 1m 10.2s, 82.0 mph (Record).

£1700-£2299: 1. Dutton, 76.01 mph; 2. Marc Smith (3.0 Ford Capri); 3. Noel Edmonds (3.0 Ford Capri 2). **Fastest lap:** Dutton, 1m 14.6s, 77.59 mph (Record).

£1300-£1699: 1. Robertson, 75.67 mph; 2. Wendy Markey (2.0 Mazda RX3); 3. Cozy Powell (2.0 Mazda RX 3). **Fastest lap:** Robertson, 1m 15.0s, 76.17 mph (Record).

Up to £1299: 1. Danny Alderton (1.1 Honda Civic), 67.46 mph; 2. Simon Kirkby (1.3 Simca Rallye Sport); 3. Tony Stubbs (1.2 Lada). **Fastest lap:** Alderton, 1m 23.6s, 69.24 mph (Record).

Jaybrand Formula Libre Championship round (10 laps): 1. John Wingfield (1.8 Brabham-FVC BT35), 9m 43.6s, 99.19 mph; 2. John Jordan (7.0 McLaren M8E), 9m 43.8s; 3. Chris Barnett (2.0 March-BMW 753), 10m 12.8s; 4. Michael Endean (1.8 Lyncar-FVC), 10m 30.6s; 5. Philip Guerola (1.8 Brabham-FVC BT30), 10m 32.2s; 6. Leonard Smith (2.0 GRD 373), 10m 40.4s. **Fastest lap:** Jordan 55.4s, 104.49 mph.

Simoniz Special Saloon Car Championship round (10 laps): Overall and over 1300cc race: 1. Tony Strawson (5.0 Ford Capri), 10m 20.0 s, 93.3 mph; 2. Tony Sugden (1.8 Ford Escort), 10m 23.0s; 3. Gerry Marshall (2.3 Vauxhall Fireza), 10m 33.2s; 4. Baillie Russell (6.0 Chevrolet Camaro), 10m 38.0s. **Fastest lap:** Strawson, Sugden and Marshall, 1m 1.0s, 94.89 mph.

1001-1300cc: 1. Bob Fox (Cooper S), 84.92 mph; 2. David Hancock (Cooper S); 3. Anthony Westbrook (Cooper S). **Fastest lap:** Bob Mason (Cooper S), 1m 6.6s, 86.84 mph.

Top crews for the Firestone

The Firestone, which begins tomorrow has had its start venue changed at the last moment from Bilbao to Santander owing to the fact that a six-week-old strike at the Firestone factory there is still in full swing, and the organisers do not wish to take any chances over industrial action. The halfway halt will be at Castro Vrdales. There are about 100 entries of which 90 are expected to start. The route has been arranged as 50 per cent tar and 50 per cent loose, all of the latter coming first. Walter Rohrl, who won the event last year, has had to withdraw at the last minute as he is without a car; his "Lyon" Ascona not being fully repaired, and all the spare cars having gone to Africa. Jacques Henry is in a similar unfortunate position and all the Alpine efforts are now concentrated in Africa so he is temporarily without transport and has thus vacated start number six. There are three Polski Fiat entries, one of which is a borrowed 124 Spyder. Top ten entries are as follows: 2, Verini/Rosetti (Fiat 124 Abarth); 3, Andruet/'Biche' (Alfetta GT); 4, Coleman/Davenport (Escort RS); 5, Zanini/Adam (Fiat 1430/1800); 7, Lars Carlsson/de Jong (Opel Ascona); 8, Bacchelli/Scabini (Fiat 124 Abarth); 9, Ballestrieri/Gigli (Alfetta GT); 10, Sclater Holmes (Datsun Violet). Other notable entries include Rouget's G3 Carrera at 12, and Pradera's Alpine

at 14. There is a most interesting entry on the rally in the form of a privately run and owned Lancia Stratos for Sardine millionaires, the Bagration brothers. The car is entered by Escudo Montjurich. At 16 are Ingvar Carlsson/Claes Billstam in a G2 BMW 2002 while at 19 is the German Heinz Schewe in a Porsche Carrera, who set such a blistering



Billy Coleman — good chance...

opening pace in the RAC last year. British entries include John Lipton/David Booth (Porsche 911S), Ronny Anderson/Rex Harrison (Escort RS); Rex Ireland/Peter Evans (Viva); and Sandy Lawson/Dorothy Selby-Boothroyd (Daf).

● Omagh MC's Pre-Circuit rally (a night navigation event) was convincingly won by Robin Lyons/Mike Heart in the G2 Escort RS which the driver is taking on the Circuit. The crew acquired no penalties at all during the event.

● Larne MC are this Friday running their March Hare stage rally and the entry list is likely to see the return to the fray of old hands, Richard St John Young and in his Imp, reputedly this fine car's last event as it is now to be sold.

Henry cashes in on Corsica

The sixth Ronde de Giraglia, an ECR round (set in Corsica and based on the town of Bastia) with a co-efficient of one, was rather a devalued affair this year thanks to the proximity of the Firestone this weekend, and the forthcoming Safari which has attracted all the top teams. The event was won by French champion Jacques Henry driving his A110 Alpine (with Maurice Celin co-driving), taking full advantage of the fact that there were no works Autodelta or Fiat entries. Local Corsican hero, Pierre Manzagol, was joint favourite and in fact he was leading the event

in another Alpine when he went off on the fifth lap as a result of differential failure. Jacques Henry did not have a trouble-free run however, and he finished the first of his laps with four flat tyres. However, worse was to follow, for on the fourth lap the steering wheel came away in his hands which can only have been rather disconcerting. The retirement rate was nothing if not dramatic as there were 80 starters and just 16 finishers. 1, Henry Gelin (Alpine) 4 hrs 24m 27s; 2, Lunel/Salles (Porsche) 4 hrs 28m 40s; 3, Soriano/Alberta (Alpine) 4 hrs 29m 2s.

Jacques Henry with many niggling problems on the way to victory including the steering wheel coming away.



DOT dilemmas—cash problem curtails the rally programme

A recent spate of high-performance rumours suggests that all is not well in the DOT Opel camp. Number one DOT driver, Tony Pond, is said to be in an anxious state (it is reported that Pond does not have a signed contract) over the Circuit of Ireland where he should be driving the cross-flow Ascona. Stories suggest that DOT are sponsor-hunting to bolster a severely strained rally-budget. Dealer Opel Team achieved a number of notable successes last year with Pond's determined driving of the power-deficient Ascona but good results have so far eluded the team this year; engine trouble terminating Pond's Mintex Dales Drive.

After last year's first, expensive, season of operation DOT decided to swing their emphasis firmly towards rallying and this year's plans include development of the Turbo-Kadett (which finished the Dales, driven by Tony Fall/Mike Wood albeit after a

troublesome run) and a two car Ascona team, possible for certain events, with Tony Pond taking the pick of cars and parts. DOT have been represented this year in the RAC/Southern Organs group one touring car championship with team boss Tony Fall driving their Commodore, although the car he drove at the Mallory Park opening round has since been sold to Mike Woolley.

Last Tuesday Tony Fall confirmed that sponsorship is currently being arranged and Fall is confident that the Granite City will go ahead, as planned, for Tony Pond. The team will not be starting on the circuit of Ireland as the cost, approaching £1500, is prohibitive for the one-car entry. Tony Fall has announced that he will not be driving on any more rallies. However, this weekend he and Ralph Broad will be driving one of their Turbo-Mantos on the Total Economy Run.

Stokes' shell

Following a fine performance on last weekend's South West Stages, David Stokes and his battered Escort shell are finally to part company. He is retaining the reliable 1598 cc 140 bhp twin cam motor and is to fit it into the ex-Malcolm Harvey-Ross shell which he has acquired. This "new" shell is in fact being renovated and brought up to standard by his new partial sponsors, Warners Motors of Wotton-under-Edge, Gloucestershire. The new shelled car will be making its first appearance in the Tour of Lincs on April 26, when David hopes to have the services of a limited slip differential for the first time ever. The £60 that he won at the weekend will no doubt go part of the way towards getting this most essential and long overdue item.

● Western Mail Team Howells service van has been equipped with a lightweight portable cutting and welding set by BOC. The unit, which contains everything except rods, with join ½in sheet and cut ¼in plate and packs away with its trolley into a car boot. Enquiries about the set should be made to a local BOC depot.

Culcheth on the Hackle

The third round of the Gaelic Oil/The Scotsman rally championship gets underway this Saturday. It is of course the Hackle, which was to have been an RAC round until the organisers ran into problems over shrinking stage miles. Latest reports indicate however that despite the recent cancellation of Craigvinean (over eight miles) owing to road building operations, the organisers still have over 50 stage miles. The rally starts from the Rossleigh Garage, Kirkcaldy, and the first car is scheduled to leave here at 08.01. The Lunch halt will be taken as last year at Blair Castle, and the finish will be at the Lomond Hotel, Freuchie, where the first car is due soon after 19.00 hours. Top ten entries are as follows: 1, Bill Taylor/Ian McIver (Escort RS); 2, Arthur Jasper/Bill Crabb (Escort RS); 3, Donald Heggie/George Dean (Escort RS); 4, Brian Culcheth/Johnstone Syer (Dolomite Sprint); 5, Charles and Alec Samson (Escort RS); 6, Alistair Findlay/David McHarg (Escort RS); 7, Neil Metcalfe/Stevan Slater (Escort RS); 8, Jim McRae/David Brown (Escort RS); 9, Ian Milne/Jim Thorburn (Escort RS); 10, Bob Jeffs/Don Davidson (Escort RS).

Stage information is as follows: (times refer to the earliest possible arrival time and map references are the starts of stages) — Blair Adam, 125960, 08.37; Glen Devon, 007052, 09.18; Pitmedden 1, 208138, 10.04; Pitmedden 2, 205136, 10.09; Keillour 1, 957252, 11.20; Ladywell, 017418, 12.07; Kindroan, 042633, 13.09; Errochty, 766637, 15.17; Drummond Hill, 787458, 15.57; Keillour 2, 963263, 17.14; Pitmedden 3, 225161, 18.19; Pitmedden 4, 208138, 18.28; Edensmuir, 350059, 19.01. Andrew Cowan is away in Africa so SMT are down to one car entered for assistant managing director, David Porter. Surprise entry is the BL Dolomite Sprint for Brian Culcheth, who should go well.

Now the rustlers hit Rockey

It seems that the rally rustlers have not terminated their clandestine operations by any means. Hot on the heels of the "Dean" job comes another masterly swoop which bears all the hallmarks of a professional (or inside?) operation. This time the victim was the unfortunate Nigel Rockey. On Monday he opened up his garage as usual and all appeared to be well; however someone was looking for big end shells which he knew to have been left in a car which itself had been locked up inside the garage over the weekend. Subsequent close examination of the car revealed deep grooves and scratch marks in the boot and a holed petrol tank... a storeman went to check that Rockey's Terry Hoyle-Boreham motor was still lying under its dust

sheet in the stores and returned reporting that it was safe. However he failed to look under the sheet, and when Nigel lifted it he found that approximately £4,000 worth of precision machinery had been replaced by an oil drum. Such a job clearly requires a lot of gall as well as detailed knowledge of what to find and where to find the valuable goods. Both these features were certainly not lacking in the execution of the "Dean" job either, which is food for thought. Subsequent exposure of this crime on television and radio has so far revealed nothing... again a predictable hallmark of the other job. Needless to say if anyone has any light to shed on the matter Nigel Rockey would be very grateful to hear about it.

Stoned again

The regulations for Aberdeen and District Motor Club's Granite City Rally, delayed in the hope of finding a sponsor for the rally, are now available from Malcolm Lamont, 26 Foresters' Avenue, Stonywood, Bucksburn, Aberdeen, telephone Bucksburn 3382. This RAC round, on Saturday, April 12, will, of course, be the debut for the new 'works' Escort RS1800 with Roger Clark driving. Also entered will be Brian Culcheth, Colin Malkin and Tony Pond. The Granite City is also a counter in *The Scotsman*/Gaelic Oil Rally Championship. The event was cancelled in 1974 as a result of the petrol 'crisis' and difficulties with forest allocation. A short 'restricted' status event, the "Aberdeen Stages" took its place. The year's Granite City was in doubt when the rally received a double financial blow. The previous sponsor of the rally had to withdraw reluctantly due to the financial situation in his industry, and the news came that the "Granite" would be the first rally in Scotland to run with the new, substantially increased, forestry charges. Elimination of all unnecessary expenditure and careful budgeting has, however, meant that even without overall sponsorship the entry fee will be kept at £25. The club still hopes that an overall sponsor may be found for the event. The route for the rally has been cut from previous years to 200 road miles and some 70 miles of competitive motoring in the classic forest stages of North East Scotland. Start and finish will be at the new Skean Dhu Hotel at Aberdeen Airport, Dyce.

The Granite City looks like remaining without an overall sponsor this year, although the organisers are hoping that some of the individual stages will be supported. As there are two "spectator" stages forming the first and last tests, this now seems highly likely. The entry fee has been kept as low as possible but owing to the lack of sponsorship there is little or no prize money available at present. The organisers have decided to work things this way round rather than increasing the entry fee, thus enabling competitors to be able to enter and compete on the event for a reasonable outlay. So far the organisers have received confirmed entries from Chrysler (three cars), from Ford (Roger Clark), from DTV, and from British Leyland (three cars).

RAC oppose an increase

The RAC Rallies Committee is apprehensive at a statement from the Forestry Commission that the Commission will be applying a substantial increase in fees. The compilation of returns by the various Forestry Officers appointed by Regional Associations is now being co-ordinated by submission to the Forestry Commission. The intention of the survey, which was to enable more smaller events to use the forests, could be nullified by economics — even the future of the RAC Rally itself could be threatened despite the substantial sponsorship by Lombard. Taking a more optimistic view the Committee is proposing much more severe penalties for unauthorised practising either in the forests or on other private special stages unless suitable practical facilities are laid on by organisers.

Chokka Cheiftain

Entries are pouring in for the Avon Tyres Chieftain Rally, which will be held over army ranges and private stages on Salisbury Plain on Easter Sunday (March 30). 160+ drivers have already applied to enter the event and entries may be forced to close before the March 20 deadline if they keep coming in at the present rate. As it is, rally organisers will have to draw up a reserve list of 20 and reject some applications as the field is limited to 120. Entries have been received from all over the country for the event which starts from the Beaufort Hotel, Bath, and finishes at Amesbury. The rally, sponsored by Avon Tyres Limited and the Bath Motor Club, will include 20 stages on a mixture of tarmac and loose, unmade surfaces, with a total stage mileage of about 40 miles. It forms a round of the 'Triple C' series and there is £350 in prize money. Drivers who have entered include Pat Ryan, driving the Allegro under the Western Mail/Team Howell banner, and Ford 'Rallyman of the Month' award winners for January and February, David Stokes and Terry Brown. An Avon Tyres Chieftain Discotheque will be held at the Beaufort Hotel on Saturday, March 29, at 8 pm. The rally will be started by the chairman of Avon Tyres, Mr A. K. Mitchard, and the prize-giving will take place at Amesbury.

Saaristo signs

Latest news from behind the Iron Curtain is that the brilliant Markku Saaristo has been signed up by the Skoda factory and the contract involved is for two years; so it cannot be long now before we see him at the wheel of the still highly secret RS 200. Markku is hoping to be able to make it to the Welsh this year, but it is not known as yet whether he will be driving anything other than his usual 120S. Negotiations are currently underway to find him a suitable co-driver. Arild Antonson has reluctantly had to stand down from the Circuit of Ireland at Easter for domestic reasons, so Julian Chitty will, at John Haugland's request, be standing in as his co-driver for this event.

John Haugland — new co-driver.



Howells/Shell on the lookout

Shock news for the Newport Car Club is that Shell and Howells, the two co-sponsors of the Tour of Dean, have withdrawn their support for the rally following a disagreement. The two sponsors are however keen to lend their support to a rally and will be looking around for possible candidates. Meanwhile the organizers of the Tour of Dean will no doubt have their own searching to get underway for next year's event.

● This year's AP Stages Rally will be run on August 31 and is being organised solely by Buckingham District Motor Club. The event will have a maximum entry of 160 and qualifies for the LCAMC Championship. Several new stages are planned which will not be the usual farm tracks and which will present an interesting challenge to competitors. At least one stage will be open to spectators. The event will, apparently, be compact, combining the maximum stage mileage with the minimum road mileage. The Clerk of the Course is Dave Childs of Great Horwood, Bucks, a driver with international experience, who is aiming to make this event the best yet. Regs will be available soon from John Perry, 21 Meadoway, Steeple Claydon, Buckingham, MK18 2PA, tel 0296-73 542. For those wishing early attention a large s.a.e. would be appreciated.

Portuguese looks good

Scheduled to take place between April 24/27 the Rallye de Portugal comes close to the national elections, but the internal strife in the country does not seem to be affecting plans for the rally and the director, Cesar Torres was 100 per cent confident that it would take place. Much of the rally will take place over familiar territory and the longest tests are again at Arganil and Senhora da Graca. There are 34 tests of a total length of 500 kilometres in a route of just over 2,000 kilometres. The prize fund is again extremely well-endowed with £1,300 going to the winner, and £250 to fourth place, and each Group winner gets £170. The entries close on April 10 and the address of the organisers is Rallye du Portugal, Avenida da Republica 47-5 Esq., Lisbon, Portugal.

● U.S. distributors of Lancia and a new exhaust system firm, Wonder Mufflers, announced last week that they would jointly sponsor the Sports Car Club of America's 1975 Pro Rally Series. Sponsorship of the nationwide series of 12 stage events includes a \$10,000 awards fund to be divided among the top eight driver/co-driver teams at individual events. "The SCCA Pro Rally Series is a sensible investment for three reasons," commented Wonder President Fred Entman. "Wonder is getting in on the ground floor of a booming sport; it is a year-long, nationwide series; and pro rallying is the only significant kind of motorsport competition that offers proof of performance potential for our life-time guaranteed products." Lancia's U.S. president, D. E. Manning, sees the Pro Rally Series sponsorship as an important part of establishing the firm's reputation for superior engineering. Patterned after European-style events, pro rally competition emphasises driver ability and car endurance rather than navigational expertise hitherto traditional with most U.S. rallies.

● No doubt flushed with great success on the Mintex Dales, the Leyland hospitality machine is poised to extend its blanket coverage of the nation. Armed with films, quizzes, refreshments, advice and the compelling wit of "our Brian" the ST roadshow has proved to be a real "smash." Now the dynamic act is spooling up to hit the Midlands during April with one-night-stands in Luton (April 8, Dunham and Haines Ltd), in Nottingham (April 10th, T. Shipside Ltd), Stoke-on-Trent (April 16th, Oliver Rix Garages Ltd) and Leeds on the 17th April at Appleyards. The evening's programme of fun is entirely free and on the house of course, and the format of performances is as previously; building up to a crescendo of excitement at the last when you will be allowed to see unique action shots of Brian grappling with Stig Blomqvist in Cyprus. This is one of those evenings that enthusiasts cannot afford to miss and the ST supremos will be hovering in the background ready to offer their services should you be wishing to race or rally your Mini, "Alligator," Marina or Dolorite, either to the supermarket or against the cream of the motor-sporting world. The fun always starts at 8.00, don't be late.

Scottish Rally

The White Horse Scotch Whisky supported Scottish Rally (sponsored by Lombard North Central and Esso Uniflo) has now published its regulations, courtesy of the Royal Scottish Automobile Club.

With the cancellation of the rally last year, many competitors elected to leave their entry fees with the Club, requesting a guaranteed entry in the 1975 event, so that with publication of the regulations for this year's event these competitors will have the chance of entering the 1975 "Scottish" completely free of charge for, despite an increase in entry fee to £70 this year, with late entries costing £75, the competitors who left their money with the Club last year for a guaranteed 1975 entry at the £60 rate, will not have to pay any more.

In addition to the normal British entry the Club has received a handful of requests from both individuals and Clubs in Sweden and on the Continent for regulations, and there are indications that among the top competitors taking part this year will be the up-and-coming Finnish driver Pentti Airikkala who is likely to drive a Dealer Team Vauxhall car on the "Scottish." Prizes on the rally total more than £5,000 making this year's event the biggest ever.

In addition to the normal rally event starting at 08.00 hours on Sunday, June 1, Wednesday June 4 will see the Aviemore Scottish Rally "Autorama" which is a full day of "motor" sport of a different kind. First of all there is the prize-giving of the rally at 10.00 and at 14.00 hrs there is the Karting Grand Prix featuring many of the rally drivers. At 15.15 hrs. there is a novel idea, a toboggan race on the artificial ski slope at Aviemore. At 16.00 hours it is back to work with a Monte Carlo type autotest sponsored by White Horse Scotch Whisky where the cars will sprint in and out of pylons on a specially extended course for high speed. In the evening there is a Scotland versus the Rest of the World Autotest on Ice at Aviemore. This competition, sponsored by Lombard North Central and Esso Uniflo, will feature two teams of drivers using identical Minis.

Finally at 22.00 hours there will be a shindig with the presentation of prizes for the afternoon's events. Entries for the International Scottish Rally close, finally, on Friday, April 25, 1975.

'Circuit'—down the entry list

Continuing the exciting Circuit entry list where we left off last week, there is no number 13; and at 14 are Derek Boyd/Roy Kernaghan in the ex-Ford (France) Escort "racer" that brother Adrian used on the event last year. Derek has now bought this car from R. E. Hamilton. At 15 are Sean Campbell/Brendon McConville in their rapid RS, while at 16 are none other George Hill/Phil Short in the Martin Group Magnum. George has been looking forward to competing on this rally for some time and with Phil Short, who has plenty of experience of this event, to guide him, it is highly probable that the Martin Group car will surprise a lot of people. There is no 17 as yet, but at number 18, doing one of his "selected" events in '75 is Harold Morley in the Carrera, with Rupert Saunders again in the co-drivers' seat. A doubtful entry at present is that of Marek Gierowski/Martin Holmes at 19 in the Automation Carrera; doubtful as sufficient funds to cover the event have yet to be found. At 20 come the first of the foreign entries, Roger Ericsson/Mats Carlborn in a G2 Volvo 142 with a works-prepared engine. Gerry Buckley/John Caplice are next up in their RS (the ex-Coleman Texaco car) and the first G1 machine is at 22. Not surprisingly it is Russell Brookes with John Brown in the RS 2000. The pair will no doubt be getting some competition from car no. 28, the Chrysler Dealer Team Avenger of Robin Eyre Maunsell/Neil Wilson. Other interesting entries include John Tansey in a 3-litre Carrera at 24; Noel Smith in a Carrera at 27, and John Haugland making a welcome return to the fray in his rapid Skoda at 29. Other increasingly rapid and reliable performers are Phillip McCartney/Aiden Rice in their Escort RS. Having their second run in the G1 DTV Firenza are Paul Faulkner/Monty Peters at 33. After a bad time on the Mintex Dales they will be keen to set the record straight. Ronnie McCartney is providing the fourth corner to what promises to be a great G1 struggle with his usual Mazda RX3, and Ian Gemmell is bringing over his G1 Avenger from Scotland to add to the fun, co-driver is Frew Bryden. Willie Crawford/Dan O'Sullivan are at 38 in Willie's rebuilt Escort. With all the latest tweaks incorporated in the car, they could well spring some surprises. All in all the Easter situation across the water looks very exciting.

BRIEFLY...

● The Woolbridge Motor Club will be running a daylight stages event entitled the Equinox Stages on May 18 starting and finishing at Lulworth Cove (M.R. 194/823800). There will be approximately 25 miles of stages and 60 road miles. Regulations and 80 entries at £6.50 will be available about Mid-March from:— Tony Mowham, 1 Grafton Avenue, Weymouth, Dorset. Tel: Weymouth (305-7) 73708. If you would like to marshal on this event please contact:— Vince Fullwood, 71 Bridport Road, Dorchester, Dorset. Tel: Dorchester (0305) 4321.

● Belfast, Bangor, and Newtownards MC are running a forum-quiz on the Wednesday night prior to the Circuit of Ireland. This gathering features Adrian Boyd/Frank Main versus Colin Malkin/Paul White in a (friendly) question and answer session, so the evening will undoubtedly be highly entertaining. Mr John Foden is in the chair. Two films are being shown, one of the Mintex Dales and the other, Rallying to Win, stars Roger Clark and Henry Lidden. The fun starts at 8.00 pm at the Strangford Arms Hotel, Newtownards.

● Regulations are now out for the Bass Charrington Tour of Lincs to be held on April 26. A counter in the Castrol/AUTOSPORT, BTRDA Gold Star and Triple C series, the event is being run by the Louth MC and the Lincolnshire AC and will start at approximately 8 am from Hartford Motors, Corporation Road, Grimsby, finishing there at approximately 5 pm. There will be approximately 20 stages totalling around 50 miles. The entry list closes on April 5. The entries secretary is Mrs Joan Fenwick, Beelsby House, Beelsby, Grimsby, Lincs. The lunch halt will be at the Golf Hotel, Woodhall Spa, and the finish at the Humber Royal Hotel, Grimsby.

● For the 1975 rally season, Terry Nicholas will be concentrating on stage events as opposed to the Motoring News championship he did last year, although the Bristowe, Plains and Cilwendeg will be done. Terry will employ Rich Winter again this year. BTRDA gold star and Triple "C" clubmans championship events will also be undertaken this year. So far some financial help has come from Calton JCB Ltd of Alveston, near Bristol, who are main agents for JCB (bulldozers, diggers, etc) for the south west and Wales. The car will be the same as per last year, ie, Ford Escort 1700 TC.

● The Great White Whale which made its debut on the Tour of Britain is loose once more. Chris Knowles-Fitton has refurbished the white, left-hand drive Opel Commodore GSE that he drove on the Tour and is now committed to a season of rallying. His sponsor is Nationwide Car Distributors of Leeds, whose boss, John Wade, has had the car painted in their own distinctive red, black and white colours. Its first outing was on the Riponian with Mike Kempey, but it gathered many falls for not slowing down in noise sections and retired; but with Chris Nash on the maps, Fitton finished third overall on the Knowlale CC's Mini Miglia Group 1 rally last week. Spurred on by his participation in a couple of restricted events, Fitton is now headed for the stages and will probably start with either the Granite City or the Tavern before tackling the Welsh International which he last did in a works Rover 2000 more years ago than he likes to admit.

● Entries have now closed for the Caravan Club's International Road Rally which will take place between April 2 and 6. Over 50 cars, caravans and crews are entered for this event, which will be based on Silverstone and will feature two days of rallying, using special stages in East Anglia and in the Cotswolds on Thursday and Friday, respectively. One spectator stage that is known will be in Cirencester Park, while on the Saturday there will be the traditional tests at Silverstone in the morning with races in the afternoon. On Sunday there will be a Concours d'Elegance followed by the prize-giving.

● The Wartburg 353 of, Howard Lapsley, the Chipping Norton solicitor, has now given way to a BMW 2002 Alpina in left-hand-drive form. The new car will be sponsored by Curfew Garages Limited of Moreton-in-Marsh, Glos, by whom it will also be maintained. The managing director of the firm is Gerry Tyack who was well known in hill-climbing circles in the 60s. The Wartburg completed two RAC Rallies without trouble and retired only three times in two seasons. It will continue to be rallied by Richard Wilkinson from Bridgend. Alan Hart will co-drive the BMW in the BTRDA Championship, giving way to Danny Browne of York for the home internationals.

● Last year's runner-up in the Welsh Rally Championship for driver, Pat Jerome, of Cardiff has received sponsorship for local events this season from Snap-On Tools, of Caerphilly. Snap-On hope to make their services available at rallies in the future.

Staepelaere claims Ardennes

Gilbert Staepelaere and "Vallint," driving a works Escort RS, won the 25th Circuit of the Ardennes, held in wet conditions last weekend in Belgium. The Ford crew finished with a margin of more than 17m over the second placed group one BMW 2002 of Louvay and Hendrickx after the leading Fiat Abarth 124 of "Didi" and "Lux" retired towards the end of the last lap.

The event was run over four laps of a 75-mile circuit encompassing many surface changes. Retirements were high, with only 18 crews completing the event from 54 starters. A total of 17 cars retired on

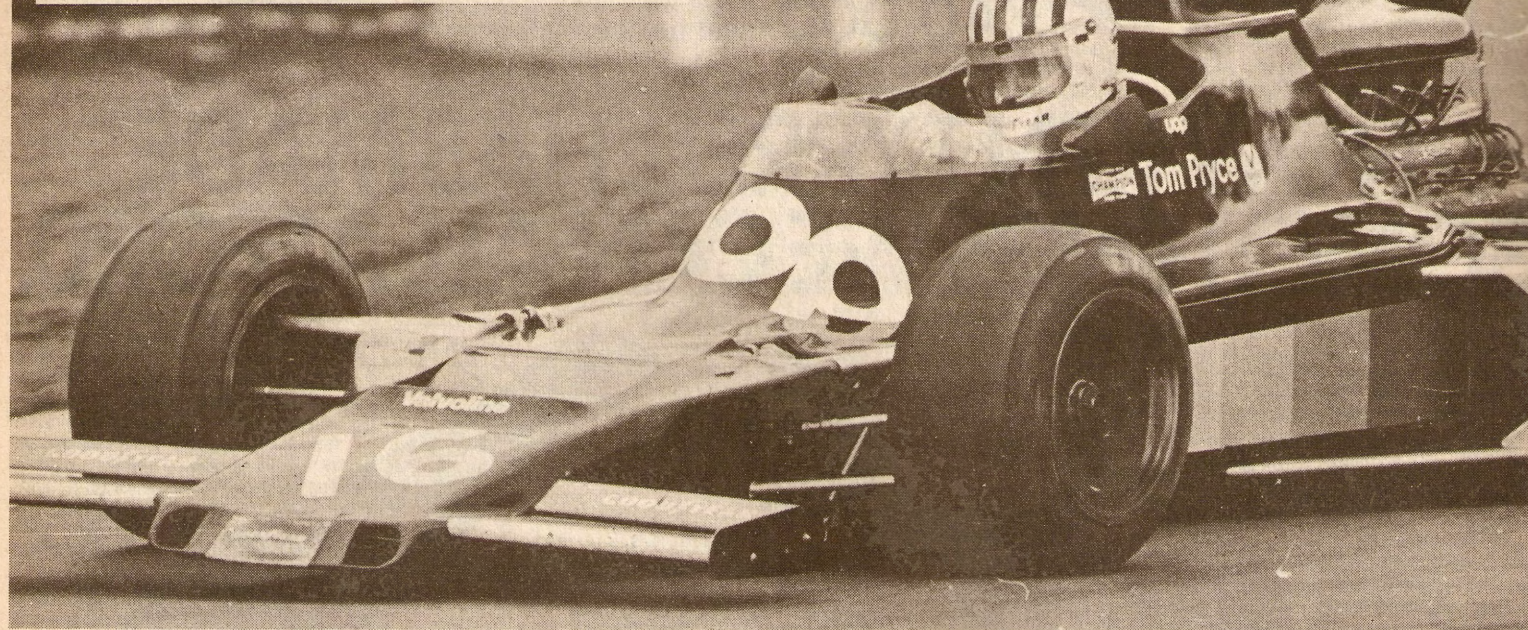
the first lap, including the only British entry, that of David Bates and Malcolm Winter, when their G1 Vauxhall Firenza suffered a broken exhaust manifold.

Notable retirements included the Alpines of "Pedro" and "Jimmy" and Nusbaumer/"Paul," plus the Porsche Carrera of Gustavsson and Decklerck. The Porsche won a preliminary four laps scratch race around an industrial estate, held before the start of the event proper, but crashed into a stone wall on the first circuit of the event.

1. Staepelaere/Vallint (Ford Escort RS) 44m 35.2s; 2. Louvay/Hendrickx (BMW 2002) 61m 53s; 3. Engles/Dubuld (Porsche Carrera) 73m 44.5s.

Pat Ryan debuted the team Howells Allegro at the weekend.





Tom Pryce hard at work in the UOP shadow at Druids. It was his, and Shadow's, first ever F1 victory.

BRANDS HATCH/RACE OF CHAMPIONS

Shadow pay full Pryce

By CHRIS WITTY

Photographs by DAVID WINTER

By as early as the fourth lap, the familiar Elf Tyrrell of Jody Scheckter was well clear of the closest pursuers and seemingly progressing onward at a vast rate to a second successive Formula 1 victory. Then the low snout of Tom Pryce's black UOP Shadow finally forced its way past Jack Ickx's stubborn JPS. The race was on.

Settling into a groove, the young Grand Prix "rookie" started to flick his car around the Brands Hatch circuit with the air of a seasoned campaigner. You could almost hear the voice of the Shadow team manager Alan Rees echoing around the pit. "Just you wait until he gets back to some of the circuits for the second time, then you'll see." We were witnessing just that. Brands was the first "second time around" for Pryce and the Shadow team.

The race was but a quarter old when the Shadow started to gnaw effectively into Scheckter's lead, earned through sheer guts and bravado on a slippery, but now drying track. The Shadow team were particularly anxious to redress their early season domination in South America. Here at Brands, that superiority was beginning to work once again.

Bit by bit Pryce cut back the deficit, the Tyrrell helpless to defend itself. The hunter was being hunted. From ten seconds, the gap dwindled significantly each lap until as the race prepared to enter its final quarter, the South African GP victor suddenly felt his engine tighten and let go just as Pryce was shaping to pass. The Tyrrell peeled off into the pit road exiting Clearways and the Shadow was left totally unchallenged. From then onward all that remained was for Tom to reel off the remaining 13 laps to score his first, and Shadow's, F1 victory.

In the Shadows' wake an equally enthralling struggle resolved itself in favour of John Watson in the world Matchbox Surtees. From the start, John was soon locked in combat with both Jacky Ickx and Ronnie Peterson in their JPS Lotuses. By virtue of some superb race driving, the highly talented Ulsterman caught and then passed early race leader Ickx. He then outfoxed the Superswede into Druids while lapping a backmarker and proceeded to pull clear, only to have to fight off the Lotus driver's final efforts in the last few laps.

As for World Champion Emerson Fittipaldi, he started his Texaco-Marlboro McLaren M23 from the penultimate row of the grid following a disastrous practice to finish a lowly (and lapped!) fifth. A dogged performance was put up by Britain's Bob Evans who brought the singleton Stanley-BRM P201 home in sixth place.

For Pryce and Watson, it was the first time a pair of British drivers have finished first and second in an F1 race since Graham Hill and Piers Courage at Monaco in 1969.

It was, by any standards, a thoroughly entertaining European F1 curtain raiser and as the strains of the Stars and Stripes reverberated out towards South Bank, those with memories remembered exactly ten years earlier, the same national anthem which just happened to be played at the very first British Airways-sponsored race.

With the national Grand Prix switching its venue to Silverstone this year, the *Daily Mail*/British Airways-backed Race of Champions was the only appearance of genuine Grand Prix cars at the Kent circuit this year. Consequently it would also be the circuit owners' biggest promotion and hopefully a money spinner. Like a game of Russian roulette, the weather played havoc over the entire three days and even when it stopped raining, it was bitterly cold enough to create snow flurries. You just have to be an enthusiast to brave conditions like that.

What hurts more in the case of the promoter is the guaranteed purse required by the Formula 1 Constructors' Association to enable them to stage a race at all. In this case the sum required was in the region of £50,000. It is reputed that, in order to recoup the monies, a gate of at least 20,000 spectators is required. A logical answer would be to change the date but there again the heavy European Grand Prix schedule would make that virtually impossible.

Before you suss the change in style, avid reader, may we inform you that our noble Grand Prix reporter is having a short break in warmer climes prior to the European season. He must have twigg'd the weather conditions, especially after last year. Still, he'll be with you from the Silverstone International Trophy onward.

ENTRY

It's ten years since the Race of Champions came into being. Then it was more or less the first chance for everyone to get it all together prior to the Grand Prix season. Now it has become a welcome excuse to try out various modifications prior to Europe and after three full scale World Championship races.

For the required sum of money, F1CA guaranteed at least sixteen pukka F1 cars and in order to make up the field to a healthier looking twenty, a number of Formula 5000 cars would be allowed to start.

These big lumbering American V8 powered machines have come in for a lot of criticism by several Grand Prix drivers, none more so than the current world champion Emerson Fittipaldi. He elected not to appear at Silverstone non-championship race last year primarily because he

objected to racing against them. His presence at Brands was a reluctant waiving of his decision never to grace the tracks with them again.

It was, in fact, Fittipaldi who headed the entry in his Texaco-Marlboro McLaren M23 supported by his German team-mate Jochen Mass.

McLaren had in fact brought along a total of three M23 chassis. Fittipaldi was in his regular M23/9, the last chassis built and the car that has served him so well this season. It was unchanged since the South African GP. Mass also had his regular M23/8 car, the car used by Emerson towards the end of last year. Once again it had the slightly shorter wheelbase due to the positioning of the angled back top lateral rocker arms. It was the third car, M23/4, and Emerson's spare where a new demon tweak appeared.

Designer Gordon Coppuck has forsaken the rising rate system and switched to a straight forward design with upright dampers and not a trick link to be seen. The car, which had been prepared at Colnbrook while the team were in South Africa, sat idly in the pits all weekend, the weather conditions not allowing Fittipaldi the chance of trying the new suspension.

Cock-a-hoop after his splendid South African GP victory, Jody Scheckter came to Brands Hatch with happy memories. The fact that he'd won last year's Grand Prix here must have lifted his confidence immeasurably.

It was a noble gesture of Ken Tyrrell to send along one car for Scheckter, this being 007/2 and the car that had won at Kyalami. Apart from the addition of different brake ducts and a new rear wing, the car was unchanged.

Although there was no car for him, Patrick Depailler was present to attend a GPDA meeting on the Friday.

For Ronnie Peterson and Jack Ickx, John Player-Team Lotus brought along their regular cars which had appeared at Kyalami. Peterson's was the "new" 72/9 while Ickx carried on making do with 72/5. Judging by the ripples on the side of the tub, it's evident that this car has had a little more than just a hard life. "If you think that's long in the tooth," said team manager Peter Warr, "then you should have seen Ronnie's other car!"

Missing from the jet black cars was the word "Special." This was a token gesture on behalf of John Player and Sons who are, like all tobacco firms, a little worried about the effects of cigarette advertising on television (the race was being televised by the BBC). The name John Player Special is apparently not regarded as a "house" name. Embassy and Marlboro are and the government apparently don't mind this. John Player is also a "house" name, but John Player Special isn't. It's a question of employing tact.

On the technical front, Lotus too, like McLaren, were hoping to use this race to play around with a new type of suspension geometry. Unlike McLaren, however, Lotus were trying it out on the rear.

One of the problems they have been having of late is getting the power down on the road via their torsion bar rear end. Warr took great trouble to explain why both cars had been fitted with a pair of steel cables instead of solid steel links at the rear.

Apparently under hard cornering forces, the latest type of tyres produced by Goodyear have seen the inside rear wheels pick up generating much wheel spin. As the car heaves over under G-loadings, the steel link (which is attached to a triangular structure taken off the rear upright) on the opposite side acts against the wheel forcing it upwards sufficiently to cause loss of traction. By fitting a flexible cable, when it's not under strain, it relaxes sufficiently to allow the wheel and tyre to remain firmly on the ground.

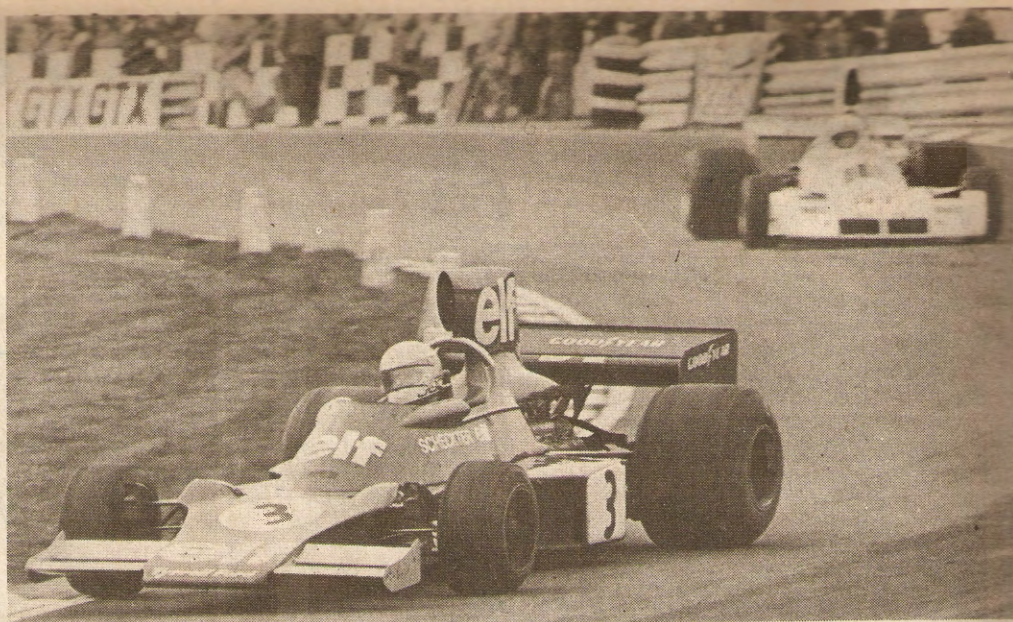
It's experiments like these, that are being tried out on the 72, that may well find their way on to the new car currently under Colin Chapman's supervision up at Hethel.

It could be one reason just why the Tyrrell team have switched back to a conventional coil spring set-up on the 007 series. In fact one Tyrrell team member more or less admitted it.

One way to pull in the crowds is to get a lady racing driver into a competitive Grand Prix car. Having made a dogged attempt at trying to qualify for last year's British GP, Italy's lady with pace, Lella Lombardi came back to Brands to start her second actual F1 race, having just scraped in at Kyalami a few weeks back.

This time there would be no worry of qualification and, on top of that, March Engineering had rebuilt Vittorio Brambilla's brand new 751 after its South African shunt, although still referred to as chassis O2, painted it virgin white and given it to Lella.

Additional support came from BBC Radio 1 with



Jody Scheckter set a scorching pace during the early laps but retired with a blown engine.

decals plastered in strategic places. Lella had in fact driven at Brands the previous week in the 751/1 test car although with team leader Brambilla. As a comparison to the conditions which prevailed during practice, Brambilla managed a 1m 32s lap in the rain. No wonder team manager Ray Wardel was quietly confident that Vittorio may have made the front row by late on Saturday afternoon had he been entered.

Apart from stronger oil cooler pipes between the twin coolers at the rear (it is thought that James Hunt hit Brambilla at Kyalami and cracked a pipe, thereby causing the engine blow up), the radiators, which are fitted flush with the bodywork, had been lowered by some 3in and the stabilising cowlings disengaged.

With Mike Wilds no longer associated with the team, Stanley-BRM brought along just one car for their latest recruit Bob Evans. This was a brand new chassis, P201/5 which featured slight modifications to the front suspension geometry in accordance with the latest Goodyear tyres. The mod, detailed by the team's new designer Philip Whitehead, gives greater scope for camber change. Other than that the car remained unaltered. An old type P142 V12 engine was installed, the new P200 still being cured of its oil pump problems.

Prior to practice, Evans had given the new car just 12 laps in the wet at Silverstone the previous Tuesday.

If it works around Interlagos but not at Kyalami, then it should go well at Brands. That was the optimism generated by the UOP Shadow team who came to this race anxious to restore the status quo. Both Jean-Pierre Jarier and Tom Pryce had their regular DN5s, chassis 1 and 2 respectively, the latter hoping to do well on his "home"

circuit as he lodges at a house just a couple of hundred yards up the road.

Both cars were in their standard long wheelbase set-up and running smaller lightweight radiators. This saving puts them just 15lbs over the minimum weight limit according to designer Tony Southgate.

Both cars were also running John Dunn (Swindon Engines) modified Cosworth DFV engines. For the first time the team were trying the bigger and latest Cosworth exhaust system with 2in primary pipes. A pair of "demon" megaphones were also on hand but the team have found a tremendous resonance problem with them. This was the cause of Jarier's power loss during the South African race when, one by one, the primaries cracked.

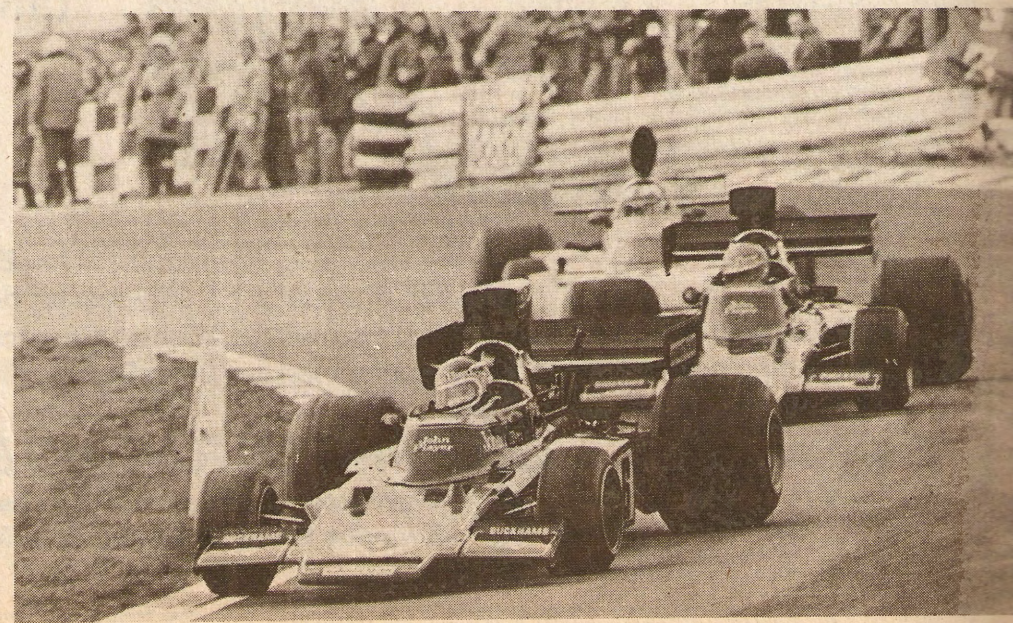
Combining with the new exhaust system, a different type of injection trumpet was being used. Jokingly dubbed the "Mk22," they are nearer to a Mk5 specification!

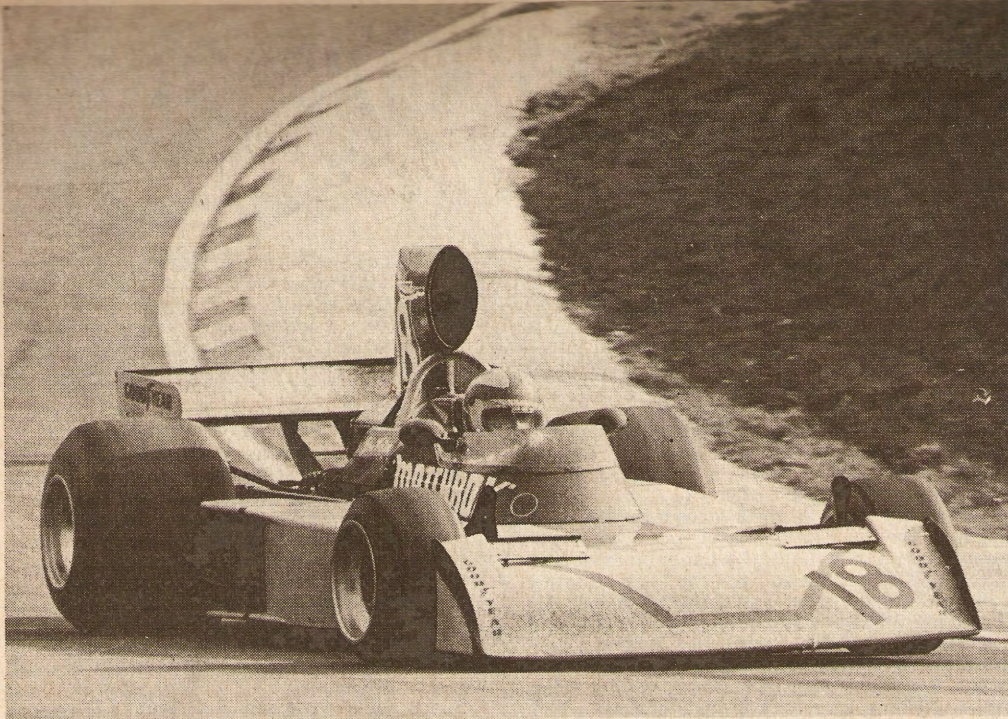
In the Grand Prix horsepower race, it's in the exhaust and injection trumpet department that an increase in power is lost or grained. Some suggest it's a 10 bhp fluctuation either way. You have only to look at the latest Cosworth engines (which Lotus and Tyrrell were using) to notice the different "tulip" shaped injection trumpets.

The Shadows were apparently losing 0.6s down the long Kyalami main straight to the leaders, but nowhere else. On the radar speed trap, Reutemann was clocked at 177.67 mph with Scheckter just behind on 175.85 mph. The best Shadow time was Tom Pryce, who, along with Fittipaldi, Depailler, Peterson and Pace, recorded 174.00 mph.

In fact Southgate reckoned this speed was a little optimistic but brought up the argument that

Early laps: Ickx keeps Peterson and Watson at bay in third place.





John Watson scored his best ever F1 result in the works Matchbox Surtees TS16.

the frontal area of the Tyrrell is larger than the current DN5. Just to confuse the issue, the Ferraris of Lauda and Regazzoni were comparatively well down on 170.6 mph and 169.75 mph respectively.

"On relatively short straights we're okay," said Southgate, "but I'm not going to tell you how long." He went on to say that although Jarier was confident of doing well at Ricard for the French GP, he was a little concerned at this stage and also of Austria, Monza and Watkins Glen where, unless he does something, "we're going to be scraping."

John Watson's presence in the Surtees team seems to have had a tremendous settling effect. By running a solitary car for the talented Ulsterman, the turmoil of last season seems light years away.

Referring to the TS16 which he has been driving all season, Watson relates it to the Brabham BT42 which he drove earlier last year. He then goes on to say he thinks the BT42 is currently one, if not, the best chassis around in Grand Prix racing today. It reflects well on the TS16 which John feels he is making good progress with.

The car, TS16/04-2, was to the same specification as it had been at Kyalami. The team want to try various experiments and, after Brands, intend to conduct a thorough test programme afterwards. Watson's main aim was to obtain more all round downforce.

It's not often that Frank Williams brings two cars to a non-championship race but then there's always a perfectly good reason.

Two of his Hesketh-nosed machines appeared for Arturo Merzario and a virtual unknown Italian by the name of Maurizio Flammini and not Mario Casoni as was first suggested. Apparently a private sponsor changed his mind in mid week which meant that Flammini, who drove in F2 occasionally last year for the Italian CSAI March-BMW team, got a chance of making his F1 debut in the car usually pedalled by Jacques Laffite. Prior to Friday's practice, Flammini had tried the car briefly at Goodwood the day before.

Frank cars were also sporting new found support from Chicco, a large Italian company who produce a novel line in baby wear.

With the team unable to repair his car in time following his Kyalami practice shunt, just one Graham Hill Racing Embassy Lola appeared, this being the new T371 interim car, still fitted with the old bodywork, (but new front tabs), which Rolf Stommelen gave such a promising debut in South Africa.

Stommelen outwardly expressed his delight with the car. "It's much much better all round," he said. Graham Hill Racing were also happy at Stommelen achieving a 1m 17.9s at the post race Goodyear tyre test session after the SA GP, especially as it was achieved on full tanks.

The only change to the immaculate First National City Bank Travellers Checks Special, or Penske, since the last GP had been to change the rear suspension geometry. This had been achieved by fitting a two-piece alloy cross-member instead of the single piece steel one. It was a weight saving

of about 3lbs according to designer Geoff Ferris.

This would be Mark Donohue's first appearance at Brands Hatch in a racing car.

Completing the Formula 1 entry of seventeen cars was John Nicholson's Martin Slater-designed Lyncar. Since its last appearance in the hands of Nicholson when he tried in vain to qualify for last year's British Grand Prix, no changes have been done at all. Nicholson has tested the car twice, both at Snetterton and Goodwood where, in the wet, "it was bloody good."

Mo Nunn's Ensign was now in yet another colour scheme, this time proudly showing the predominantly white colours of the Dutch HB Bewaking sponsors who are backing former F5000 driver Roelof Wunderink. This would be his very first F1 race although he has tested the car extensively over the winter.

Until the new design is ready in about a month's time, Wunderink was using the car last raced by Mike Wilds in America at the end of last year. The only change was to go back to a full width nose.

Finally there was the Safir (nee Token) which has been stripped and rebuilt by driver Tony Trimmer during the past few weeks. Designer Ray Jessop has seen fit to narrow the cockpit section in an attempt to get more air onto the rear wing while the nose has been reprofiled for similar aerodynamic improvements. The car's last appearance was in Australia last year.

PRACTICE

Just two sessions were allotted to the F1s totalling three short hours. It was during Friday's two-hour session that virtually everyone set their grid times for, despite a constant drizzle of fine rain, the newly resurfaced track wasn't nearly as wet and miserable as it became the following day. Tom Pryce must have an insatiable thirst for champagne for, with 100 bottles up for grabs, the local lad became a local hero with a superb display of controlled driving in the treacherous conditions.

The Shadow would have to be seen at Clearways, nose dipping slightly under braking and then skate momentarily sideways. A white glove would appear on the top of the steering wheel to flick on correction and the right foot would thump the throttle back to the floor. Momentarily the whole car would slide sideways before straightening itself up. Tom, feathering for a second, then came back on to the power, the engine note rising in short staccato bursts as the rear wheels fought for traction. Then, he was gone and hurtling away up towards Paddock at what seemed speed. He did this almost every lap. It was pure magic. It made Ronnie's efforts a little mundane by comparison.

Unfortunately Superswede's practice was cut short when one of the new cables snapped and the whole left hand side of the rear suspension collapsed. They had been designed to accept a breakage strain on the car's suspension of 1000lbs. It was capable of taking at least 4,000lb and yet it broke. The fault was traced and explained in great detail. Both cars reverted back to the conventional

set-up for the following day.

Ickx, predictably was going well in the wet, as was Jarier in the other Shadow and Scheckter's Tyrrell. Unfortunately for Jarier, any chance of getting closer to Pryce was hampered by a constantly locking front left brake, while Pryce had to sit around for a bit as a punctured tyre had to be refitted, the teams only having been given a set of four per car.

Donohue seemed to be coping with the conditions quite ably for a man who's rarely raced in rain, while Miss Lombardi was out late after the main drive belt on the engine flew off due to the coldness which tightened up the fuel and oil pumps. It was replaced and she splashed around in what must have been a very difficult period.

As for the unfortunate Nicholson, he found his Lyncar "very unstable and very scary" and "it just got away" between Hawthorns and Westfield wiping off the front end. Fortunately the tub was undamaged but the fact that the car was left in a difficult position caused the spectating GPDA president, Denny Hulme, to have a few words about the incident. Yes, Denny was quickly getting down to his difficult job.

But of those in trouble, none could have been as bad as the two works McLarens. Neither driver could get their cars to put the power down at all and they were almost ten seconds off the pace.

Mass explained "that the car is all right turning into a corner, but we just can't accelerate out. I'm getting so much wheelspin in third and fourth gears that I can't even use fifth anywhere." It was a real head scratching problem and not even Fittipaldi could work out a solution. "The car is sheet at the moment," he mused, but at least he was fairly philosophical about the whole affair, or just not interested perhaps. What is more, things weren't to improve the following day either.

Evans was also having great traction problems with the BRM and he too was well down. One theory was the side radiator cowlings may have been deflecting air outwards and away from the rear wing.

Any hopes of a dry day were dashed mid-way through Saturday morning when the aggravating rain clouds moved in again to keep the dry tyres firmly locked up in the trucks.

It was evident after just a couple of laps that no one was going to improve on the leading times, or at least that's what we thought.

Star of the session award must go to Stommelen in the Embassy Lola who, like Pryce the day before, absolutely revelled in the conditions and, although the grossly underestimated German looked likely to visit the greenery at any minute, he pushed his way deep into the front of the grid, ending up a mere 0.1s slower than Ickx and Jarier. It was enough to put him on the third row and oust Peterson a place, his car having been cured of a misfire when Ickx took it out for a couple of laps in the F5000 session.

It was the first time an Embassy car has ever topped an F1 practice session. It was a superlative effort under conditions which John Watson described as some of the worst he's ever driven in.

Other to improve were Trimmer, Evans and Nicholson (who had repaired his car) as well as the McLarens, but only by a fraction. They were still in dire straights and hopelessly uncompetitive in the conditions.

A stopwatch check around Paddock Bend had Fittipaldi a full 2s slower than Trimmer's Safir.

To start with Emerson was circulating in the 52s bracket before stopping to try a set of brand new wet rear tyres. He improved, according to Mass, by something like 10s. The Goodyear tyre technicians said all the wet tyres were identical. The drivers thought, or suspected, otherwise. They had no alternative.

As for Flammini, he found himself very soon a non-starter by losing his Williams on his first flying lap coming into Clearways. He thumped the bank hard enough to write off the entire front end and twist the tub. Frank was none too happy thereafter and nor was Merzario who hated the weather, the venue and England anyway.

Nicholson was also unlucky again, this time when one of his own engines let go going past the pits with a bang. The gyrating Lyncar was extremely fortunate in not hitting anything as it sped at various angles up towards Paddock. An overnight change was a necessity!

RACE

Under clearing skies, everyone opted to run in the pre-race warm up early on Sunday morning. Everyone except Jarier that is who was totally unaware a session had been laid on. Many thought

the Frenchman had forgotten to advance his clock an hour but this was not so.

The track was still damp enough to use wets but a couple of teams tried slicks and skated about rather nervously while using them. Stommelen once again was the hero of the hour and once again he ended up, unofficially, quickest just breaking into the 29s on wets. Ickx and Peterson weren't far behind, also on wets. It wasn't to rain from then onward and gradually the track got drier and drier, but the clouds still threatened. What everyone was asking themselves was how good a compromise could they achieve by setting the cars up for the dry when they hadn't practiced in it. It was now down to theory.

Jody Scheckter
Tyrrell-Ford 007/5
1m 35.9s

Jacky Ickx
Lotus-Ford 72/5
1m 37.3s

Ronnie Peterson
Lotus-Ford 72/5
1m 37.7s

Arturo Merzario
Williams-Ford FW/03
1m 40.1s

John Watson
Surtees-Ford TS16/04-2
1m 40.4s

David Purley
Chevron-Ford B30
1m 41.2s

Tony Trimmer
Safir-Ford RJ02/2
1m 41.8s

Ian Ashley
Lola-Chevrolet T330
1m 42.3s

Roelof Wunderink
Ensign-Ford N174/MN02
1m 43.6s

John Nicholson
Lyncar-Ford 006
1m 47.9s

Tom Pryce
Shadow-Ford DN5/2A
1m 34.9s

Jean-Pierre Jarier
Shadow-Ford DN5/1A
1m 37.3s

Rolf Stommelen
Lola-Ford T371/1
1m 37.4s

Mark Donohue
Penske-PC1/002
1m 38.5s

Tom Belso
Lola-Chevrolet T330
1m 40.2s

Lella Lombardi
March-Ford 751/02
1m 40.6s

Vern Schuppan
Lola-Chevrolet T332
1m 41.7s

Jochen Mass
McLaren-Ford M23/8
1m 42.1s

Emerson Fittipaldi
McLaren-Ford M23/9
1m 43.2s

Bob Evans
Stanley-BRM P201/5
1m 44.2s

Nicholson, Trimmer and a the F5000s (three), except for David Purley's Ford V6-powered Chevron, also stayed on knobbly rubber. Up front Scheckter had elected to run with the team's new longer (by about 12 in) nose which, with its larger trim tabs, gave a better balance around Brands.

From the second row, Ickx and Jarier darted for the gap between the front row men to momentarily make a four car front row. Pryce lagged slightly, his rear wheels spinning a little too much on his, damper, side of the track. Scheckter made a better getaway but it was Ickx's electrifying burst that took his JPS into the lead at Paddock, this being the first race the Belgian's led since the same event last year.

His moment of glory was to last for less than a lap though, before Scheckter forced the Tyrrell through and smoked off into the distance at an alarming rate, especially considering how slippery the track still was.

Jarier's wets were already moving him well out of contention and he had to pit after three laps to change over to dries. It was a quick stop but it dropped him to the tail.

As for poor Mass, he never made it further than Paddock for the F5000 Lola of Tom Belso was nudged into a spin and the McLaren bumped into him. The damage was so light, the German could have continued but he didn't. By the end of the third lap, Scheckter was making the most of Ickx's wide Lotus, who had team-mate Peterson and Pryce's recovered Shadow right up his gearbox.

The Welshman soon split them, waited a lap before pushing Ickx back a place and set off in pursuit of Jody. The Shadow's place was quickly taken over by Watson who was driving the Surtees with his characteristic aggression.

Further back Donohue was hanging on but the Penske looked a real handful, while Purley's nimble F5000 Chevron was proving an embarrassment to Stommelen's ailing Lola and Fittipaldi's fast rising McLaren. Also on the up was Evans in the BRM, now handling a little better following an adjustment to the rear toe-out. Purley was soon to drop from contention with overheating and from then onward, it was F1s all the way.

Jarier, Merzario and Stommelen visited the pits early to change over to dries and the rest followed eventually. Unfortunately for Stommelen, a cracked exhaust pipe affected the car's performance for the rest of the race.

At quarter distance, Pryce began to close on Scheckter's lead. The Shadow was giving us a repeat showing of Brazil, only this time it was attacking from behind and the driver was different.

The battling JPSs and Surtees had now become

a duo as Ickx continued to slide further back. Donohue was still there, while Fittipaldi had Evans' BRM not that far behind and hanging on exceptionally well. Following his stop Jarier was now ninth, but still climbing, having just passed Lombardi, who was about to begin a series of stops to investigate poor handling. Nothing could be found wrong and she continued, albeit rather clumsily.

Up front Pryce had the gap down to 8.2s on lap 13. Two laps later it was 6.9s, 5.0s and then 4.5s. It was just a matter of time.

Meanwhile Donohue's car kicked back viciously at him entering Kidney and the American neatly performed a gyration. He pitted to check everything over before continuing only for it to happen again. He then parked it for good.

Half distance and Jody's early advantage was now down to as little as 3.7s while further back, the second Shadow took Evans for sixth and started off after Fittipaldi.

Another three tenths the following lap. All eyes turned towards Clearways. The Tyrrell burst into view and turned into the corner, the Shadow now well in Scheckter's mirrors. For a couple of laps, the gap remained stationary, Pryce having to collect a sideways moment in his mounting enthusiasm to wrest that all important lead.

Traffic loomed ahead. It was Fittipaldi about to be lapped. Jody swept by the McLaren but Pryce, having the Tyrrell cut the way passed the slower cars, was now right there. The moment of truth was about to happen.

But it never did for just as Jody prepared to thwart the Shadow's first thrust, the Tyrrell's engine let go as quickly and as simply as that. It was a crisp clean cut like a severed head. Jody was out. Pryce was through and all that remained was, as Tony Southgate put it, the hardest part: getting to the finish.

Almost unnoticed due to the leading chase, Watson had succeeded in pulling clear of Peterson, but we had to hold our breath as, during the final few laps, the Surtees' engine would suddenly die. Watson was suffering from fuel surge but as the Swede closed in, he hung on to a thoroughly deserved placing and a much needed fillip for the team.

Evans regained sixth place back off Jarier when the Frenchman had to make a second stop with 11 laps to go. The fuel pressure relief valve (which had been newly fitted that morning) had stuck closed. Once rectified the second Shadow was on its way but the hierarchy were already celebrating their first ever Formula 1 win by a man they wanted to get rid of a month ago.

It's funny how times change, isn't it?

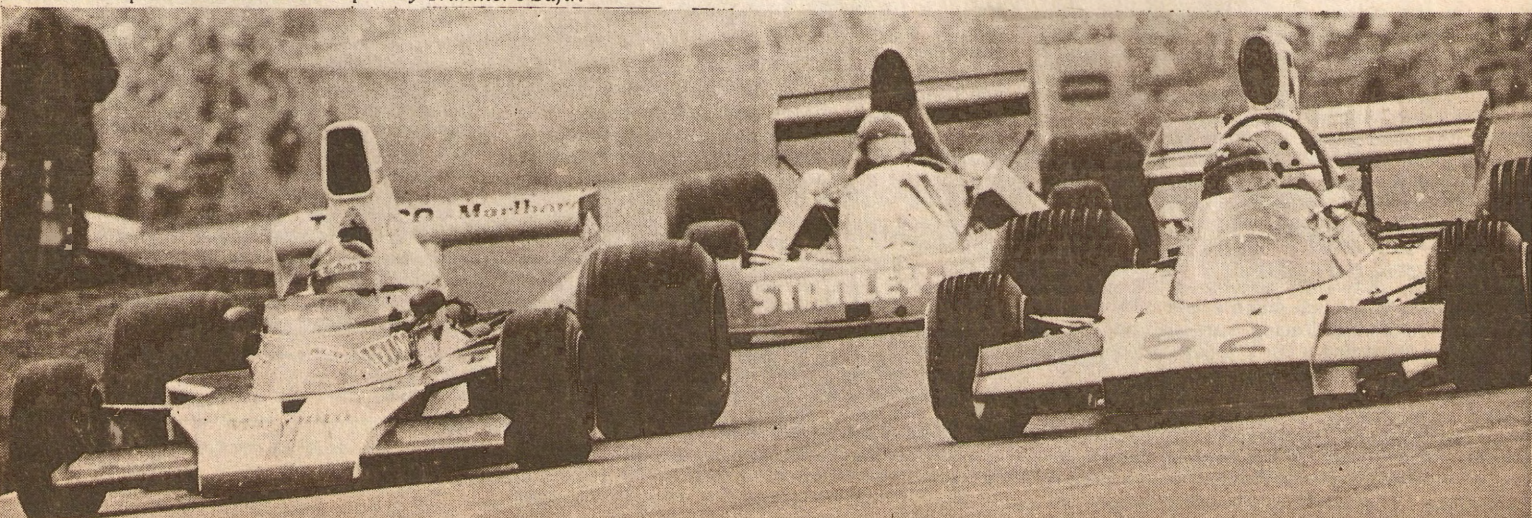
British Airways/Daily Mail Race of Champions March 16, Brands Hatch 40 laps — 106 miles

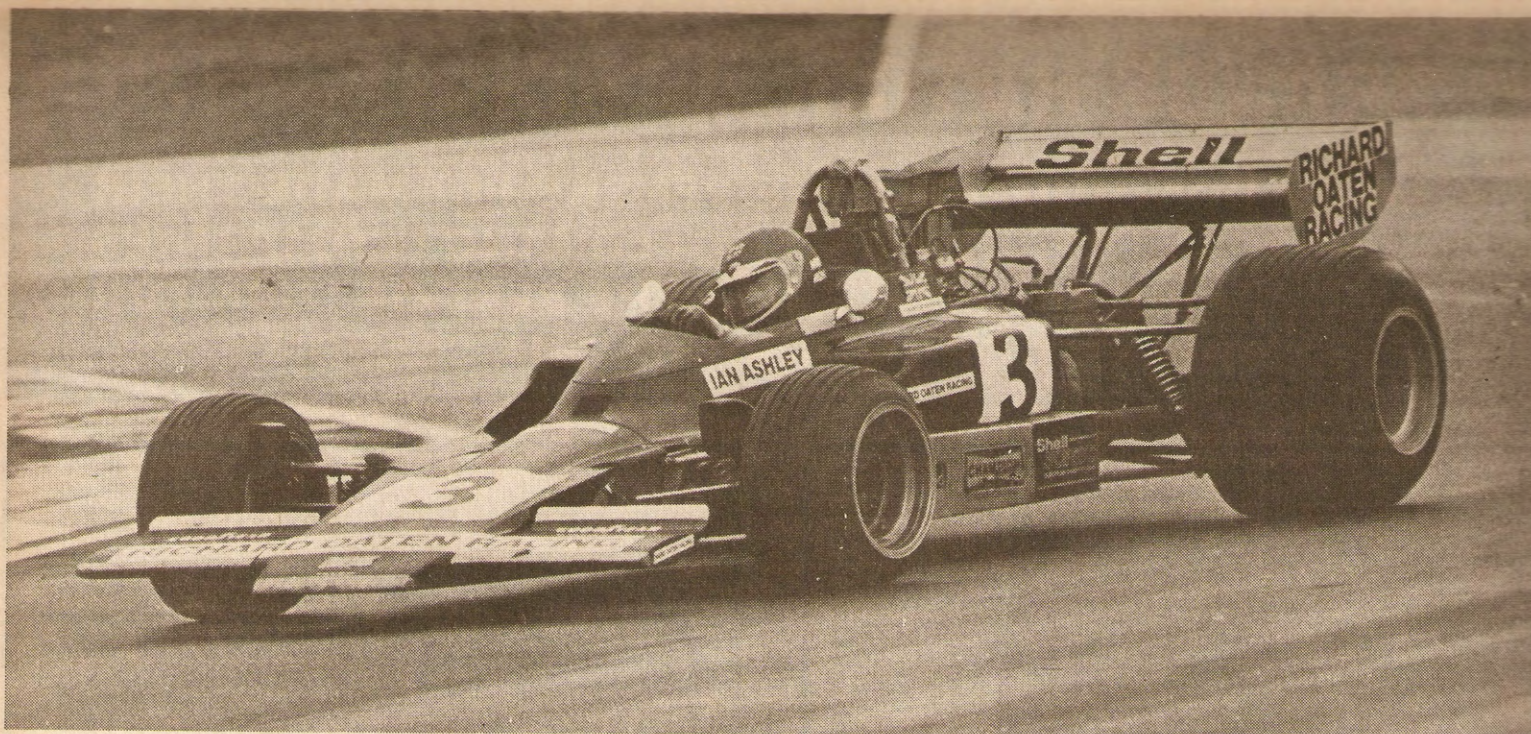
- 1, Tom Pryce (Shadow DN5-Cosworth Ford V8), 55m 53.5s, 113.79 mph;
- 2, John Watson (Surtees TS16-Cosworth Ford V8), 56m 24.0s;
- 3, Ronnie Peterson (JPS Lotus 72E-Cosworth Ford V8), 56m 25.5s;
- 4, Jacky Ickx (JPS Lotus 72E-Cosworth Ford V8), 56m 12.7s, 39 laps;
- 5, Emerson Fittipaldi (McLaren M23-Cosworth Ford V8), 56m 45.2s, 39 laps;
- 6, Bob Evans (Stanley-BRM P201 V12), 56m 29.7s, 38 laps;
- 7, Arturo Merzario (Williams FW03-Cosworth Ford V8) 56m 24.1s, 37 laps;
- 8, Jean-Pierre Jarier (Shadow DN5-Cosworth Ford V8), 57m 08.3s, 36 laps;
- 9, Rolf Stommelen (Lola T371-Cosworth Ford V8), 56m 01.8s, 35 laps;
- 10, Roelof Wunderink (Ensign N174-Cosworth Ford V8), 56m 02.7s, 35 laps;
- 11, David Purley (F5000 Chevron B30-Cosworth Ford V6), 56m 52.7s, 34 laps;
- 12, Tony Trimmer (Safir RFO2-Cosworth Ford V8), 57m 40.1s, 33 laps.

Fastest lap: Pryce, 1m 21.1s, 117.63 mph (equals FI & circuit record) and Ian Ashley (F5000 Lola T330-Chevrolet), 1m 29.7s, 106.35mph.



Frantic activity before the start (above) but the GPDA president wasn't too happy about the amount of people on the grid. Fifth and sixth placed men (below) Emerson Fittipaldi and Bob Evans lap Tony Trimmer's Safir.





Forsaking his new T400 Lola, Ian Ashley took his older T330 model to a thoroughly convincing win in the opening round of the European F5000 series.

F5000

Ashley out on his own

By IAN PHILLIPS.

Photographs by DAVID WINTER.

The opening round of the 1975 Shellsport F5000 Championship certainly was not the best races the Formula has seen, but it still provided a great deal of interest which bodes well for the future this year.

Raceday, Saturday, like the practice day was ruined by appalling weather conditions. Except for a short unofficial session on Saturday morning the F5000s, like everyone else, had to contend with a wet track. These sort of conditions tend to be levellers of driving talent and machinery, but there was no doubt who was supreme during the 35-lap race. Ian Ashley driving his old Richard Oaten/Shellsport Lola T330 made a tremendous start from the second row of the grid to take the lead into the first corner — from there on in he never looked back. It was a superb display of smooth, confident driving and a continuation of the form he showed at the end of last year. Already a strong candidate for championship honours, he must now emerge as favourite.

The surprise of the meeting though, was the tremendous showing of the brand new Chevron B30, running with the Cosworth developed V6 engine and driven by David Purley in Lec/Southern Organs colours. Even though it had never turned a wheel before official practice, Purley was second quickest in practice and second in the race. Engine problems in practice robbed it of an almost certain pole position, while a lack of brakes during the race diminished its challenge for the lead. Purley was disappointed at the end of it all but he and the rest of F5000 should really take encouragement from such a strong showing.

Into third place after a stirring drive from the back of the 21-car grid, came Damien Magee in Jim Kelly's Trojan T101, while fourth place went to saloon man Mick Hill, having his first single seater race in the ex-Wilds March 74A.

ENTRY and PRACTICE

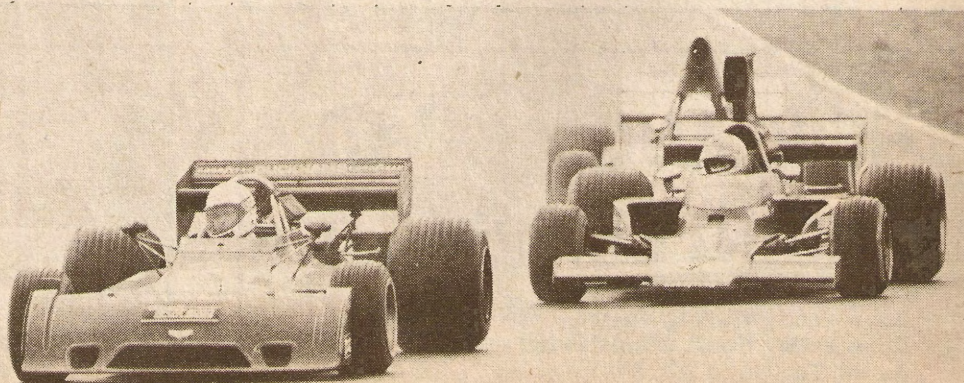
Formula 5000 has had a stormy career but during the last few months, as a result of a good worldwide showing last year, has really grown in stature to a point where it is universally accepted as a good thing. Everywhere that is, except in the ranks of the GPDA it seems. In the weeks leading up to the meeting there were many wrangles behind closed doors about whether or not the F5000 cars should be allowed to compete, as they always have done, in the actual F1 race. Understandably the GPDA did not want the rubbish from the lower echelons of the Formula allowed in their race, but what is rather incomprehensible, is that they didn't really want any of the F5000s in at all. Many different solutions were put forward and eventually it was agreed that a total of 20 cars would start the main race, the balance being made up with F5000s. This eventually turned out to be four in number. These were to be determined in official practice and there was the added stipulation that the driver must have competed in a World Championship race. This having been decided, official practice took on a new dimension for the nine drivers competing in F5000 who had the right qualifications.

The majority, of course, were to be disappointed, and an extra 15 lap non points scoring, but championship prize money, race was laid on for Sunday. However fewer than 12 cars were fit to take part and this was scrubbed.

There were very few actually brand new cars in the entry list, but a number of new combinations. With so much work having taken place at the major British circuits over the winter testing opportunities had been very minimal, and most of those had been in the wet. Thus competitors had a hard task in front of them to get the cars right and set a good time in the single two hour session on Friday afternoon.

Showing a liking for the horrible conditions, as he has in the past, was Dane Tom Belso in his

Brian Redman made a rare British appearance in a Chevron B24/28 but sadly retired. Here the American F5000 champion is chased by the Lolas of Vern Schuppan and Teddy Pilette.

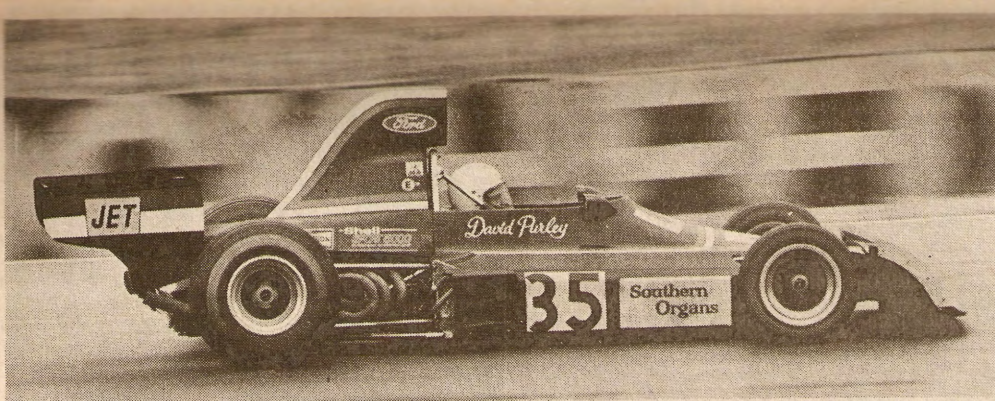


Radio Luxembourg Lola T330. The car was extensively overhauled during the winter and featured an RES cross-over injection engine for the first time. Although Tom has plans for a new car, if the money can be found, he was extremely happy to record the fastest time of the day at 1m 40.2s.

Next up, and the major talking point, was David Purley in the Ford V6 engined Chevron B30. This was a totally new car finished literally at the circuit. The monocoque chassis is very similar to that of the B28 F5000 as used by the works VDS team last year. Formula 2 suspension was fitted giving the new car a much narrower and shorter track and wheelbase than the B28. The Ford V6 engine cannot be used as a stressed member so a strong triangulated engine frame held the rear end together. F2 bodywork was fitted which gave rise to a neat and compact looking car.

The Ford engine has been talked about in F5000 terms for a long time but has only appeared previously, and unsuccessfully, in a Modus chassis. Cosworth have continued their development on it over the winter so that it is now giving around 460 bhp, even though it is still very much a saloon car engine. A further 10 bhp is expected during the year.

Purley was one of the first out and for the first hour just ran the brand new engine in. After having the car thoroughly checked he then went out to put in some quick times, which he did immediately without even appearing to try too hard, other than a couple of spins at Druids. Throughout this time though the engine only ran on five cylinders and David was certain that he could have bettered his 1m 41.2s if it had run properly. The car was taken back to the team's Bognor workshops overnight where it was found that a valve seat insert had dropped, "a very, very rare occurrence," said Ford's Peter Ashcroft. The only other V6 in racing trim, Walkinshaw's 1974 unit, was hurriedly acquired and installed for the



If it hadn't been for a broken brake line, David Purley might have given the brand new Cosworth Ford V6 Chevron a sensational win. Purley's second place however augured well.

race. The only chassis complaint Purley had was that there was no red line on the rev counter!

Third fastest, 0.5s down, was Vern Schuppan in the Teddy Yip/Sid Taylor Lola T332 he and Brian Redman used last year. He was happy with the car although the Dave Whitehurst engine was having trouble with the throttle slides icing up. This led to an all or nothing power situation almost — not a pleasant happening in such wet conditions.

Ian Ashley was next on 42.3s in his Lola T300 with Shellsport and Richard Oaten backing. Having tested at the circuit in the wet the week before, Ashley was confident of going well. But the previous Atlantic and F1 practice sessions had made the new surface slimy rather than just wet and by the time this was realised and the car adjusted accordingly it was too late for any fireworks, although Ian was quietly confident should the conditions be the same for the race — they were.

Teddy Pilette headed the third row on 1m 43.9s in the first of the new Lola T400s being run by the VDS team. This car has had a difficult introduction to life although the team had been very encouraged by their testing at Paul Ricard. However, when it came to the wet Brands circuit, despair set in once more. Despite revised suspension geometry front and rear the drivers were not happy. Pilette just complained of too much oversteer that could not be corrected in any way and he gave up after just 15 laps.

Another person who was not too happy was Brian Redman. He was a late entry in the ex-Schuppan/VDS Chevron B24/28, which won the final meeting of last year. The car is now

owned by Tony Dean and other than a respray was untouched since October. Although Brian is keen to do some F5000 in this country this was a one off deal. But he explained after the wet practice, he was ready to go home, "I'm like an accident waiting to happen. The car's terrible in the wet, it's got no traction. I can't put my foot hard down until I'm well onto the straight. I can't understand why, but I'm not happy at being five seconds off the pace." In the drier session on Saturday morning however, he was much happier and, in fact, the fastest man on the circuit.

Brian McGuire headed the fourth row of the grid in the ex-Evans championship winning Lola T332 which lost time with a fuel leak but was otherwise satisfactory. Brian Robinson decided at the last minute to rebuild his McLaren M19 and once again used it to good effect: in the wet to record 1m 45.6s.

Guy Edwards wasn't too enthusiastic about his performance. The handling of his Encyclopaedia Britannica Lola T332 leaving a lot to be desired. New, much softer, springs were fitted overnight but then disaster struck on the opening lap of the unofficial session. Edwards came charging into Clearways and halfway through the car spun and stopped in the middle of the road. Peter Gethin, following fairly closely at similar speed, tried to spin his way past but unfortunately the two hit side-on. Spares for Guy's car, which included offside rear suspension parts were rushed down from Huntingdon and rapidly fitted in time for the race — the car remaining rather an unknown quantity.

Tony Dean was next up in his familiar Chevron

B24, which suffered slight front end damage early on in practice and therefore couldn't better a 1m 47.6s.

Dave Walker was yet another unhappy man. The RAM/Thursdays Disco Chevron B28 was behaving exactly as Redman's car — *impossibly*. This, combined with Walker's extremely limited F5000 experience (the Australian GP in the Lotus 70 in 1970), was rather disappointing for this smart and enthusiastic team.

Peter Gethin just said at the end of practice, "It can't get any worse." Unfortunately for him it did. He just could not get his VDS Lola T400 to work properly. "It felt as though it was on slicks in the wet." He reckoned that the rear was far too stiff, but no combination of settings tried could cure the problem. Then came the coming together with Edwards. This severely damaged one of the monocoque mounted radiators, the rear wing and the rear suspension carrier was also bent.

Mick Hill was having his first ever single seater race in the ex-Wilds March and was happy just to take it easy and learn what it was about. In doing so he was 13th fastest on 1m 51.1s.

Gerry Amato (Lola T330) was next, making a return to racing after an enforced lay-off, while Leen Verhoeven was entered by Chris Oates in the ex-Wattiez Lola T330 and qualified 15th.

Brett Lunger had the Adlards Brabham, which he used to such good effect last August. Chuck Jones came over from America to oversee the operation which is a two race only deal. He brought with him one of his Ron Armstrong-developed injected V8s and the Adlards crew worked virtually non-stop from Wednesday to Friday to replumb the car and install the engine. Brett only managed a few laps and these were hampered by the engine's reluctance to rev over 5,900 rpm. Overnight work saw it lose another 100. However Brett was still very enthusiastic about the chassis and hopes to be able to put a deal together to run more than just two races. Behind him were Chris Featherstone (McRae/Ward GMI), Trevor Twaites (Lola T330) and saloon man Dennis Leech (ex-Thompson Chevron B24).

Right at the back, with no official times, were Damien Magee and Gordon Spice. Neither car practiced on Friday and had to qualify in the untimed session on Saturday. Magee missed out because his Jim Kelly owned ex-Sid Taylor Trojan T101, running under the Southern Organs International banner, was waiting for its engine to return from a rebuild. He did a number of laps though on Saturday and pronounced himself happy "although there's a funny noise, like something's loose, at the back." Spice missed out because his Reed Racing, ex-McGuire Lola had throttle slide trouble which could not be cured.

Although the skies cleared for the untimed session on Saturday morning wet tyres were still very much the order of the day, although Ashley did a handful of laps on slicks. Most people were hoping for rain for the race as nobody had scrubbed in slicks or had any ideas on settings. Sure enough the clouds came back and the drizzle started as the grid lined up.

RACE

Three warming up laps were followed by one additional tour to bring the cars onto the grid proper and, after a slight delay, the starters flag dropped.

Belso's tyres wreathed themselves in smoke and Purley took off smoothly, but charging through in sensational style from the outside of the second row was Ashley. Amid the spray they all came through Paddock unscathed and it was indeed Ashley in front. Belso was next, then Purley, Schuppan and Redman. In fact the whole field got away smoothly except poor Lunger. He'd been put off the road by a wandering back marker wearing half slicks and half wets, on the warming up lap and the front of the Brabham was damaged.

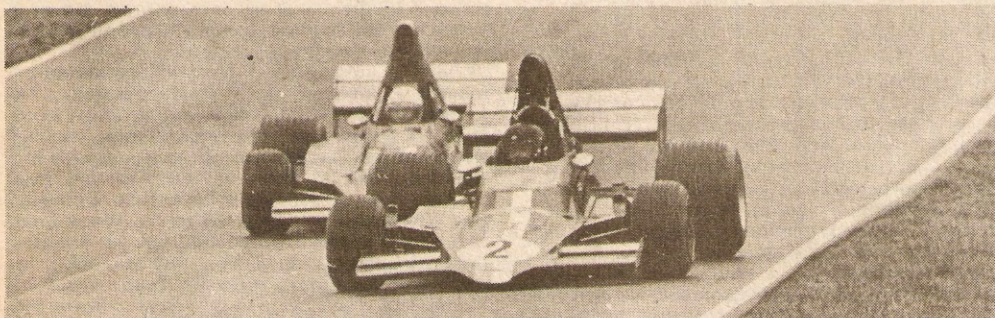
At the end of the first lap Ashley already had a sizeable lead from Belso and Purley, who were very close. Schuppan and Redman were next, then Pilette, Gethin and, incredibly, Magee.

It was, in fact, only these runners that ever mattered in the race. On the third lap Purley got past Belso, who was already in clutch trouble. He'd had problems getting off the line and was taking corners in a gear too high without the clutch, so he began a steady fall away from the front.

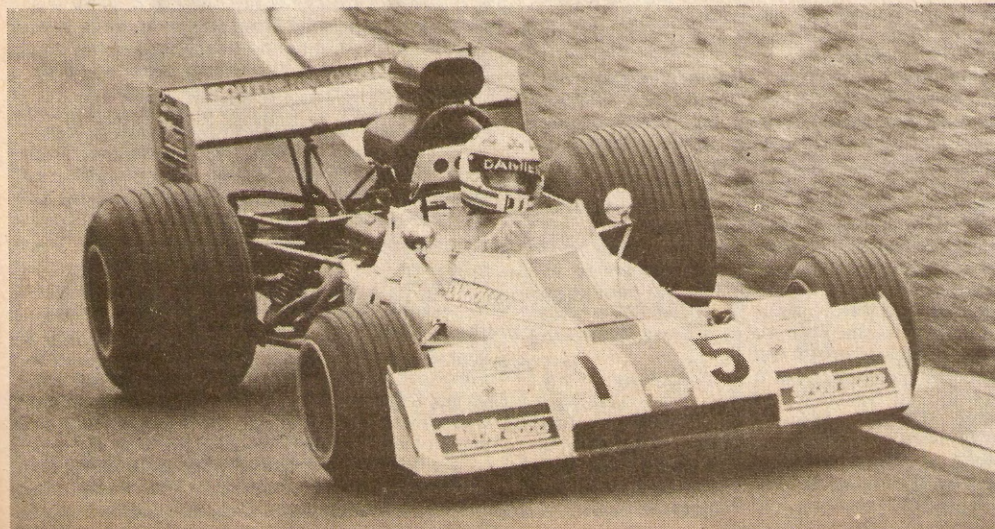
Once into second place Purley found himself just over five seconds behind Ashley, and there seemed no way he was going to let that gap increase.

Redman took Schuppan on the same lap and in

The new Team VDS Lola T400s of Peter Gethin and Teddy Pilette still showed signs of newness.



Damien Magee started from the back of the grid but climbed up to a magnificent third place by the end.



no time at all it was obvious the Australian's 74 luck had returned. While wiping his visor clean it popped off his helmet, so he was an early pits visitor rejoining in 15th place.

Redman, on his own, was driving with real style and rapidly caught and passed the ailing Belso on lap six. By this time the two VDS Lolas appeared to be going well, especially Gethin's, which was challenging for fifth place on lap six and took it next time around.

Magee was really holding his own and driving with determination, yet sensible restraint, as Dean breathed down his neck. McGuire was next followed by Edwards, Walker, Robinson, Verhoeven and Hill.

By the sixth lap Purley was really in the groove and the gap to Ashley narrowed to four and half seconds. Bit by bit it kept falling and on lap 11 it was 3.9s. It was looking good, but then trouble struck the new Chevron — the brakes virtually disappeared and from now on David was having to use the engine as a brake. This was caused by the front suspension movement pulling out the brake piping from the caliper letting the fluid out.

Ashley's lead grew and grew.

Redman initially appeared to make an impression on Purley but it didn't last as the engine started to sound rather rough, nevertheless his third place looked very safe until lap 18. It was at this time that an errant rocker stud attempted to force its way through the rocker cover and Brian called it a day. Patron Tony Dean had quit earlier with engine trouble also.

Thus it was Peter Gethin who assumed third place, now well on his own following stops by both Pilette and Belso for tyre changes. A number of competitors were experiencing tyre chunking problems — the reason almost certainly being that the wet compound is too hard for the current conditions.

Schuppan had worked his way up to seventh, behind Magee, before he made the first of a number of stops with tyre trouble. So, by lap 20, the leading runners were Ashley, Purley, Gethin, Magee, Hill, Walker and McGuire. The latter was going very slowly due to a much deflated rear tyre.

Belso's gearbox finally gave up on the 20th lap and he coasted onto the grass at Clearways.

There were few incidents in the rest of the race with the exception of a couple of fairly major accidents. On lap 23 Walker, who had been struggling rather in the Chevron, dropped it coming out of Paddock and hit the bank rather hard going up the hill. Then, five laps later, Gethin, who had been without a visor for a number of laps, lost his vision exiting Clearways and spun at high speed into the bank on the outside. Luckily he was unhurt, but the car looked very second hand. Peter honestly admitted that it was all his own fault.

This left Magee in third place behind Ashley and Purley, with the steady yet unspectacular Hill, Verhoeven and Featherstone following a few laps adrift.

It did look as though Ashley might be in trouble during the final laps; he came past the pits on three occasions pointing to a rear tyre. A spare was readied should he risk his thirty odd second lead for a change, but, in the end, he kept going and afterwards said he thought it was probably just some oil on the track. He ran out a good winner by nearly three minutes, although this was an unrealistic margin.

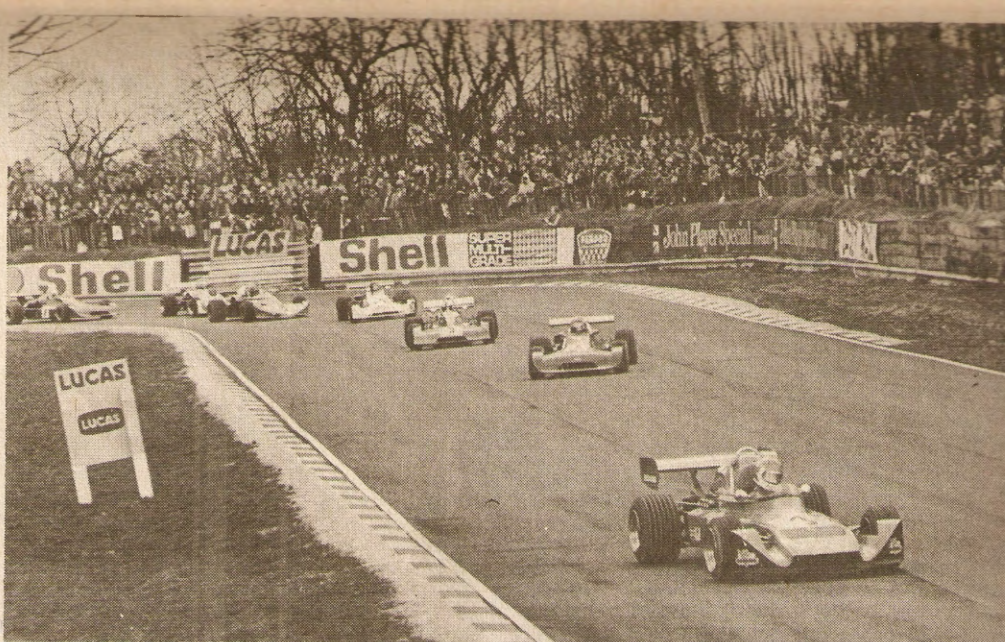
Purley had been keeping the brakeless Chevron going very well but, as he came out of Clearways to start his last lap, he knocked it out of gear and the wear of the clutch, which had been acting as the brake, was such that he couldn't get the cog back for sometime. He eventually got it going, but then spun at Druids. David had to climb out of the car and get it back onto the circuit himself before going on to complete his last lap as Ashley was receiving his honours.

A delighted and deserving Magee took third place, one lap down, with Hill, Verhoeven and Featherstone next, all three laps behind. Edwards was seventh, four laps back after a number of stops for handling trouble. McGuire was eighth with his puncture and Pilette ninth after a number of tyre stops.

Shellport European F5000 Championship
Round 1, Brands Hatch, March 15. 35 laps

1. Ian Ashley (Lola-Fewkes/Chevrolet T330), 55m 54.8s, 99.35 mph.
2. David Purley (Chevron-Cosworth/Ford B30), 58m 40.9s.
3. Damien Magee (Trojan-Smith/Chevrolet T101), 34 laps.
4. Mick Hill (March-Smith/Chevrolet 74A), 32.
5. Leen Verhoeven (Lola-Smith/Chevrolet T330), 32.
6. Chris Featherstone (McRae-Ward-Chevrolet KS1), 32.
7. Guy Edwards (Lola-Smith/Chevrolet T332), 31; 8. Brian McGuire (Lola-Smith/Chevrolet T332), 30; 9. Teddy Pilette (Lola-Morand/Chevrolet T400), 29; 10. Gerry Amato (Lola-Smith/Chevrolet T330), 29.

Fastest lap: Ashley, 1m 31.0s, 104.83 mph.



Tony Brise's Modus already has a good lead. Crawford, Wardle and Morgan lead the pursuers.

FORMULA ATLANTIC

Brise the untouchable

By IAN PHILLIPS

It has often been said that Tony Brise, on his day is unbeatable. There's no doubt that Sunday was his day and, from the moment the Union Jack was dropped, the second round of the John Player Formula Atlantic Championship was his. His style in the works Modus was impeccable — he built up an enormous lead on the damp track during the early laps and as the sparse opposition tangled among themselves he was able to ease up and save his wet tyres on the rapidly drying surface. It was a masterly drive which underlined Brise's undoubted natural flair — all he needs now is consistency.

Brise's main opposition came from the Chevrons of Jim Crawford and Richard Morgan. Crawford just held on to second place having been hit by Morgan during a brave overtaking manoeuvre at half distance. The SDC Chevron never handled properly afterwards and Jim just kept Cyd Williams at bay, the latter having tigered through the field from the back of the grid.

Morgan, who was on pole position in the Donington Collection/Wheatcroft car, continued sans nosecone to take sixth place and fastest lap.

ENTRY AND PRACTICE

The entry for this second JP FA race perhaps reflected the enormous gap which now exists between FIA International Formulae and National Formulae. The lack of foresight by the FIA in changing regulations will-nilly for their Formulae has seen, not surprisingly, a proliferation of national formulae. This has left the competitors in something of a quandary. Should they compete in poorly policed but prestigious international formulae? Or should they opt for the well financed, but, at the moment, rather uncompetitive national category? At present there exists this unhappy situation and unfortunately Atlantic, whose regulations are eminently the most suitable for an international category, is suffering from a lack of truly competitive equipes. As it stands there are only three really competitive drivers taking part, the rest of the field being made up with good, solid runners who will turn up week in, week out but are never likely to challenge for outright honours. The need for just one junior formula to be run nationally and internationally could not be clearer.

The three competitive runners filled the front row covered by 0.8s. There were two sessions of practice but only the first early on Friday morning meant anything. This was run in wet conditions, while the second was in a virtual flood.

Sitting on pole position with a time of 1m 31.6s was Richard Morgan in Tom Wheatcroft's Chevron-Nicholson B29. This was the result of yet another extremely sensible piece of driving from the Mallory winner. Morgan still appears to be driving within himself, just pulling out enough to keep him at the front while he settles down with the team and the Formula; a mature approach which should serve him well.

Second quickest, just 0.1s slower was Tony Brise in Ted Savoury's Modus. Brise was very happy with the situation having suffered a fuel starvation problem which, he felt, had kept his times down. Niggled by reports that his Mallory shunt was due to loss of concentration, he was in a very determined mood not to create any further questioning of his temperament.

Jim Crawford completed the top trio with a time of 1m 32.4s in the SDC Chevron-Hart. Crawford is showing the benefit of a year's fairly traumatic experience and has a far more dedicated and determined approach "and I don't have to worry about crashing it". The latter statement was said rather jokingly but it is, perhaps, this security which has enabled him to concentrate on the job in hand.

Cyd Williams put in a typically workmanlike job in Graham Eden's much modified Brabham to record a 32.8s. It was a typically gutsy effort from Cyd and it was good to see him chasing the big three so hard. Peter Wardle did his best with his ageing Surtees to take the other second row position although some 1.7s slower than Williams. Ted Wentz was next on 34.7s in the Wella Lola which would probably benefit from an Atlantic rather than F2 testing session. Ray Mallock is in much the same boat with the Team Ardmore March. This is an F2 chassis which is too heavy for Atlantic; Ray doesn't expect to be fully competitive in Atlantic until his F2 debut is over.

Nick May (Strakers Lola) and Val Musetti were next on 35.4s and 35.8s respectively while Steve Choularton had handling problems getting down to 36.1s, the last of the anywhere near competitive runners.

The rest were all 2.5s and many more seconds slower in the order Mike Franey (Royale RP11), Freddy Philips (Tui), Bobby Muir (Birrana), Peter Williams (Chevron), Norman Dickson (March), Derek Cook (March), Peter Munro (Chevron) and Alo Lawler (Chevron).

RACE

The 25 lap race opened proceedings on Sunday. It appeared that the track might be dry enough for slicks and a few people tried them on the warming up lap. Of the leading runners these only included Cyd Williams and Mallock. The latter in fact had a moment at Westfield which damaged his nosecone a little. Both changed tyres on the grid; Cyd however struck his usual luck. The change took longer than anticipated and he was wheeled off the grid to complete the operation and so started

Rouse establishes lead

By BOB CONSTANDUROS

The second round of the Southern Organs/RAC British Touring car championship contained in essence, another really faultless drive by Stuart Graham in the Brut sponsored Z28 Camaro, still with 5.7 litre power. However, his domination was threatened considerably by Vince Woodman in his VMW/Team Esso Uniflo Camaro, who can be reckoned to be a danger to the Graham/Richard Lloyd domination of the class. Woodman finished a strong second after suffering a misfire which allowed Graham to grab the lead. Third, with an amazing drive considering the lack of litres, was Andy Rouse in the Triumph Team Piranha Triumph Dolomite Sprint, who not only finished only 31.8s behind the winning Camaro after 20 laps of racing, but lowered Barrie Williams' class lap record by no less than three whole seconds. Holman Blackburn fitted an old engine to come from the back of the grid up to first in class in front of Gordon Spice to take the 2501 cc to 4000 cc class in his Hermetite sponsored Capri, and Jennifer Birrell drove very well in Halesfield Motors' Avenger GT to follow team mate Bernard Unett closely until his Avenger blew a head gasket, and the Scottish lady inherited the class lead.

ENTRY AND PRACTICE

No less than 13 American machines were entered in the over 4000 cc class, and on number one, and pole position was the Camaro of Stuart Graham. Although he has a 7.4 mill, he is not willing to fit it until some testing can be done to make sure it is competitive. But meanwhile, his 5.7 provided him with enough power to set a 1m 46.1s in the mainly dry Saturday practice period, although Graham admitted to having to work hard for the time.

Spending most of practice bedding in brakes and clutch was Richard Lloyd in the Think/Simoniz Racing 7.4 Camaro, just 0.6s slower. He needed the brakes readjusted after practice, but

this had nothing to do with an amazing spin at the flat-in-top Hawthorns. Lloyd put one wheel on the grass and just nicked every corner of the car on the Armco. The worst damage was a dented rear fin, the least, a paint scratch.

Completing the front row was Vince Woodman, really pleased with the handling of his Camaro, but suffering from a misfire in his 5.7 mill. Then the Bristol man ran out of petrol, but explained that the misfire was probably due to hard plugs anyway.

Lawrencetune had put in quite a few hours on Tony Lanfranchi's Chrysler Hemi Cuda following Mallory Park, with new springs, shock absorbers, brakes, etc, and Tony showed that they were going in the right direction by setting a 1m 47.1s in his

National Organs sponsored car, exactly the same time as Woodman, but a little later.

Sharing that row was Andy Rouse's 2.0 Triumph Dolomite, another superb effort on 1m 48.4s, although he was to change engines for the race as this one was tightening towards the end of practice. Team mate Roger Bell was close up in the other Triumph Team Piranha Dolomite on 1m 48.8s, another good effort from Motor's editor.

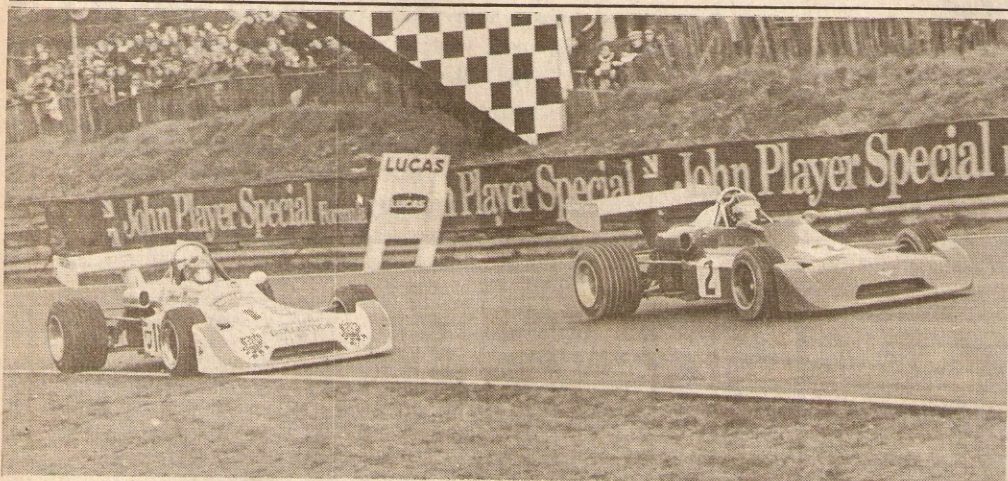
John Hine made it a Triumph hat trick with his ShellSport example, run by Bill Shaw, on 1m 49.4s. Malcolm West completed row three with his Camaro on 1m 51s without complaint, although his practice was limited due to late tyre fittings.

The Mazda RX3s of Brian Muir and Barrie Williams filled row four, Muir in the Arian car setting 1m 51.4s without problems apart from an exuberant spin at South Bank which was proving slippery. Williams, on 1m 51.9s, was another story. "A spyder with a limp and hiccups," as Barrie described it. This new car was cutting out again, and handling wasn't all it might be either. The cutting out was causing Barrie to use armfuls of lock to stay on the track as he'd suddenly lose power through a corner.

Malcolm Wayne headed a Camaro filled row five, despite a spin at South Bank, on 1m 52.2s, sharing this time with Bob Ridgard, who apparently still has last year's problem of indecision concerning which championship to contest. However, with rather worn brakes, he was taking things easy. Completing the row was Brian Pepper's Camaro on 1m 53.8s.

Bernard Unett, now with a Halesfield engine, hurriedly prepared after last week's problems, was the quickest of the up to 1600 cc cars, next up on

Holman Blackburn brought the Hermetite Capri from the back of the grid to take the class lead from the following Gordon Spice.



Dice of the Atlantics was that for second place between Jim Crawford (2) and Richard Morgan (18). Crawford won.

ATLANTICS continued

when the rest had left.

When the flag dropped Brise made a scorching getaway. He'd experienced severe understeer on the warm up lap but a rapid increase in trim tab by Nick Jordan got the car almost right. Aided by a dreadful start by Morgan and Crawford missing second gear, the Modus just disappeared into the distance. At the end of the first lap Crawford was second with Wardle, Wentz and Mortan in line astern. Choularton (penalised a minute for jumping the gun) and Mallock were next while Williams was eleventh. Already out were Musetti and Muir who had a coming together at Clearways after Val's throttle stuck open and he spun collecting the Australian.

Morgan got into the groove on lap four and picked off Wentz at South Bank and Wardle at Clearways. He then tagged on to Crawford's tail and the two Chevrons moved well clear of the rest although they were nearly eight seconds behind the flying Brise. That's the way it stayed until lap 13.

Morgan, who passed Crawford briefly at Clearways on lap nine, had decided that Druids was the place to make his move. He pulled up the inside into the braking area and looked to have it settled. However the left front wheel locked and he clouted Crawford. Jim spun and Richard lost his nose although carried on in second place, Crawford spun again immediately at Kidney but soon recovered and by lap 15 had no trouble in reclaiming second place from Morgan's rapidly slowing car.

All this allowed Brise to build up a big, big lead. He immediately dropped his lap times by a couple

of seconds saving the wet tyres on the damp track.

Further back the field had thinned out. Wentz damaged his nose in a moment trying to pass Wardle at Stirlings. He came in for a replacement and put on slicks at the same time: "That was a mistake, it was still too wet". This left Wardle in fourth with the charging Williams closing fast. Both of them passed the ailing Morgan on lap 17. Mallock had dropped out with a broken oil pipe while Choularton fell back with a very rough engine.

The interest in the final few laps lay in Cyd Williams' relentless chase. After tailing Wardle for three laps he took third place at Westfield on lap 23. He then found himself catching Crawford hand over fist. For no apparent reason Jim's car was handling oddly and also seemed to be losing power. The two of them put everything into the final couple of laps but the places didn't change, the margin being 0.9s. Brise's supremacy was by a healthy 36s. Wardle was a further 1.5s down on Williams.

Fifth place changed hands on the last lap when American SuperVee ace Freddy Phillips took Morgan, the latter soldiering on with hopeless understeer. Mike Franey led the rest, one lap down, with the very sick Choularton next.

John Player Formula Atlantic Championship Round 2, Brands Hatch, March 16, 25 laps.

1. Tony Brise (Modus-Nicholson M1), 39m 24.8s, 100.85 mph.
2. Jim Crawford (Chevron-Hart B29), 40m 1.5s.
3. Cyd Williams (Brabham-Eden BT40), 40m 2.4s.
4. Peter Wardle (Surtees-Swindon TS15), 40m 3.9s.
5. Freddy Phillips (Tui-Nicholson BH2), 40m 55.1s.
6. Richard Morgan (Chevron-Nicholson B29), 40m 56.0s.
7. Mike Franey (Royale-Gray RP11), 24 laps; 8. Steve Choularton (Chevron-Hart B29), 24; 9. Derek Cook (March-Cook 75B), 24; 10. Ted Wentz (Lola-Swindon T360B), 20.

Fastest lap: Morgan, 1m 33.0s, 102.58 mph.



1m 54.2s, but had to have the diff changed for the race. Just to prove that team mate Jennifer Birrell should go just as quickly, he set the same time in her car too. Sharing the row with the 1974 champion was Allan Wilkinson, out for the first time in the Allen of Romford Ford RS2000. The Piper prepared engine had blown two core plugs in testing, but the problem had now been solved. The former Mexico man, out for the first time on the long circuit, felt his way round the circuit, with diabolical handling, to a 1m 54.4s.

Gordon Spice's Wishart's sponsored Capri was the first of the poorly supported 2501 to 4000 cc class on 1m 55s, with a brace of Camaros for company. First of these was John Olding's MacMillan sponsored version on 1m 55.5s, followed by Jon Fletcher's repaired Glazepta car on 1m 55.8s. However, the new rear spring of the latter was still untempered and somewhat longer than the others. As the rain fell in the afternoon, Fletcher resolved to ask someone's bus to flatten it a bit, and set to work.

A content Jennifer Birrell headed row eight on 1m 55.9s in the second Halesfield Avenger. She should have had Win Percy for company, but as the Samuri Motor Co run Toyota Celica, Mallory's class winner, entered South Bank, it seemed a tyre burst and the car thumped the Armco on the outside pretty hard. While Percy was unhurt, the Toyota won't be functional in its current state again.

Jon Mowatt's BMW 2002 Tii therefore came next on 1m 56.4s, with Stan Clark's Alfa and long circuit newcomer David Vizard (1.6 Hillman Avenger GT) for company on 1m 57.3s, and 1m



Overall winner was Stuart Graham who dominated the race. Right, Bernard Unett leads eventual class winner Jennifer Birrell, both in Halesfield Avengers.

59.4s respectively. Stuart Rolt set a 2m 0.1s in his Capri before putting it into the South Bank Armco and damaging one side, shortly to be joined at a much greater rate by Percy. Rolt still had his last year's Capri in Hermetite colours following the TT and started that from the back of the grid on raceday.

Therefore Mike Wooley headed row ten with his Opel Commodore on 2m 2.7s. This was the car as raced by Tony Fall at Mallory Park, still set up for the wet, but now being run for the former BMW driver by Triple S Motors of Birmingham. The session was somewhat exploratory, during which the car was oversteering badly.

Hugh Oliver-Bellasis set the same time as Wooley to share the row in his Avenger GT. Tony Dron in the second Penthouse Alfa Romeo was a little happier than in the previous week, although still with an unblue-printed engine. He shared his row with Bill Gubelmann, out for the first time in the Wisharts Capri II, and Martin Thomas Renault 17TS. Bill Sydenham appeared with his Lotus Cortina of some vintage. It was misfiring badly and needed a new exhaust system on its first time out.

Its time was 1.6s better than Holman Blackburn's first and only lap in the Hermetite Capri, the same car as last week. Blackburn burnt a piston on his first lap, set a 2m 12.4s, and disappeared in the direction of Chiddingfold to fit a new engine (from last year in fact), and keep up his record of starts. Both he and Rolt had to start at the back of the grid with ten second penalties. Tony Shaw in the ex-Graham Camaro sponsored by National Organs reappeared, after last week's considerable shunt, the car repaired for Sunday morning. After three laps was allowed to start at the back of the grid.

RACE

After the Atlantics had done their thing, the Group One cars came out for their twenty laps, and as the grid formed up, so the skies darkened

and down came the odd snowflake. But it wasn't sufficient to send anyone scurrying for wet tyres, and somewhat later than scheduled, down came the Union Jack. There was doubt about the leader from that moment: Vince Woodman just shot off into the lead, with first Graham and then Rouse, in the Dolomite, second. Hine followed Graham, and then Lloyd, who had been unable to get second quite quickly enough to take sufficient advantage of his front row position. At the back, John Olding, Mike Wooley and Alan Wilkinson had an unfortunate upset at Paddock which spelt retirement for the two newcomers.

By Westfield, Graham had got by the fleet Dolomite, as had Lloyd, while Lanfranchi was following the two of them, then John Hine, Barrie Williams and Roger Bell. Lap one saw two groups: Woodman/Graham, and Lloyd/Rouse then Lanfranchi, Hine, Williams, Bell and Muir, Spice led his class two places back and Unett led Mrs Birrell by one place.

Up front the gap was down to 0.8s on lap two after an effort by Graham to overtake at Westfield, Rouse kept worrying Lloyd, then Lanfranchi, already having what was to be a lonely race, with the car understeering rather too much after an overnight tweak. Hine came next, in front of the squabbling Mazdas of Muir and Williams, soon to be demoted by Bell.

On lap three, Graham and Woodman swept by the startline side by side, and by Druids, Graham was in the lead he wasn't to lose. Lloyd seemed to close on Woodman fractionally during the subsequent two laps, but there was still less than a couple of seconds covering the first three. Bell had taken both the Mazdas now for seventh place, this to be sixth one lap later, as Hine had an involved and complicated spin/manoeuvre out of Druids on lap six.

He rejoined just in front of Gordon Spice's Capri who'd been leading the battling Camaros of West and Wayne. This trio were being gained on by Blackburn, who was putting in a great drive, and soaring up through the field. As the Camaros

finally caught Spice, so he dropped back into the clutches of Blackburn, to lose the class lead on lap nine at Paddock.

While all this had been going on, the small class lead had changed to Jennifer Birrell. She'd been led fractionally by Unett for four laps, but then Unett's head gasket blew, and for the second time the Chrysler man was out of the running. David Vizard was second in class closely pursued by Dron until half distance, when Stan Clark came steaming past them both.

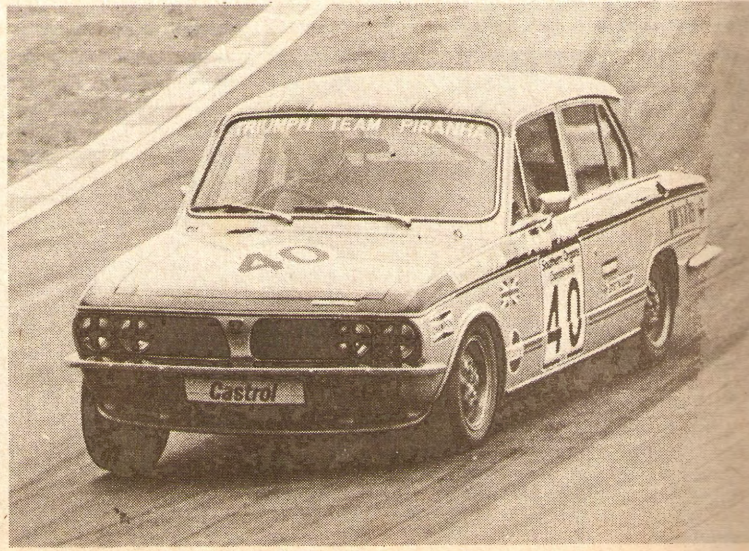
Back at the front, Rouse was slowly reeling in Lloyd as gear changing became a problem on the big Camaro, and at half distance, there was less than a second in it. Lanfranchi was happy in fourth place, Bell was in fifth, Hine had caught back up to sixth following his spin, aided by a similar gyration from Muir at South Bank, which meant that Williams was in seventh. After a gap Wayne now led West narrowly, Spice was still in touch with Blackburn, and Brian Pepper completed those unlapped.

Rouse was now, on lap 12, challenging Lloyd for his third place, right behind him all around the track, but just being kept at bay. Team mate Bell, however, had to pull out of seventh place when the overdrive sheared in what seemed to be a complete electrical failure. The lapped Wayne left West alone by spinning his Camaro at South Bank into the Armco, as Olding had done at Druids on the same lap. Spice too left the fray on lap 12 with loose wheel nuts, which was to mean retirement for him.

Lloyd's gear selection resigned him to allowing Rouse to pass on his way to a tremendous third place on lap 16 at Druids. The same lap saw Muir take fellow Mazda man Williams back for his sixth place, these two being the last unlapped runners, and thus the order remained to the end.

Down in the up to 1600 cc class, Stan Clark was creeping ever closer to class leader Jennifer Birrell, setting a new class lap record on two occasions in the process, beating Unett's time by 0.3s. However, he failed to catch the Avenger by

Vince Woodman grabbed an early lead but lost it due to a misfire. Right, a fantastic drive was put on by Andy Rouse in the Triumph Dolomite Sprint.





Rogér Bell follows the Mazdas of Brian Muir (49) and Barrie Williams (45). Bell was to retire.

SUPPORTING RACES

Magee and celebrities star

Formula Ford 2000 had its second showing as last race of the day at Brands Hatch, the first race in the dry. There was no doubt about the winner, Damien Magee took the case of McKechnie's wine and after Frank Hopper's retirement, proceeded to draw away to an 11.9s win over Syd Fox. Fox's Hawke was stuck in third and top for the last couple of laps, but he had managed to overtake Ian Taylor's Dulon, which wasn't in an exactly healthy state. The Formula gained some more entries, with sixteen practising and 14 starting. The SPARKS celebrity race in new ShellSport Escort Sports certainly wasn't the processional stuff that one occasionally sees from celebrities, but a real three car ding-dong, from which Chris Baldwin emerged the winner by the length of a bobsley's runner from power boat man, Tom Percival.

On a dry track, the 14 sportsmen from various fields assembled for 10 laps of the club circuit, with sailor Chay Blyth on pole, Percival beside him, and then Robin Knox-Johnson for the sailors again. Behind came Show Jumper Anne Moore and Baldwin. Dotted around further back were Jonathan Woodall in number eight, a cresta man for whom Tony Dron took coaching responsibility (no golfers this time), Lady Jane Wellesley, an "ex" of Prince Charles' who must wish all journalists dead, and Divina Galica, on the back row.

Baldwin made a pretty demon start from Knox-Johnson and Percival, but Blyth caused

many a heart to flutter by spinning at Paddock, delaying the rest of the field. Thus, Baldwin had a nice little lead at the end of lap one, Percival was holding off Woodall, then came rugby man Budge Rogers, Knox-Johnson and David Duckham. Percival, who has shone before in Mexicos, caught the leader on the next lap, and Knox-Johnson circumnavigated Rodgers who was to slowly drop down the field.

By lap three, Baldwin, Percival and Woodall were all together, Percival was trying to find a way round, but his manoeuvring came to naught, and dropped him back to Woodall. Up he came again for a real challenge on lap seven, and round they went side by side, at places no racing driver would try. Finally, Percival made it, but only for a lap. One lap later, Baldwin tried the same, and more corners were undertaken side by side.

It was magnificent stuff, but some judicious use of a back marker (footballer Bob Wilson, who'd spun), ensured Baldwin of the line for Kidney on the last lap, and although Percival and he crossed the line side by side, victory went to Baldwin. Woodall watched the antics just two seconds down in third, while Miss Galica, establishing the fact that she's had her three accidents now, thank you very much, came home fourth, despite early delays, setting joint fastest lap with Blyth. Rodgers, Wilson, Blyth and Lady Jane all spun, but there was no damage to the new cars.

Final event of the day was for FF2000s over 15 laps. Magee got into the swing of things just before his magnificent F5000 race, by setting a 1m

about three seconds, but Tony Dron placed David Vizard for third in class, while one place behind, Stuart Rolt took the flag for second in his 2501 cc to 4000 cc class behind Blackburn.

In company with Rouse and Clark, Graham also broke his own lap record for the class, by 0.2s, in a race that really emphasised his tenacity in these big Camaros. Rouse's performance was just as meritorious, Lanfranchi obviously has the measure of the 'Cuda, Woodman showed as a danger, and Stan Clark showed the Alfes are on the way. Roll on Oulton Park.

RAC/Southern Organs Touring Car championship, round 2 Brands Hatch, March 16 20 laps, 53 miles

1, Stuart Graham (5.7 Chevrolet Camaro Z28), 35m 36.9s, 89.29 mph;

2, Vince Woodman (5.7 Chevrolet Camaro Z28), 35m 51.7s;

3, Andy Rouse (2.0 Triumph Dolomite Sprint), 36m 8.7s;

4, Richard Lloyd (7.4 Chevrolet Camaro Z28), 36m 17.2s;

5, Tony Lanfranchi (6.9 Chrysler Hemi 'Cuda), 36m 31.2s; 6, John Hine (2.0 Triumph Dolomite Sprint), 36m 54.6s; 7, Brian Muir (2.3 Mazda RX3 Coupé), 37m 9.3s; 8, Barrie Williams (2.3 Mazda RX3 Coupé), 37m 22.7s; 9, Malcolm West (5.7 Chevrolet Camaro Z28), 19 laps; 10, Holman Blackburn (3.0 Ford Capri GT), 19 laps.

Over 4000 cc class: 1, Graham, 89.29 mph; 2, Woodman; 3, Lanfranchi; 4, Lloyd; 5, West; 6, Brian Pepper (5.7 Chevrolet Camaro Z28). **Fastest lap:** Graham, 1m 45s, 90.85 mph (Record).

2501 cc to 4000 cc: 1, Blackburn, 83.19 mph; 2, Bill Gubelmann (3.0 Ford Capri 11); 3, Stuart Rolt (3.0 Ford Capri GT); no other finishers. **Fastest lap:** Blackburn, 1m 52s, 85.17 mph.

1601 cc to 2500 cc class: 1, Rouse, 87.98 mph; 2, Hine; 3, Muir; 4, Williams; no other finishers. **Fastest lap:** Rouse, 1m 46.8s, 89.32 mph (Record).

Up to 1600 cc: 1, Jennifer Birrell (1.6 Hillman Avenger GT), 81.20 mph; 2, Stan Clark (1.6 Alfa Romeo Junior GT); 3, Tony Dron (1.6 Alfa Romeo Junior GT); 4, David Vizard (1.6 Hillman Avenger GT); 5, Hugh Oliver-Bellasis (1.6 Hillman Avenger GT); no other finishers. **Fastest lap:** Clark, 1m 53.3s, 84.20 mph (Record).

40s in the Anglo Scottish Petroleum Palliser-Minister 742, 1.3s quicker than fellow Irishman Frank Hopper, resplendent in a new pale blue Crossle-Rowland 31F, which was to become slightly battered before the day was out, but repaired for the race. Syd Fox in the Hawke made up the front row. Derek Lawrence put his Crossle-Roy Thomas 31F on the second row before damaging it at South Bank, alongside Chris Pryer's MRE-Rowland 75SF.

Ian Taylor's Dulon-Holbay MP16 led row three, from Don MacLeod's Van Diemen-Scholar RF75 and Frank Bradley's Elden-Brown Mk 18. Of the rest, Roger Orgee dinged his car quite badly on top straight but reappeared, and Bernard Vermilio was unaccountably far back on row five. David Cole had had an extensive rebuild following a testing ding, alongside Jeremy Rossiter's Reynard.

Hopper took off into a good lead at the start, from Fox, then to be ousted early on by Magee and Taylor. Hopper spent most of between Hawthorns and Westfield on the grass, which let Magee into his lead, and Taylor into second, Fox following in fourth. From there, Magee just pulled away into the distance, and that was that. Hopper fell into Fox's clutches, but retired a lap later, for the radiator had been holed in his excursion, so now Fox was some 10s behind Taylor. Lawrence had got himself to the front of the battling bunch of Pryer, Vermilio, MacLeod and Rossiter.

Fox hauled in Taylor, four seconds in one lap, four in the next too, then just 1.6s, 0.6s, and it was just a matter of time before Fox passed, for the former BOC champion Taylor was suffering from understeer having lacked dry testing. Behind them, Pryer was trying to demote Lawrence, got in a mess at Bottom Bend half spun, sending the following Rossiter onto the grass which ripped off an oil line and his race was run.

With Magee some 20s ahead, Fox nipped by Taylor at Westfield, and proceeded to draw away, while Lawrence closed on Taylor, followed by Vermilio dropping the ill handling Van Diemen of MacLeod. Frank Bradley, who'd been up with Lawrence but spun at Druids, was now climbing back up the field, and was closing on MacLeod's sixth place, and on lap fourteen, he was by. Meanwhile, Lawrence had closed to within 0.8s of Taylor, but was not to change the order. David Cole and Pryer completed the unappetising finishers, while Fox was in trouble with gear linkage, and was reported to have lost his catch tank.

Not a great race, but it's improving. The scrutineers weighed the first three cars and sealed the engines of the first two.

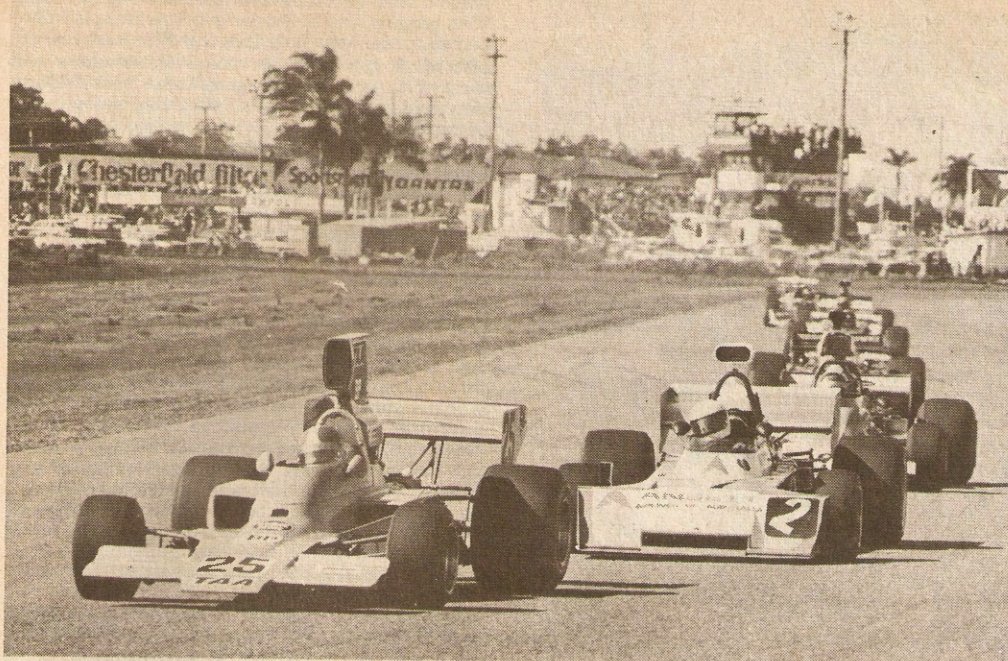
BOB CONSTANDUROS

SPARKS Celebrities in ShellSport Escort Sports (10 laps): 1, Chris Baldwin, 11m 37.8s, 63.97 mph; 2, Tom Percival, 11m 37.8s; 3, Jonathan Woodall, 11m 39.8s; 4, Divina Galica, 11m 47.3s; 5, Robin Knox-Johnson, 11m 51.8s; 6, Richard Walker, 11m 51.9s. **Fastest lap:** Blyth, and Miss Galica, 1m 7.8s, 65.84 mph.

Allied Polymer FF2000s (15 laps): 1, Damien Magee (Palliser-Minister P742), 25m 38.7s, 93 mph; 2, Syd Fox (Hawke-Holbay DL14), 25m 49.6s; 3, Ian Taylor (Dulon-Holbay MP16), 25m 53.5s; 4, Derek Lawrence (Crossle-Roy Thomas 31F), 25m 53.7s; 5, Bernard Vermilio (Merlyn-Scholar Mk 28), 26m 31s; 6, Frank Bradley (Elden-Brown Mk 18), 26m 18.3s. **Fastest lap:** Lawrence, 1m 39.4s, 95.98 mph (Establishes Record).

Chay Blyth spins to watch the battling Jonathan Woodall and Tom Percival in the SPARKS race.





Johnnie Walker's Lola and John McCormack's Elfin lead the regular Australian F5000 runners in a national Gold Star round. Have they an international future?

The future of the Tasman

By PETER GREENSLADE

Despite rumours to the contrary, the eight-race F5000 series in New Zealand and Australia will be held in 1976. This has been confirmed by Mr J. Keefe, chief executive of the Confederation of Australian Motor Sport, who said that the races were needed. Only Australia and New Zealand "in this part of the world" were running F5000 cars and, as far as the confederation was concerned, there was no question at all of not having the twin series with New Zealand.

As this year's Peter Stuyvesant series progressed in its second phase in Australia last month, there were suggestions that the series might be confined to Australia in 1976. On the other hand, it had been suggested in some quarters in New Zealand that local promoters could run an international series of their own in January to the exclusion of Australia.

After the final round of this year's series at Sandown Park, Melbourne, drivers and promoters met for what was described as a "de-briefing chat" and at its conclusion it was reported that drivers generally were satisfied with the organisation of the series. However, according to Mr Keefe, there were several matters of logistics which might be improved, and it was likely that there would be a fortnight's break between the fourth and final New Zealand race at Teretonga Park, Invercargill, and the opening Australian round.

There is no doubt that eight successive Sundays of racing, preceded by qualifying trials, not only imposes a considerable mechanical strain on the cars, but also a tremendous mental and physical strain on the attendant mechanics, if not the drivers. The amount of travel involved is prodigious in two countries, some 1500 miles apart and at the height of the Antipodean summer.

Features of the itinerary that came in for legitimate criticism this year were the travel back-tracking involved by running the opening New Zealand round in the south of the North Island at Levin, the second round in the northern part of the island at Pukekohe and then the third round at Christchurch in the South Island. The logical sequence would have been Pukekohe, Levin, Christchurch and Teretonga.

Much the same thing happened in Australia, although the reasons were more valid, being based on the fact that the distance between Christchurch international airport and Sydney international airport is only a matter of some three hours' flying time, whereas Surfers' Paradise is some 600 miles north of Sydney and the only satisfactory method of reaching it is by road. Because of the seven-day interval between races, Sydney, of necessity, had to be the first Australian race and Surfers' the second, although this itinerary meant that the teams had to back-track to get to

Adelaide. If, as has been suggested, there is a free weekend between the last New Zealand and first Australian race, this could be remedied, at least to some degree.

But, apart from the sheer logistics of the series, it must be obvious that it cannot sustain a high level of interest and the races themselves cannot draw enough patronage for the series to survive on an annual basis for very long if the fields are, to all intents and purposes, drawn exclusively from New Zealand and Australia. European and/or North American participation is necessary not only to attract patronage, but also to provide some sort of a yardstick with which New Zealand and Australian drivers can evaluate their own performances. To put it quite bluntly, unless a needle contest develops, such as was the case this time when three drivers, Warwick Brown, Johnnie Walker and Graeme Lawrence, were all in contention right to the finish, only the died-in-the-wool followers of the sport and a relatively small percentage of those people who have a reasonably warm interest in motor racing will attend the meetings. It's an established fact that people tire of seeing the same old faces time and again and, to be brutally honest, there is a fair weight of opinion current in New Zealand and Australia that some of those old faces are over the top of the hill in any case, and their chances of success are more dependent upon good luck than anything else.

The fact that the series, since the introduction of V8 stock blocks and pushrods, has been dominated by New Zealanders up until last year, when Peter Gethin carried off the Tasman Cup, has probably not helped the situation either. The fact that Brown became the first Australian to win the series since a Tasman Formula was introduced in 1964, has probably provided some additional Australian interest, but the key to the success of this series lies in truly international competition.

There is no doubt that many people connected directly and indirectly with the sport, as well as thousands of others who follow it, were disappointed that Gethin did not have an opportunity to defend the title he won in 1974. Although the idea has not been widely canvassed, one suggestion might be that the series winner should be given reasonable travelling expenses to defend his title the following year, if he elects to do so. These expenses to be over and above any other financial considerations, be they in the form of prize money or a guarantee.

The total stake for this year's series was \$112,000, the prize money for each race being \$3,500 for first, \$2,700 for second, \$1,800 for third, \$1,500 for fourth, \$1,250 for fifth, \$1,000 for sixth,

\$750 for seventh, \$600 for eighth, \$500 for ninth and \$400 for tenth. On this basis, Brown's take in the series was \$14,000, Walker's \$13,400 and Lawrence's \$14,650. As points are awarded only for the first six places and prize money is awarded down to tenth place, the total scores bear no direct relationship to the money earned or won. In any event, it will become quite obvious that there is no way in the whole wide world in which a contender who contests the entire eight-race series can possibly break even, if he is reliant upon the prize money. Walker, of course, went right down the spout because not only was he without sponsorship, but also he wrote off his car in the final race at Sandown Park.

It is no secret that when Mr R. W. A. Frost, who acts as negotiator for the Australian and New Zealand race promoters, gets down to business with a possible entrant or driver, he does, within certain limits imposed by the promoters, offer considerably more money than the driver is likely to earn. The amount depends upon the driver, his car and, to some degree, on his crowd drawing power. Although no one in a position to say so, has said so, the pit and paddock gossip during this series was that Al Unser was guaranteed \$40,000 on the basis that he contested all the races. In this instance the promoters, or more likely the Peter Stuyvesant people, would have made up the difference between the money won and the \$40,000 guaranteed.

There is no doubt that to improve the status of the series and put it on an international level a great deal more money will be needed. It has been suggested that a highly paid Emerson Fittipaldi, thrust in with the locals, would do the trick. Those who hold that belief are either suffering from loss of memory or are too young to remember the declining gates that were a feature of New Zealand and Australian international racing once the patrons had been exposed on one or two occasions to drivers such as Stirling Moss, Graham Hill, Jackie Stewart, etc. The point is, no one really wants to see races in which one or two name drivers are either miles ahead of the locals or languishing in the pits with broken motor cars. Hopefully, what the New Zealanders and Australians do want to see are the top European and American FA/5000 drivers being beaten by New Zealanders and Australians, or at least New Zealanders and Australians giving drivers from the Northern Hemisphere a good run for the money.

From local promoters' and sponsors' (such as Peter Stuyvesant) points of view, the other important thing is to have drivers signed up to do the series ideally five or six months before it is due to start. That gives them something to promote and build up interest. Each year there is conjecture about who might be coming. Names are bandied about and, more often than not, they just remain names. Regulars have complained that invitations and deals are set up far too late. A case in point in the last series was Jack McCormack with Chris Amon and the Talon. Chris maintains that the time between opening of negotiations and the opening round was far too short to come into the series with any peace of mind about at least a reasonably successful outcome. Others have shared this view in the past, also.

The point is that in a quick-fire series such as this one, all the preparatory work must be completed and everything ready to go, with plenty of back-up in the way of spares etc before pre-race testing starts for the opening round. Once the series starts, there's no time for major modifications to cars or the obtaining of replacement parts, to say nothing of the fitting involved, if the bits and pieces are on the other side of the world. However, it would be unfair to lay all the blame on the late conclusion of negotiations. Graham McRae, who knows as much about racing in this part of the world as anyone, did not bring any rain tyres with him. It would be a supreme optimist who would predict completely dry racing over eight weekends in this part of the world, as anyone who has shivered well nigh to death at the world's southernmost racing circuit, Teretonga Park, will feelingly testify. Also, there's not much point in bringing a potentially competitive but relatively unproven car into the series. Australians Max Stewart and Kevin Bartlett have been campaigning in this series for probably longer than they care to remember and, if not from their own experience, at least from that of others, should know the pitfalls involved. If they didn't they do now, because the Lola T400s were a disaster.

One might well ask, what, if anything, is there in the series for the drivers?



Star of the Show? The Rolls Royce Camargue's first public appearance.

Many new cars at superb Geneva Show

By JOHN BOLSTER Photographs by PHIPPS PHOTOGRAPHIC

The Geneva Show is gradually overtaking the traditional autumn exhibitions in importance and, this year, an unprecedented number of new models are presented. This is all the more astonishing because, throughout the world, the motor industry is suffering grave setbacks. That exciting new designs can be produced under such conditions proves the resilience of the car-producing nations, often in spite of the folly and obstruction of their political leaders.

Among the new cars, pride of place must be

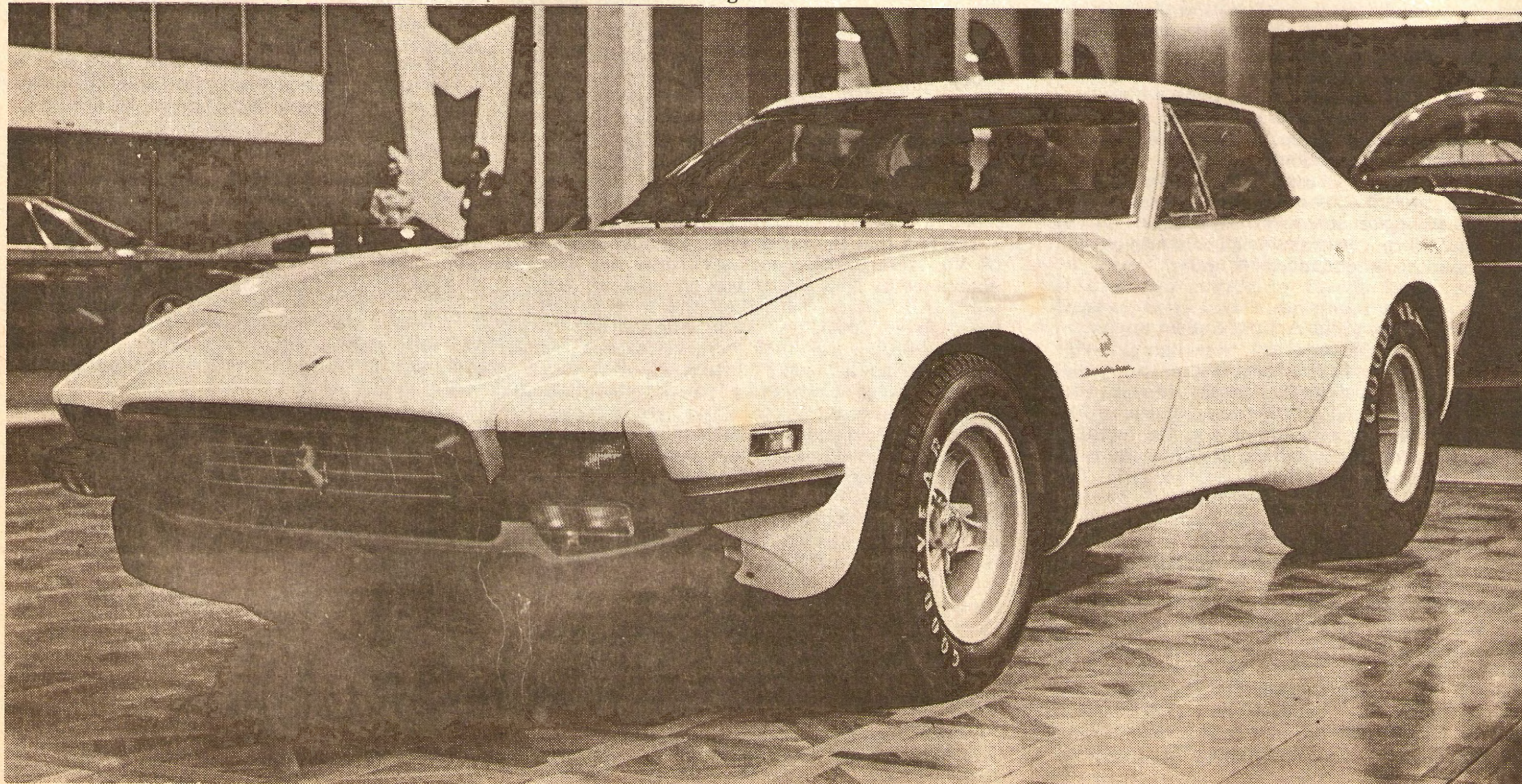
given to the Rolls-Royce Camargue. As we have recently reported, this model represents the ultimate in luxury car design and construction at the present stage of the art. There are still people who think of a Rolls as a chauffeur-driven vehicle for those of conservative taste, but the Camargue is built for the enjoyment of its driver and it has a beauty of line which adds greatly to the joys of ownership. It has a highly sophisticated self-levelling suspension system and a completely automatic air-conditioning installation, yet it

handles like a competition car of half its weight. At the other end of the spectrum, Vauxhall present their new Chevette. It has the well-known Viva engine, in a 3-door shell which is more compact than anything that this firm has recently offered. It contains no technical novelties and most of its mechanical organs come from existing Vauxhall and Opel models, but it may well provide that change in fortune which its manufacturers sorely need. Triumph's TR7 is a controversial car, being less sporting in conception than previous TR models. However, its fixed-head body should make insurance easier, while its well-tried Dolomite engine ensures a lively and economical performance. There are no other new models from British Leyland and if that sounds cryptic, its meant to be!

Perhaps the most rewarding stand at the Show is that of Lancia. The new Beta Monte Carlo is a two-seater mid-engined sports car, styled by Pininfarina, in which the transverse engine and transmission unit has been moved back bodily to drive the rear wheels instead of the front. The engine is an enlarged version of the well-known belt-driven twin-cam design, developing 120 bhp from 1995 cc, while the transmission contains five ratios. The car can be bought with a steel roof or with a hole in the top, closed by a detachable metal section or a fabric hood to choice; the front



Michelotti produced this competition Ferrari, complete with NART markings.



luggage boot is really practical. Suggested performance figures are a maximum of over 118 mph and a standing quarter-mile in 16.3s.

Perhaps of more general interest is the Beta HPE, a front-drive estate with the usual advantages of the extra rear door, but having a trim outline with a similar front-end treatment to the sports coupé. Lancia really have a winner with this model, which combines a very attractive appearance with a remarkably long platform for the carriage of bulky objects. The coupé is also shown in spider form, with a solid rollover section and folding rear quarters.

Renault are back in the high-performance luxury market with the 30TS. Powered by the V6 engine of 2664cc which is also used by Peugeot and Volvo, the Renault has front-wheel drive with the short overhead-camshaft unit mounted ahead of the driveshafts. It is especially compact in external dimensions, to make traffic driving easy, yet the interior gives a fine impression of spacious ease. This is a car of many advanced engineering features, but as I am about to put it through a continental test, I shall have more space for a full description. It is whispered that the performance figures equal those of the Opel Commodore GS/E, at a price of about £3,500 in France.

A complete surprise was the presentation of the new Peugeot 604, with the V6 engine as above. With front engine and rear drive, it is longer and heavier than the Renault but should be a useful performer nevertheless. The body is entirely new, the curves of the 504 having been replaced with more severe straight lines and angles. Both Peugeot and Renault have power-assisted steering as standard.

If Peugeot are famous for their engineering excellence, they are unfortunately known for the inefficiency of their Press Department. The so-called Press Conference consisted of a long and inaudible speech, after which there was a scramble to snatch a few typewritten sheets of paper that ran out in the first five minutes. Our photographer was painfully wounded by having the bonnet slammed down on his fingers in the execution of his duty and, on the opening day, there were no catalogues for the would-be paying customers, *merde-alors!*

Tearing ourselves away from these businessmen's expresses, let us take a look at Volkswagen's Polo. This is a very neat little car, with many practical features, and though the practised eye can spot various production expedients to keep the price down, the cheerful interior treatment gives no impression of austerity. The 900cc engine is transversely mounted and drives the front wheels, as in other recently introduced VW models. Unfortunately, the fixed head restraints on the front seats give one a crick in the neck, the pedals are absurdly high off the floor, and the gearlever is too far from the driver. Let us hope that these faults will be rectified before the Polo is offered in the UK.

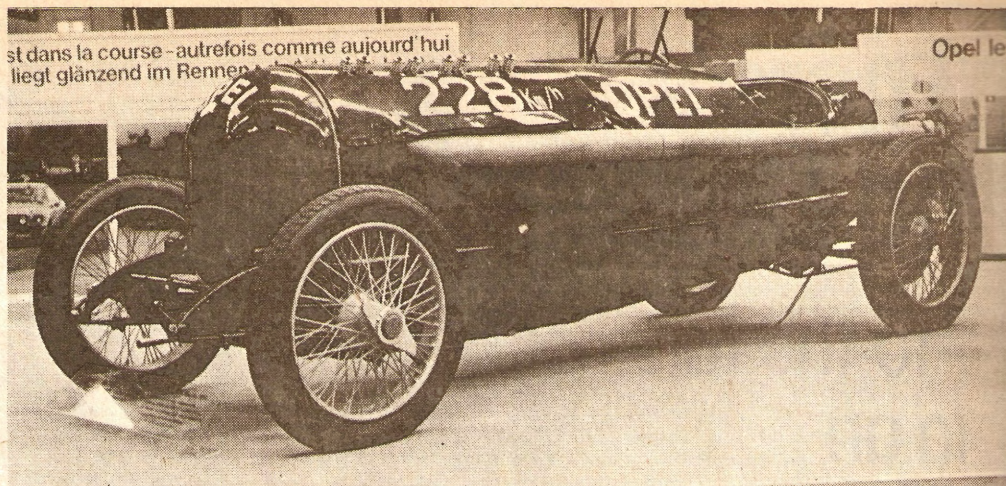
Ford are featuring the new Escort, of which my driving impressions were recently published. Perhaps its styling looks rather ordinary, compared with some of the latest offerings, but it is a car that will sell well, hindered only by its rather high price. The RS 2000 version also makes its bow at Geneva, with its functional low-drag nose that doubles as effective crash protection.

Most interesting is the new Ferrari 208 GT4 Dino. Using a similar body to the 3-litre version, it can be identified by its single exhaust pipe, but the centrally-mounted V8 is of only 1991cc. However, this little honey of an engine develops 170 bhp at a rousing 7700 rpm, which is sufficient to give 135 mph and, more important, 17 or 18 mpg.

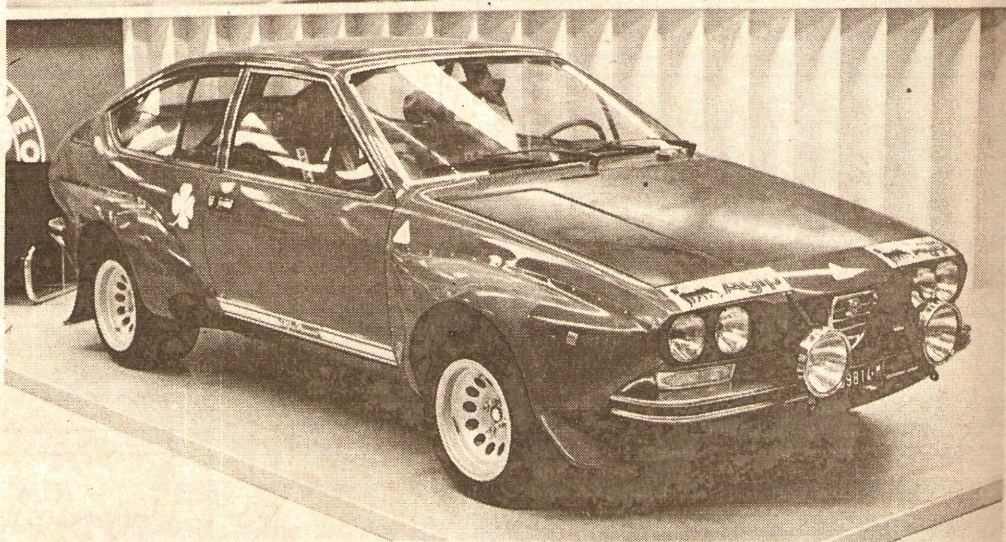
If Ferrari is going for economy, the new Maserati is a higher-performance version of the Merak. A massive reduction in weight has taken place, amounting to over 330 lbs, while the 3-litre V6 engine now has electronic ignition, and develops 220 bhp. Externally, the Merak SS cannot be distinguished from the existing car, the body being nominally a 2 + 2, and air-conditioning is standard. In contrast, the front-drive Quattroporte with hydraulic suspension is a very roomy 4/5 seater car, with a less highly-tuned engine of 3200 cc.

The Americans seem to have lost their way, the attractive styling of a few years ago having been replaced by some curiously experimental shapes. The new American car at Geneva is the Pacer from American Motors Corporation, a compact vehicle by their standards with a short wheelbase, but the width is excessive for parking in towns. The six-cylinder engine of 3.8-litres is considered small in the USA and the curiously bulbous styling is at least different.

The Swiss motor industry is small but elegant and Peter Monteverdi shows us another high-



Opel's old and new. Above, their elderly twelve cylinder. Below, a design exercise.



Alfa showed this Alfetta Coupé in G2 trim. Anyone for Polo? Below is VW's new economy model.



priced luxury car in the form of an open roadster, with a 7.2-litre engine, called the Palm Beach. Extremely chic and with the impeccable finish that one takes for granted with this firm, the body has crisp, angular styling with a transverse rear seat, such as Daimlers used to feature in their Special Sports.

Another Swiss manufacturer is Sbarro, who makes beautiful BMW 328 replicas with modern BMW engines. This time he shows a turbo-charged version, with chromium-plated exhaust pipes bulging through the sides of the bonnet. Unfortunately, the very wide rear tyres and the small, padded steering wheel look absurd with this classic body style. More topical, perhaps, is a Sbarro equipped for use with propane gas, the very neat installation including a fuel tank which is charged with propane under pressure through a special valve. The use of propane as a fuel overcomes pollution problems, and as the engine remains clean inside, the oil need not be changed for 50,000 km.

From the above, it will be realised that the Geneva Show contains a remarkable number of new cars. In addition to these, however, all the important manufacturers are showing their existing models. The coachbuilding section, on the other hand, is perhaps rather disappointing this year, very few really new designs appearing. Frua again shows the mid-engined Audi which was here last year, while Zagato has gone over to producing tiny electric city cars with short, high coupé bodies. Rather attractive is the Melex, a small open electric car with dog-cart styling and back-to-back seating, but though the Thacon has

electric motors driving the front wheels — a system pioneered by Dr Porsche some 70 years ago — it looks too frail for modern traffic.

Pininfarina shows the Lancia Monte Carlo, which was styled by this firm. There is also a revolving model of the Rolls-Royce Camargue, of which the original design was by Pininfarina though the realisation was the work of Mulliner Park Ward. Also shown by Pininfarina is Project Cr 25, an aerodynamic prototype for wind tunnel testing from which the more advanced student may gain many ideas; it has given the phenomenally low drag coefficient $C_x = 0.256$ while the total aerodynamic vertical lift coefficient on both axles is $C_z = -0.093$ (negative).

Bertone shows the Lamborghini Bravo, a very small mid-engined coupe of which the transverse power plant is a 3-litre V8. Somewhat extreme in styling, it might well be refined to become a production model, perhaps with a smaller engine in these hard times. Michelotti has a town car prototype, with doors opening parallel to the body sides and powered by Fiat 126 running gear. Karmann exhibits a body by Ital Design, a very low 4-seater on the Audi 80 with immensely wide doors, called As de Pique (ace of spades).

The central feature of the show is a magnificent collection of Formula 1 cars, covering the last 25 years. It's a privilege to see these single-seaters again, which have become historic in such a short time. There's the Alfa Romeo 159, which gave 420 bhp from 1500 cc, the Mercedes-Benz W196 in all-enveloping and open-wheeled forms, the Ferrari Lancia with slab-shaped fuel tanks

between front and rear wheels, the Cooper-Climax that started the mid-engine fashion, and the Repco Brabham. These golden oldies can be compared with modern F1 machinery, which is also shown, and it is a pleasure to congratulate Tom Wheatcroft on the superb condition of the cars from Donington. Comparisons are odious, but the cars loaned by Mercedes-Benz and Lancia are not up to exhibition standard; what a pity to let them deteriorate! On a nearby stand is a 1913 racing Opel of 12-litres and with four valves per cylinder — you can count them as you drive because they stick through the top of the bonnet.

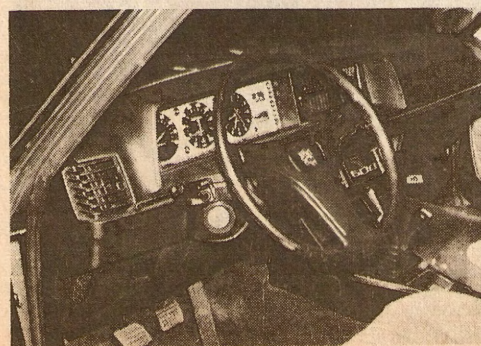
For those wishing to delve further into history, the cars for Christie's Geneva sale are on show in the basement. If you palate is jaded with modern cars, spare a few minutes to look at a Bugatti, an Isotta-Fraschini, or a Delaunay-Belleville, "the car magnificent." If you fancy something a bit less rare, you might pick up a Silver Ghost or a Duesenberg for not much more than the price of a Camargue upstairs. Whether you would call Christie's the bargain basement or not, it's worth a visit.

In my opinion, Geneva is now the best motor show of the year. It's a bit expensive to drive there, with petrol so costly, but I flew with Page and Moy, who fixed up my hotel and drove me to the Show every day. As a change from going to the motor races, the Geneva Show makes a pleasant little trip.

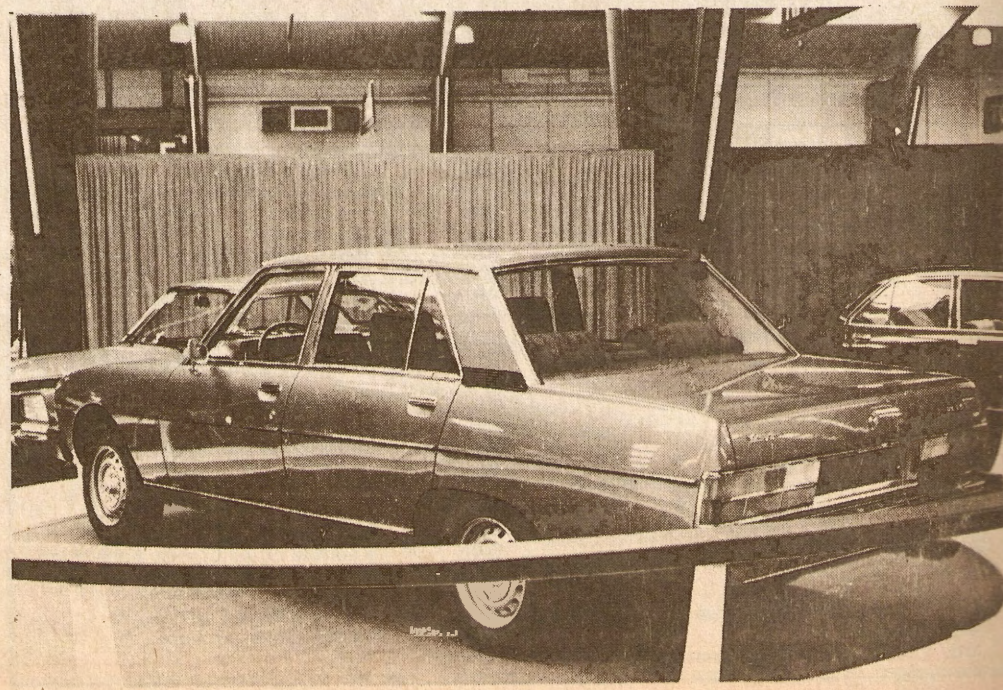
This is a vintage year for new cars, but prices are now going crazy. Inflation is affecting every country and the motor car will soon be a millionaire's toy, as it was in the beginning.



Above, the "Standard" Ferrari Dino. Below, Michelotti's Fiat based city car.



Lancia's very attractive Monte Carlo (above). Below, Peugeot's new 604. Below left, the 604's interior.



How much does it cost?

JOHN MORRISON outlines Super Vee economics

Years ago I was always intrigued by articles in my "Bible" that took me into the areas the public don't normally go, especially to read of my heroes' activities behind the scenes. I still find such articles interesting even from a competitor's point of view, and when Brian Lewis's private Formula Two team was investigated by AUTOSPORT, last November, I'm sure it proved to be an eye opener for a great many readers. For many readers, I have, for the last couple of years, become heavily involved in Formula Supervee and now offer, for what it's worth, a look at the costs of a formula that I firmly believe is the most underrated of them all.

Previous to Supervee, my career, with the help of my parents and friends saw me go through a racing school, race a Lotus 17 (the last of the front engined Lotus sports racers), try my arm at a "classic" F3 novice-type shunt in the days of Schenken, Wisell and Peterson, and have two enjoyable seasons in a 1340 cc Modsports Sprite. Nothing spectacular happened in the way of results: I seemed to do well within the confines of my equipment, but then in 1972, I jumped into a racing school venture at the beautiful circuit of Goodwood. As part of the business it gave the chance of doing some mileage and find out for myself some of the finer points of setting a car up, albeit a Formula Ford. Basically, there seemed to be a plateau reached in making a chassis work on road-going tyres; indeed it wasn't until we rebuilt a Crossle 25F, which really flew straight off the workshop floor, that I realised there could be any real variation in chassis performance.

Anyway, at this time Ian Williams (formerly of Malaya Garage) was setting up the Supernova Cars business. Ian also used to be the Sales Manager at Malaya when we used to sell Mercs, Porsches and so on for Malcolm Bridgeland. Unfortunately, Ian had intended that I stay behind in the showroom when they formed their Formula 5000 team, and there was no way I was standing for that. One of us had to go, so the blighter fired me! It must have played on his conscience for two years later for the first Supervee Championship round in 1973, he lent me an absolutely brand new chassis — and we won! He then lent me a car for the year. It was his first as a constructor and we won the Volkswagen (GB) Ltd Silver Cup. Add that to the fact that Bertil Roos, driving for US importer Fred Opert, won the Pro-series in America and it's a pretty impressive start as a builder of race cars. Nineteen seventy-three also saw me take in a couple of foreign races and I even managed to get on the front row of my first continental sortie at the Belgian GP held at Zolder. Yes, '73 was not a bad year. It read 22 starts and 22 finishes.

So for 1974, Williams, again displaying a staggering amount of faith and of course good judgement, indicated that he'd lend me another chassis, the new BH4 with a '73 Heidegger Motor. I was to run it independent of the works, and in fact, due to the shortages of that chronic winter, my mechanic Sam Beale threw it together in one week. An incredible effort. He literally only had four hours sleep in three days and neither of us got to bed the night before the second round of the '74 Silver Cup at Silverstone. It broke our hearts when the throttle cable came adrift while I was holding a wobbly 100 yard lead over Chris Barnett.

Working with my close friend Malcolm Vaugh-

an, who handled most of the team's PR, we had also managed to land a sponsor for the season. If ever there was a pile of approachable potential motor racing sponsors, then try a VW Dealership. But then again, it's not just a question of writing a simple letter, sitting back and watch the money roll in. For Empire Garage (Felpham) Ltd. Malcolm and I gave them the works — a decent presentation, car in showroom, full local press follow-up throughout the year, showroom display board — all linked to a reasonable "payment by result" scheme. In an area already saturated with motor racing talent, one had to work for such exposure, but the £1,075 extra income just had to be worth the effort. It made us look and feel "professional."

Professional to a point that I'm now highly critical of the way so many other teams go about their PR: FF drivers strutting about complaining they can't get a sponsor as though they were God's gift to Formula One. I was so embarrassed to be involved in motor racing after being present as a spectator at the end-of-season televised Thruxton meeting last November. Four or five top Formula Atlantic drivers and cars dropped out while leading *before the cameras* and in only a 15 lap sprint. Very impressive. If that was representative of what motor racing offers TV and sponsors, then heaven help us.

Off your hobby horse Morrison... so I didn't so much choose Supervee as Williams just happened to be making them, one of which he lent me. But really, why hasn't the Formula caught on here in England? I think one of the principal reasons has been because it has not had a British based sponsor. The recognition it deserved has been continuously over-shadowed by a four letter word. Of course with the amount of effort Ford has put into motor sport, they deserve to dominate the media and let's face it, since the late Fifties when Ford was a dirty word, they've been able to completely change their marketing image. Good stuff — the sporting media really works. But what I don't understand is how the Formula One Constructors Association could have come to make the kind of directive on Formula Three that they did a few weeks back, when they asked race organisers to run F3s in as many meetings as possible as back-up to the Grands Prix. This would allow one and all to judge up-and-coming talent. Formula Three will now become the province of the guy with the biggest sponsors and works teams in just a handful of events.

But Supervee already appears at the German, Austrian, Swedish, American and Canadian Grands Prix and I do not think it's a valid criticism to dismiss it as bad because it's favouring one manufacturer. The fact is Volkswagen are world wide and so are the Supervee rules — rules that



John Morrison — '73 SV champion.

limit the cost but not the spectacle; it doesn't spoil Formula One does it? So what have we got: We have the races, a stable and presently richly backed formula world wide.

With teams in a winning position (i.e. able to afford the best equipment) it's down to the professionalism of an outfit to provide the edge needed to win. AUTOSPORT's Chris Witty is the only journalist to have picked this up. Of last year's Silverstone European Gold Cup round he explained "... the European Supervee Circus consists of hardened campaigners and no quarter is given. They don't squabble or complain. They simply deal with any aggravation on the track." Put it another way; if you were running a two car F1 outfit with a big sponsor and therefore as a business, who would you drop, out of Elliot Forbes-Robinson, Freddy Kottulinsky or Brian Henton? Nothing personal Brian, but I don't think running round Mallory or Thruxton in 15 lappers is the best education. And if it's not Brian you'd drop, then you're suffering from the very insular view held on this Ford-sponsored Island I'm getting at.

Undoubtedly the value-for-money breeds professionalism in Supervee. Freddy Kottulinsky's year, winning the European Gold Cup and finishing third in the European Castrol GTX series, netted him over £12,500 and with a few trips to America he pushed this figure to over the £15,000 mark. Who needs any other formula when you can earn that sort of money? Naturally, equipping yourself for that kind of effort must be expensive — or is it?

Take a look at the accompanying Balance Sheet. I've based what it cost me or the team on the same layout as Brian Lewis for comparison. The chassis provided was of course brand new and unsorted, and in my case bought halfway through the year by Dom Filmer-Sankey. He also bought a new engine from Max Heidegger as our first one had rather a doubtful heritage. In fact we experienced a few problems with this old one, but

Morrison leads Bill Burley's Royale at Cadwell Park.



1974 J.M. Supernova BH4' Calendar and Results

7.4	Cadwell SC	1st	2 race wins & FTD Lap record.
15.4	Silverstone SC	DNF	Throttle Cable fault
28.4	Croft SC	DNF	Spun & blinded spray. Stopped
20.5	Nurburgring GC	15th	from 58th
25.5	Rufforth SC	1st	Lap record
2.6	Brands SC	4th	Messy high first gear
3.6	Osteriechring GC	N/A	
16.6	Lydden SC	4th	Timing error
23.6	Cadwell SC	2nd	Flower in carb, Barnett won
13.7	Castle Combe SC	DNF	Hit by Chris Smith
28.7	Llandow SC	1st	Lap Record, Last lap win
3.8	Aintree SC	N/A	
4.8	Nurburgring GC	5th	New engine
11.8	Karlskoga GC	2nd	Led Freddy K
17.8	Castle Combe SC	2nd	Lap Record. Barnett won
19.8	Karmola GC	N/A	
1.9	Lydden SC	1st	Very wet
8.9	Zolder GC	2nd	To Rosberg
23.9	Silverstone GC	2nd	Lap Record
29.9	Hockenheim GC	DNF	Knocked off by Caprez. Fastest lap
6.10	Croft SC	1st	Wet

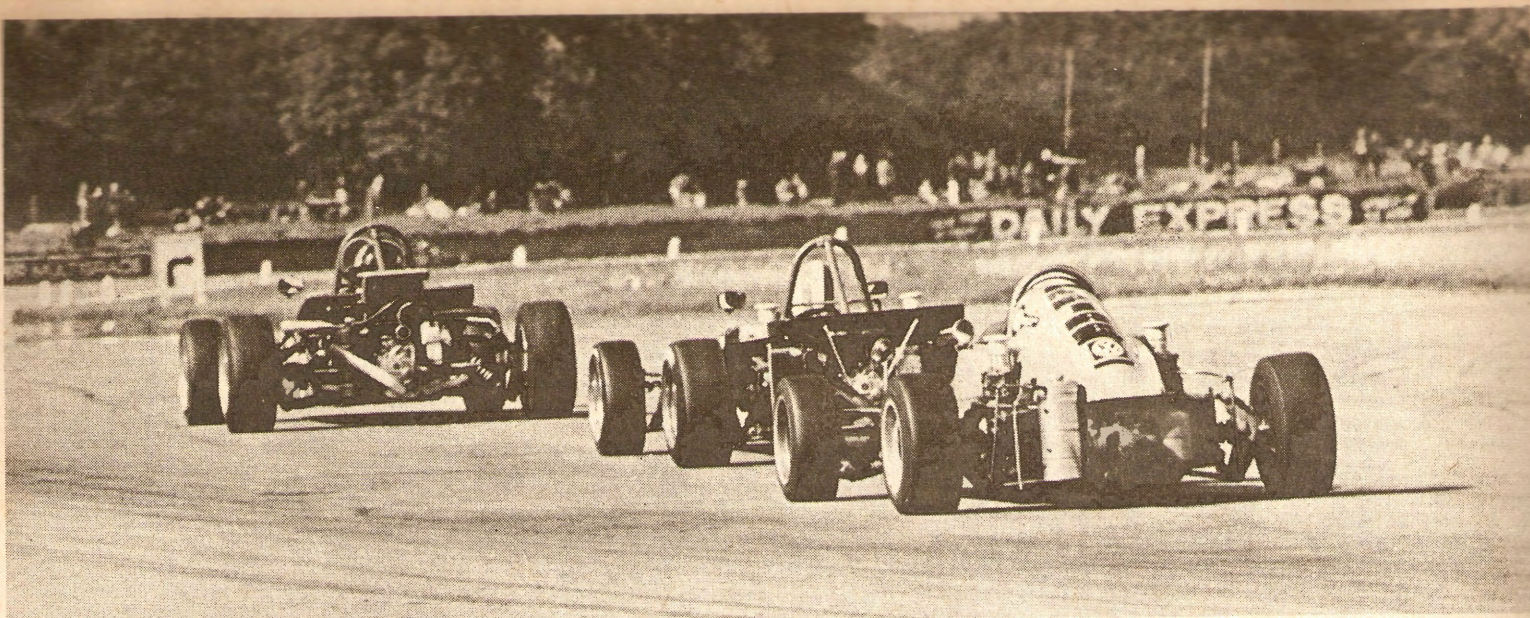
2nd VW (GB) Ltd Silver Cup

4th VW Gold Cup

3rd Constructor's Championship, Gold Cup.

S.C. = Silver Cup GB

GC = Gold Cup Euro.



The Gold Cup European series visits Britain once a year. Here a tight group head into Silverstone's countryside.

the latest Supervee motors are powerful and reliable and a delight to drive. I'm sure in many people's minds, they picture Max Heidegger as a little gnome sitting in a cave under a Swiss alp, like a wizened little old watch repairer. In fact he's one of the nicest guys I know in the sport, and his engines are meticulously put together in ideal surroundings. This latest of our engines has something like 135 bhp and revs between 6200 and 7700 most effectively. Another of the problems for the formula must have been the lack of knowledge about the engines in this country. Ford's obviously soaked up all the available engineering talent here, but in fact Max speaks excellent English, and is only a phone call or telex away. Spare parts are just 24 hours away and now with Norvic providing an English base for Heidegger, extra items are no longer a problem. My own engines have been superbly looked after by Ian Cross, and we've been able to run the motor for over nine hours between overhauls, which have never set me back more than £85 a time. Once the basic jetting and timing settings have been reached we leave the engine strictly alone, save for fresh oil and filters. Indeed in this respect they are probably no more expensive to run than a championship contending FF and you're certainly not spending your prize monies on engine maintenance.

We've run into no real gearbox or chassis problems, save once when someone rudely ran into me and pushed me off, tweaking front and rear suspensions and a rear disc. Chassis development however was something else. Unquestionably the Supernova's one of the best around, but it took me a while to sort it out to my personal satisfaction, which proved to be the opposite to other customers' requirements. There have been, up till now, no wings under which to hide a bad handling chassis, and it's a change in regulations that I personally think unnecessary. Wings have no place on racing cars, and certainly small cars like these don't have the power to warrant them. Tyres throughout the year were six and eight inch Firestones, which gives a very nicely balanced feel to the cars. Again tyrewear seemed to be no more expensive than those of an FF. We're on Goodyears I think for the coming season, but we're not bound as yet to one make because of the multi-continental make up of the Formula.

Looking on down the sheet, you see I've not included insurance, which I reckon is a must, and also our travel and living expenses were low. We've only used a Transit and trailer as transport, and have done much living in the back of the van to keep the cost down. While it's not the most comfortable way of doing a continental season; there is a bunch of Supervee "travellers," and open air evenings over beer and hot coffee swapping jokes and experiences with the other drivers is all part of the flavour. Austria and Sweden in particular offer sweet memories.

Bills for testing too were low; Practice sessions for the longer continental races give plenty of time for chassis tuning once the early season development was complete. Turning now to the income side, our race winnings for coming fourth in the European Championship and second in the British Volkswagen (GB) Ltd Silver Cup series

meant an income of £3,450, and we earned another £1,075 from Empire during the year. Setting this with a reasonable estimate of current resale values (and remember new car prices are being pushed high because of inflation) means that overall we made a slight loss. I personally made some mistakes during the early part of the season, and we really could have broken even without much trouble. And basically if a driver can't pull his weight financially, I don't think he should be considered as a "pro."

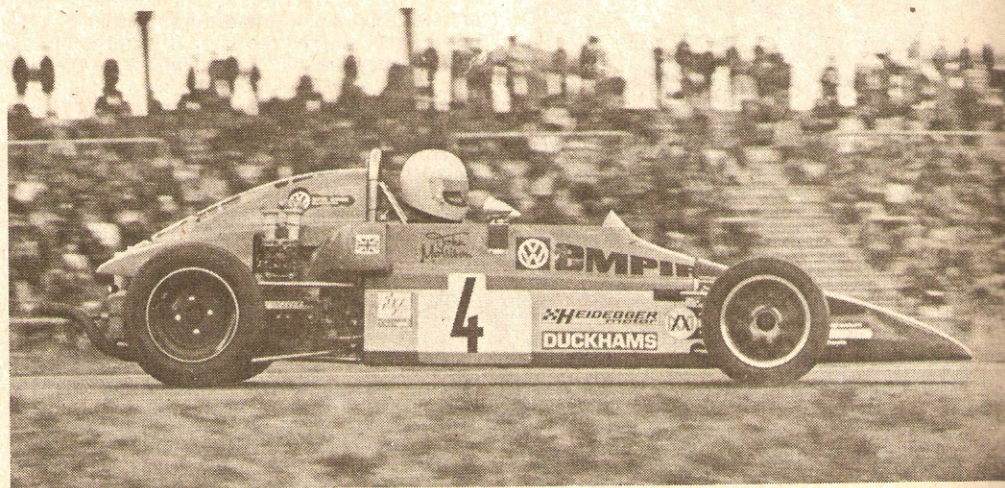
Not that I would not have enjoyed running without the financial worries. At Karlskoga for instance, in August, I was leading Kottulinsky by a whisker, but I only had one hundred mark note in my pocket with which to drive the 900 mile trip home and eat during the same period. When Freddy really turned on the heat, I just had to let

him by and settle for the £330 second place prize, rather than going off chasing the £450 for a win. I don't suppose F1 candidates worry about that sort of thing too much.

As for race entries and the "mystique" associated with going continental, it's all handed to the Supervee drivers on a plate by the Formula Vee Association, who thanks to Volkswagen (GB) Limited have the facilities, and secretariat to give information and assistance with all foreign details. Find them on 01-668-4100.

1975 it seems will give me the opportunity to sample some of the other Formulae, courtesy of Supernovas, as well as continue in Supervee, and I'm positive that I shall play a much more valuable role in the team thanks to the experience this Formula have given me. I wonder how things will look at the end of the year!

Morrison set fastest lap in the Supernova at Hockenheim, but was knocked off in the race.



1974 Supervee Costs - Supernova BHH.

OUT		IN	
1	Rolling Chassis	2450	Resale Chassis
2	Engines	2350	Resale Engines
8	Wheels	260	Spares
	Spares	250	Wheels
20	Gear Ratios	240	Ratios
12	Tyres	420	Race Income
			Sponsor
3	Engine Rebuilds	240	Transporter
2	Failures	100	
1	Gearbox overhaul	30	
			£9340
2	Sets of brakes	20	
	Oil		
	Petrol	75	Expenditure
			Income
	Accident damage	100	
	Wages	2000	
	Transporter and travel	1300	
	Testing and travel GB	500	
		£10375	
			Overall loss £1,035



The compact and European looking 400 bhp Torana SLR 5000 at speed on the Calder circuit.

TRACK TEST

Holden's 450 bhp Torana

By TIM SCHENKEN



Tester Tim Schenken.

There I was, lying in the sun, 12,000 miles away from London and 80 miles from the nearest city when my father came running on to the beach and, between huffs and puffs, tells me that General Motors (Holden) have just rung, and would I please ring back. Later that afternoon I returned the call and was told that the Holden Dealer Team would like to know if I was interested in testing one of their Holden Torana SLR 5000-L34s. I had travelled to Melbourne to visit my parents, show them my wife, acquire a sun tan, and, I thought, get away from it all, but that's never the case, thus I found myself jumping at the opportunity. A date was set and Calder Circuit chosen for the test. Next job was to drive into the nearest town and buy a motor magazine to get some background material on these Toranas. I did recognise the name but the code following could have been a telephone number. I also began to recall when I last drove at Calder, in which car, and what lap times I was doing. To the best of my memory it was 1965 in a Formula Junior Lotus 18, which I owned before coming to England, and my lap times were around 51 sec. Knowing the way saloon cars have developed, I felt sure the Torana was going to be quicker, although 10 years ago, 51 seconds felt pretty good.

THE WAY ROUND

Later that month I was at Calder to find it much as it had been, a new grandstand and timing tower but the rest seemed the same. It's not a difficult circuit being one mile around, and from the start line, which is half way along the main straight, one arrives at a 160° right hand corner of large radius. This leads on to the back straight which ends with a right and left hand "S" bend, the first part being faster than the second. They are 50 yards apart and present a problem in as much as you cannot take the first part as fast as you would like since, you would not get back across the road to make a reasonable line through the second part. Problems do not end here, as at the exit of the "S" there is 30 yards of straight road before a 180° right hand corner, medium speed, that leads on to the main straight. This last corner is important as the exit speed must be fast for a good lap time. Because this last corner is very long, one can afford to approach it on a bad line (i.e. between the centre and right hand side of the road) let the car drift out so half way around you are on the outside ready to "put the boot in" and make a very late apex to exit; hopefully, at a high speed. The difficulty of this set of corners is accentuated in a saloon because they are less manoeuvrable than a single seater.

The Holden Dealer Team were a little late in arriving but it gave me some time to try on the various combinations of overalls and helmets, mine of course being in England. I settled for Alan Hamilton's, the local Porsche ace, and although I looked like a clown (he is the same height but half as much weight again) I had plenty of room which I was to find essential later on.

TORANA TALK

Duly the Torana arrived and Team Manager, Harry Firth, showed me around the car. The Holden Torana started life as Australia's equal of the Vauxhall Viva, but because of GMH's interest in competition, it has been developed to the stage of using a 5-litre V8 engine, which powers Holden's larger cars. The class in which it runs is called Series Production, similar to Europe's Group 2; so all the performance equipment has to be homologated. Hence the SLR 5000-L34 part of the name tells you that it has every legal "go faster" bit on it. The engine produces around 400

BHP (genuine) not the manufacturers figure, and looks reasonably normal from the outside apart from the two twin choke Webbers on a special manifold and the extractor exhaust system. Looking around the engine compartment one cannot help but notice the number of oil pipes, and because it is not homologated with dry sump lubrication, a very complicated oil system with tanks and pumps has had to be developed to cure oil surge. In the words of Harry Firth "its the nearest thing to dry sumping possible." The gear-box is standard except for ultra close ratios and of course it has a competition clutch. The suspension has obviously got to remain in the standard lay-out, which is independent coil sprung at the front, and a live rear axle. Firth has made many detail changes to get the most out of it; (9in wide front wheels and 10in wide rears), including the largest front anti-roll bar I have ever seen! Stopping power is provided by 11in front discs and 10in rear drums, power assisted. This particular car, normally driven by Colin Bond, was running on Dunlops but his team mate, Peter Brock, has a development contract with Bridgestone, so they have the best of both worlds when it comes to tyres. In the "office" all is standard except for extra instruments, switches and a substantial roll cage.

While I was adjusting the seats and belts, Firth told me what pressures and temperatures I could expect to see on the gauges and the procedure for switching on and off the electric oil pumps for the lubrication system. The first half dozen laps or so I spent familiarising myself with the car. (The last front engined saloon I raced was a Capri for Ford Germany in 1969.) After a brief stop I set out again and started to "get my teeth into it," only to stop with a misfire which, on inspection, was found to be caused by a stripped rocker stud nut. No spare was immediately available so one had to be sent for from the workshop. While we waited I borrowed a road-going SLR 5000 to do some laps in. Without even checking the tyre pressures I found this car really fun to drive, very controllable with powerful brakes and a strong engine, and immediately I was recording laps of 57 seconds. The class lap record is 48.1 sec. for the racing version so you can see how good the performance is in road trim, in better tune and higher tyre pressures, another 1½ seconds might come off the time. Furthermore I borrowed the car for a few days and found it very good, with reasonably hard suspension compared to the usual Australian saloon and a gearbox you could call semi-automatic. The Torana would go as slow as 15 MPH in top and without any complaints accelerate at an incredible rate when the throttle was floored. Driving around town I would go directly from first to top, missing second and third, and when necessary, a flick of the wrist into the right gear would produce neck breaking acceleration.

INTO ACTION

Back on the circuit and while the repairs were being effected I was finding out more about the car and team. The sponsors of the Holden Dealer Team are the Holden dealers of Australia, Castrol Oil, Trans Australian Airlines and Marlboro. They have been very successful by winning in 1974 the Manufacturers Australian Touring Car Championship, Australian Rally Championship and the Sun 7 Series plus numerous minor races. If that does not sell cars, nothing will!

The car was now ready and back on to the circuit I went. The axle ratio I felt was too long because I was only getting top gear for a few hundred yards and getting nowhere near maximum revs. The corners at each end of the main straight I was taking in second gear which was too short, as I was changing before I exited, third on the other hand was too long and the engine was revving below its peak power band and would not pick up strongly enough.

Firth later explained that the car was set up for Philip Island, a much faster circuit. I was now getting down to the low 50 secs bracket and beginning to think that the way to do a fast time was to throw the car around. After stopping and discussing this and some other points with Harry, he explained that the way to a fast time was smoothness. This suited me as that is more my style of driving. Sure enough this way produced the times and I finished the session with a 49.2. In total I had done about 25 laps. The car handled without any bad vices, but I found the brakes needed looking after. Driving race cars for so long where the brakes are usually more than adequate, I found the Torana's tended to fade and pull after more than a few hard laps. Perhaps they needed some attention as the car and engine were due for a rebuild (600 racing miles had been completed since the last overhaul). The brake pedal was also well down.

ANALYSIS

The car as I drove it had a traction problem exiting corners, but Firth told me that the suspension required softer rear springs and the same compound tyres at the rear as was on the front (the rears were harder). The roll stiffness at the front was higher than the rear which tended to make the car understeer entering corners, so it was necessary to enter a bit faster than one would normally go and on a trailing throttle, wait a fraction of a second until the rear started to break



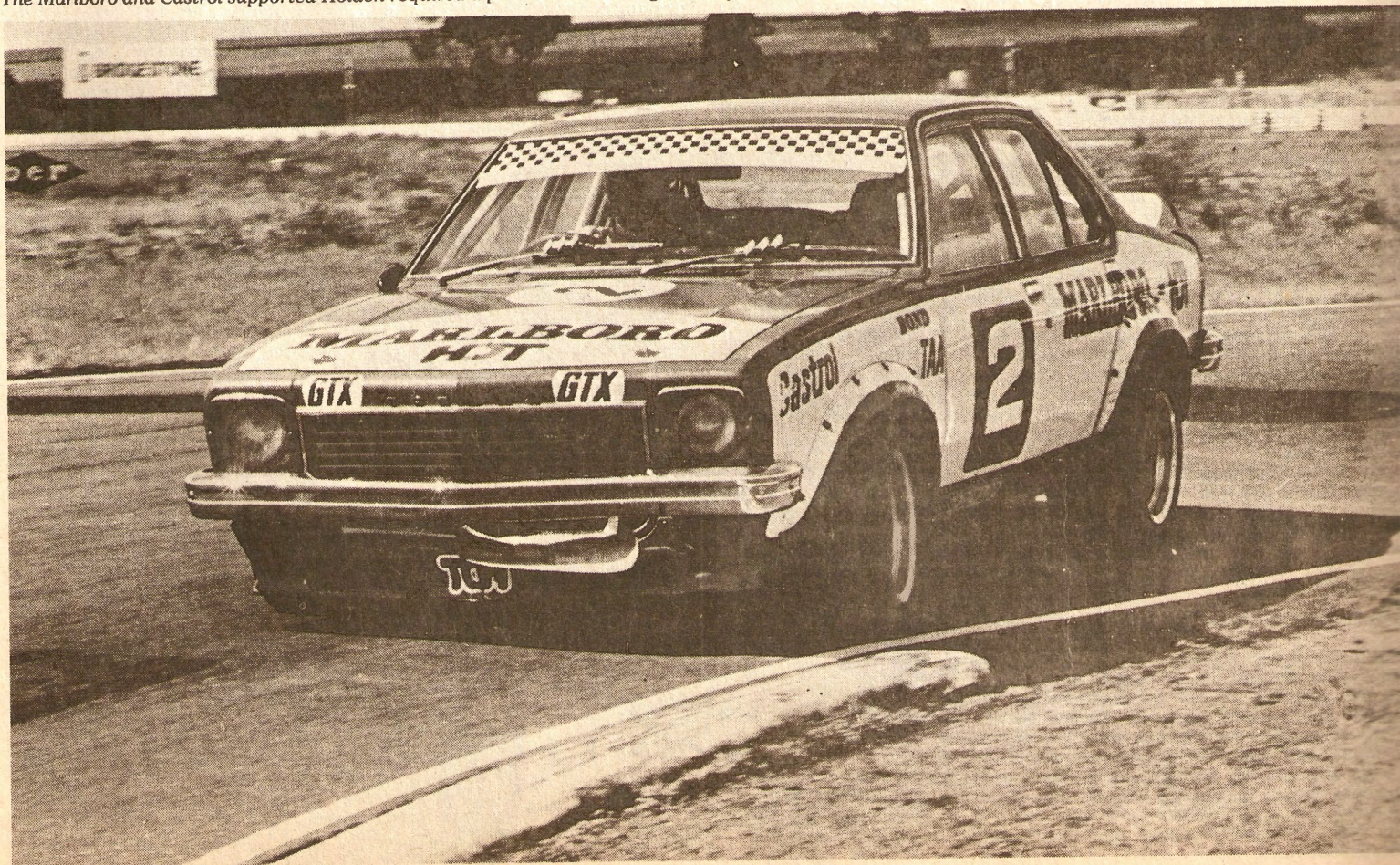
Schenken discusses the car's merits with Holden Dealer Team Manager, Harry Firth.

away, then accelerate to keep the car sliding. A smaller front anti-roll bar would have helped the car turn in, but the traction would have suffered. The softer rear springs and softer rear compound tyres perhaps would have made the understeer on turning in, worse; but I think with a bit of practice the technique of entering a corner fast and on trailing throttle would overcome that and the improvement in traction would produce a faster lap time. After all, the faster you can come out of a corner, the faster your speed down the next straight. See how easy it is to break lap records theorising! The steering ratio was very low. This is where the large nomex overalls came in handy, and because of the low gearing I had to work very hard at the wheel to keep the car on line. I am not inferring that the car tended to go off line easily, but to make small corrections one needed to turn

the wheel a long way before the desired result was achieved. The seats, being standard, were not up to the job of holding the driver in place, but of course they were never designed to hold someone under such high cornering loads. I am not an experienced "hot shoe" in saloons, so I do not have anything relative to compare the Torana with, except, I was pleasantly surprised with the handling and performance. It would have been nice to try the car again with the correct axle ratio, tyres, rear springs and after its rebuild, but I guess there is always next year.

I left the circuit driving one of Holden's top cars, the Statesman, which by contrast to the Torana is large, luxurious and American-inspired. It's the type of car in which you would expect to see the successful business man, and completes a very large range of vehicles produced by GMH.

The Marlboro and Castrol supported Holden required a practised cornering technique to combat understeer.





"Might we find that, ten years hence, there is a globe trotting formula one type rally circus carrying with them all the money and expertise — the multinationals rally-sport."

by IAN SADLER

The Lancia Stratos —rally supercar.

The way ahead?

After a lapse of just seven weeks since this magazine first heard of a Lancia Stratos with a permanent base in this country, the Chequered Flag announced their super-smart black and white liveried supercar. The announcement was complete with full PR fanfare, including what was reported to be a well attended reception at their Chiswick Road premises. Several of the guests, indeed the majority, were representatives of the general motoring press or associated peripheral people, and this gave the function a gloss which is, not usually so apparent: the average rally lunch not normally attracting more than the regu-far band of ruffians.

The rebuilt ex-Pinto car, plus drivers Cahal Curley for the smooth and Per-Inge Walfridsson for the rough, with engineer Ron Pellatt to look after the space-age machine, constitutes quite a daunting package to be dropped on special stage rallying's doorstep. Even if the car never makes the start of any event entered, nor finishes better than last on any rally started: the Chequered Flag Stratos marks another very big step in the professionalism at the top end of the sport. It might even represent a fissure too large for all but a blessed few to leap. We are not used to deals around the region of £30,000. It is certainly quite a precedent for a one-car show. Even in the dizzy world of rally-prepared Porsche Carreras, it seems a gargantuan involvement.

The car will start at number one on its debut event, the Circuit of Ireland, as Cahal Curley won that rally last year using a Porsche Carrera. If the £30,000 figure is anywhere near correct, you could enter two Carreras with full bits and back-up on the Circuit, or four all-coil fuel injected Escorts for the same amount. In that light it would appear to be a very extravagant use of money in order to (possibly) save a few seconds. To the Chequered Flag it obviously means much more. Of course, there is nothing better than finishing in first place and nothing better than striving for it; but for the leading Lancia distributors it will also generate acres of press coverage. Publicity will doubtless focus on the car wherever it goes — and little could be better than that black and white wedge for creating the "right" image.

The Chequered Flag's first venture into rallying could be quite a bomb-shell for the sport. It is, without a doubt, the most grand single car arrangement of this kind ever witnessed in British rallying.

Demonic work

Who would have envisaged such dealings in the rally world say, just ten years ago? At that time cars of the Stratos' concept were not new. Several Italian stylists were showing wedged-shaped mid-engined ideas but the idea that a car of that configuration (and still looking like a stylist's fantasy) would be scooping-up international victories would have been almost universally ridiculed. Ford's GT70 didn't really work (though the Mk 2 version certainly possessed some Stratos-like lines) and Porsche's 914/6 did work,

but didn't handle to the rally drivers requirements. The Stratos both works and handles — exceptionally well, as Sandro Munari demonstrated last November.

It is a success of a completely new breed; a vehicle specifically built for competition — rallying in particular. On our RAC Rally we have seen many different manufacturers take top honours, including Lancia (twice previously) but no manufacturer ever with a car that has been anything but based on a 5000+ units production car. True, one year lots of little blue Alpine Renaults came over and created a great deal of interest and even more noise, and one year we watched Claude Haldi fight a losing battle with the Porsche 914/6 which just couldn't balance its tail out safely.

It all changed on last year's rally with Munari's singleton entry. The Alpine A110 doesn't come into the same category, nor does the A310 — both being cars which are sold in docile road trim through Renault dealers. Ligiers, Simca CGs and the like are only adaptations of sports racing cars and suitable only for tarmac sprints. The Lancia is the one and only, all weather, all surface, purpose-built rally competition car. Quite unique.

To my mind the most pertinent question is: do we want, or require, the Stratos? The answer must be a qualified affirmative. Its noise and spectacle brings fresh interest and new glamour to the sport. Special stage rallying is enjoying ever increasing popularity and the sport is surely big enough to encompass such cars. But might we be sorry one day that we waxed lyrical about the first rally supercar? Could it just be that the Stratos is the first of more such vehicles — cars which could be built by specialists and paid for by the high volume manufacturers, the only part in common with your car being the name plate? Might we find that, ten years hence, there is a globe trotting formula one type rally circus carrying with them all the money and expertise — the multinationals rally-sport; the Escorts, Avengers and Vivas of that time just a starved clubmans formula?

It is highly unlikely to come to such, but surely possible, and just possibly enough to constitute a threat. Remember the first, and most glamorous of the marathons; when the media proverbially went "bananas" over the idea and Ford/BLMC worked demonically to produce fleets of highly adapted Marathon cars, all the while issuing communiques stating that they weren't actually spending any more money than their expected rally budget — just splurging it all into one big effort? In my opinion, it did cost them much (vastly) more than

they would ever admit to having spent, and the RAC Rally did suffer, quite badly, that year.

Admittedly, a comparison between the London to Sydney Marathon and the Lancia Stratos is fairly obtuse; but, essentially, the ingredients are the same. The marathon was a wholly commercial idea to give two newspapers some publicity, with the participating manufacturers receiving a large chunk of coverage and, hopefully, reaping the benefits with full order books.

Competence

The Stratos operation is certainly not run by Fiat's recreational facilities department. It, too, is a wholly commercial venture and it is only because the vehicle is so brilliantly engineered from Bertone's concept that it does appear to constitute a threat to rallying's equilibrium. It has started something. Whether it takes off like the Marathons or not, we still have to see. Ironically, the depressed state of motor manufacturers must work on the side of maintaining equilibrium. If we had been enjoying the comparative boom of 1968 during the past year, the Ford top brass might even now have been standing around a dusty GT70 and scratching their heads.

The amount of money, time and personnel tied-up in national rallying is greater now than ever before. The sport is reaching a stage where, ideally, a competent professional body should be guiding and assisting rallying along the road towards greater success in very carefully considered ways. Apart from a few hard-trying exceptions, this does not appear to be happening on the right scale or with much long term strategy.

Perhaps we don't really want the supercars — not for the next few years anyway. What we do need, right now, is for group one cars to be put on a thoroughly equal status to groups 2, 3 and 4, both nationally and internationally. The sort of example a supercar could never provide is what resulted from Roger Clark's jumping on the 1967 Scottish Rally with Ford's Cortina Lotus. That car finished the rally visibly bent like a sausage for all to see. As a result, more than fifty bodyweld modifications were made on the Cortina assembly lines. It might not have sold any more Cortinas but, ultimately, that is the very sort of thing which does result in increased sales. Examples like that give rallying a much improved public image; it gives purpose and increases competition which involves more people, more time and more money.

Curley is quick and reliable — so is the car. It makes a formidable weapon.





First lap of the forward Trust event and Dave Millington (centre) nips between Gerald Clark's Mini and Graeme Walker's Firenza, to take an untroubled win.

CROFT

Sun shines on Millington

Croft escaped the blizzards which were raging round the North East last Sunday and the BARC Northern centre had clear skies and a dry track for their Spring Meeting. All five races provided runaway winners; Dave Millington scored a brace of saloon wins, while Mick Starkey, Andy Smith and Andy Barton took the other honours.

Due to an unfortunate accident during the week, Mike Wilson was absent from the meeting which led to one or two problems, especially around time keeping. All grid positions were decided by ballot and no race or lap times were given by the official results. However, despite these difficulties, the organisers produced a fine meeting.

The first race was for FFs and produced a good 22 car grid. Due to the ballot there were a number of strange grid positions, but after the first lap it all settled down and Mick Starkey (Merlyn) moved into the lead at the expense of Gordon Dalzell (Van

Diemen). Richard Phillip (Crossle) then took second with Neil Williamson fourth, until his Crossle's engine expired in front of the pits on lap four. By lap five Stu Lawson and John Simpson had moved into third and fourth positions and started a good battle. Near the end the pair of them went past Phillip's overheating car and on the last lap Simpson took second place, well behind Starkey. Phillip finally finished fifth having been passed by Richard Dutton's Titan.

The Special Saloons, competing for Forward Trust points, were next up. Jim Evan's much modified Turbo Escort RS2000 (see *Sports Extra*) sat on pole, but it was Dave Millington's Brook Hire Firenza which took charge at the start and went on to win easily. Gerald Clark's Mini had a glorious half lap in second place before giving way to Graeme Walker's Firenza. As the Turbo Escort pitted for no apparent reason, Phil Winter moved up into third as Clark went missing. This became

second when Walker retired with a puncture. Peter Pitman (Imp) took third overall and the small class win while David Horsley (Mini) was fourth.

Only seven cars came out for the Modsports race, which turned out to be an Andy Smith benefit. His Elan lead off the line and, after one lap, his team mate Kenny Allen had moved into second place and there was nothing anyone could do to stop them.

Then the Special saloons returned again, after Wendy Woods points this time. Keith Bowmaker joined the field which saw Evans' Escort back in business. However it spent just one lap chasing Millington before retiring, with a cracked manifold. Bowmaker's 4.7 litre car took over second place and held it to the end, although well behind Millington. Graeme Walker retired from third place with ignition problems so Phil Winter's Mini took another good place.

Andy Barton returned from holiday on Saturday just to attend the meeting on Sunday, which made the *Libre* race a forgone conclusion. With Phil Barak blowing his clutch in practice and Ted Payne rearranging his suspension against the chicane wall, there was nobody that could touch the ex-Fittipaldi Lotus 69. Ray Edge eased his way into second place and secured it, while Graham Hamilton, in the Ecurie Ecosse Van Diemen, took third. The only excitement was provided by the dicing Bob Brown (Lotus 69) and Daid Goddard (Lotus 61), which went in favour of Brown. Barton won by 55 seconds and lapped the field down to second place.

BRYAN METZ

BARC Northern FF championship race (15 laps): 1, Mick Starkey (Merlyn-Scholar); 2, John Simpson (Nike-Scholar Mk 10); 3, Stuart Lawson (Van Diemen-Scholar RF75); 4, Richard Dutton (Titan Mk6A).

Forward Trust Special Saloon Car championship round (10 laps): 1, Dave Millington (2.3 Vauxhall Firenza t/c); 2, Phil Winter (1.3 Mini Cooper S); 3, Peter Pitman (1.0 Chrysler Imp); 4, David Horsley (1.0 Mini Cooper S).

Up to 850 cc: 1, Gerry Glass (850 Mini); 2, Jack Wines (850 Mini); 3, Clifford Watts (848 Hartwell Imp).

851 to 1000 cc: 1, Pitman, no other finishers.

1001 to 1300 cc: 1, Winter; 2, Horsley; no other finishers.

Over 1300 cc: 1, Winter; 2, Horsley; no other finishers.

Northern Sports Cars and Players No 6 Modsports championship round (10 laps): 1, Andrew Smith (Lotus Elan t/c); 2, Kenny Allen (1.0 Clan Crusader); 3, Ian McCullough (1.3 Austin Healey Sprite); 4, John Bury (1.3 MG Midget).

Up to 1150 cc: 1, Allen; 2, Anthony Wood (1.1 Austin Healey Sprite); no other finishers.

1151 to 1300 cc: 1, McCullough; 2, Bury; 3, Mike Taylor (1.3 Austin Healey Sprite).

Over 1300 cc: 1, Smith; no other finishers.

Wendy Woods Special Saloon Car Championship round (10 laps): 1, Dave Millington (2.3 Vauxhall Firenza t/c); 2, Keith Bowmaker (4.7 Ford Escort V8); 3, Phil Winter (1.3 Mini Cooper S); 4, Ian Rogerson (1.3 Mini Cooper S).

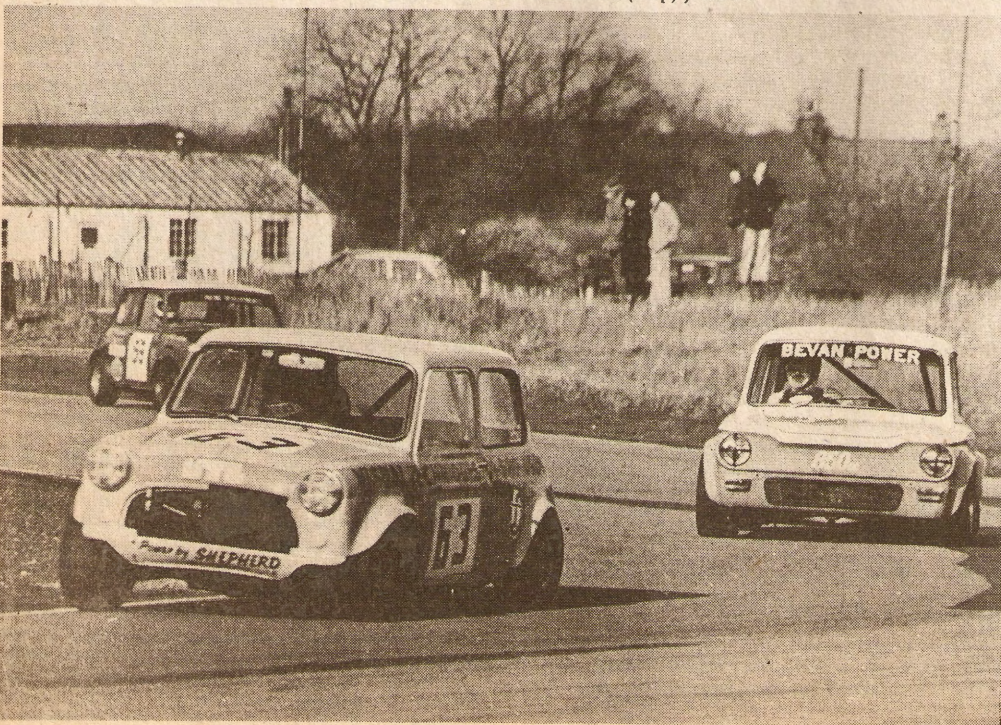
Up to 1000 cc: 1, Graeme Woodhouse (1.0 Mini Clubman); no other finishers.

1001 to 1300 cc: 1, Winter; 2, Rogerson; 3, Gerald Clark (1.3 Mini Cooper S).

Over 1300 cc: 1, Millington; 2, Bowmaker; no other finishers.

Formule Libre and BARC Northern Clubman championship round (10 laps): 1, Andy Barton (Lotus-Cosworth 69 BDE); 2, Ray Edge (Mallock U2 Mk14); 3, Graham Hamilton (Van Diemen-Scholar RF75); 4, Bob Brown (Lotus-Vegantune-69 t/c).

No race times or fastest laps were given.





His car resplendent in the smart colours of his new sponsor, Nigel Rockey, suffering from a bad cold, nearly gave them a first time win - going off while leading by one second from John Taylor.

BTRDA GOLD STAR — ROUND TWO — South West Stages

Rockey lets in Taylor

The Esso Uniflo South West Stages Rally organised jointly last weekend by Exeter and Taunton Motor Clubs was convincingly won by the Haynes of Maidstone Escort RS1600 of rallycross ace John Taylor, partnered by Ford's Rallye Sport Club man Charles Reynolds. In second place, just over two minutes in arrears, was Ford's Rally Man of January, David Stokes, with Bill Andrews, in their Team Dursley entered Escort Twin Cam, just ahead of the Parkinsons of Bradford Escort RS1600 of Tony Baines/Alex Walker.

Taylor's victory, incidentally his first ever rally win, was not as easy as it may appear, as until the second stage after the lunch halt he was being narrowly beaten by Nigel Rockey/Ron Channon. Rockey, who was being sponsored by Pink Stamps in his work-loaned Escort RS1600, had an uncharacteristic high speed "off" on stage 10 at a fairly tight left after a very long straight. Hopefully this incident will not spoil his chances of concluding his sponsorship deal with Pink Stamps (no longer 'S & H', but now operated by the Gateway Supermarket Group) for this year's RAC National Championship series.

Rockey's Escort was the first car away from the 09.00 (08.00 to those who forget to put their clock forward, like this reporter!) start at Taunton's Technical College, ahead of last year's second placed crew, Stan Dukes/Brian Wood in their RS1600. Ricky Wall/Andy Barnard's Escort TC non-started from 3, and so next was the Western Mail/Team Howells Allegro of Pat Ryan/Roger Smith on its debut run in the sponsor's immaculate livery. Tony Baines came next in front of eventual winner, John Taylor, each in their respective RS1600s. A needle match was promised between the next two cars, the Escorts of David Stokes and Terry Brown, each a winner of Ford's Rally Man of the Month scheme. At 9 was Charles

Eveson's Hartford Motors' entered Mexico, and completing the first ten was the Escort of Ronald Aikin.

From the start the crews headed west towards Minehead, for the first group of stages in and around the forests of the Brendon Hills. Nigel Rockey set off to show everyone how it should be done by taking fastest on the first six stages, his Pink Stamps Escort looking very smart in its new livery. John Taylor was keeping close, while everyone else was left behind. Terry Brown was already in trouble in his Central Tyre Services Group (Cartmarthen) entered RS1600, when a rear shock absorber became detached on the very first stage, while the dubious honour of first retirement went to Paul Kynaston/Pete Taylor when their Escort TC caught fire on the way to the first stage. Their fire extinguisher was insufficient to quench the flames, so they were indebted to Bob Bennett, with old partner Stuart Harrold, who loaned theirs.

Pat Ryan lost a few minutes when he left the road on stage three in the ex-British Leyland Allegro, primarily due to the differential only working part of the time, while Colin Morgan/Doug Blair spun their Escort TC into a bank on the same stage. Further down the field a class battle was developing between the Imps of Peter Bryant/Colin Wilson and Jon Lloyd/Michael Kind. Bryant emerged the winner although with one unbelievable time.

Stage seven was the fabulous Porlock Toll Road which virtually all the competitors loved; indeed one remarked that he would have been content to do only that stage as the whole rally. Rockey however was not so happy as he stalled, losing 14 seconds to Taylor. David Jones/Robert Roebuck, in their Preci-Spark entered Escort RS, were putting up some excellent times, but were to lose about three minutes and at least third place on the

next stage, when they drowned out the engine in a ford. Robert James also had trouble on this one, losing several minutes in his Carrefour Hypermarkets RS1600.

The lunch halt followed at South Molton where Rockey was one second behind Taylor with David Stokes 90 seconds behind, equal with the determined Terry Brown. Many people were complaining that they hadn't been driving properly, including Nigel Rockey who had a very bad cold.

After lunch the rally moved south west, via a stage in Winkleigh Wood, to the last group of tests around Halwill, just east of Holsworthy. The first of these was the scene of Rockey's undoing, when the "Pink Escort" flew off the road to become very firmly wedged in a ditch well below the level of the track. Although bent, the car was still driveable but unfortunately it was impossible to regain the road until the stage was closed.

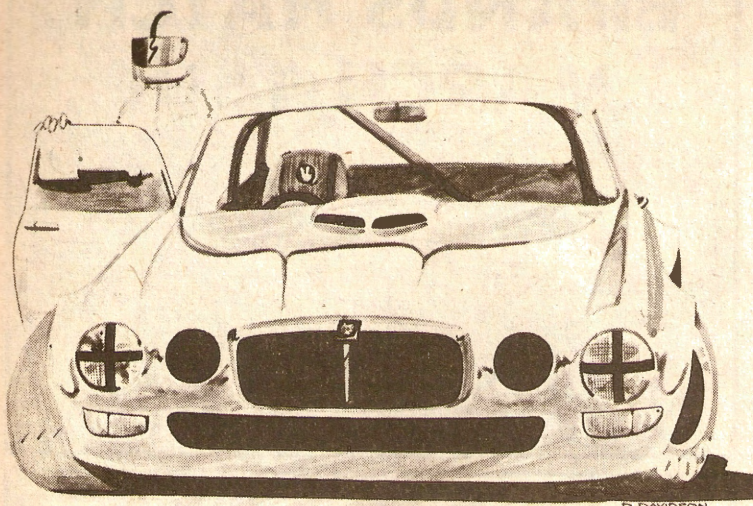
Several other people nearly ended up in the same ditch, but Ron Channon managed to slow most of the faster cars down. However just as he thought there wouldn't be any more really fast ones and turned back to the stricken YEV, Terry Brown appeared and promptly did the same thing, only not travelling as fast. He hit some logs but was able to regain the road with some assistance, and continue.

The last stage was in Northcombe Plantation, where Stan Dukes got a maximum, before a run back via Oakhampton to the finish at Tiffany's in Exeter. Provisional results took a long time to appear, and this was accentuated by the fact that there were not even the rough results up to halfway, available for scrutiny. Nor did there seem to be any organisers in attendance to answer the inevitable queries. However, although a major point in itself, it did little to spoil what had been an excellent event in good, if slippery conditions, which gave John Taylor a well deserved win.

KEVIN GORMLEY

**EXETER & TAUNTON MOTORING CLUBS
ESSO UNIFLO SOUTH WEST STAGES RALLY 16th March**

1, John Taylor/Charles Reynolds (Escort RS1600) 35m 22s; 2, David Stokes/Bill Andrews (Escort TC) 37m 31s; 3, Tony Baines/Alex Walker (Escort RS1600) 37m 54s; 4, Chris Wathen/Chris Gorman (Escort RS1600) 38m 09s; 5, Roger Whittall-Williams/Roger Hemmings (Escort RS1600) 38m 53s; 6, Terry Brown/Ed Morgan (Escort RS1600) 39m 28s; 7, David Jones/Robert Roebuck (Escort RS1600) 39m 38s; 8, Trevor Shaw/A. Downer (Escort RS1600) 39m 44s; 9, Terry Kaby/Brian Rainbow (Cooper S) 39m 51s; 10, Terry West/Chris Daw (Mexico) 39m 55s.



An artist's impression of Hazlewood's Jaguar.

Hazlewood's Jaguar XJ8

Exciting news on the Super Saloon front comes this week from Tony Hazlewood, the man who built and developed the tremendously fast 5.0 Daf. With the help of Chas Beattie and Westwood Engineering, Hazlewood is building up a 7.0 Jaguar XJ6.

The Jaguar has been abbreviated at the front and rear screens, and features suspension from an ex-Frank Gardner F5000 Lola. The power comes from one of two all aluminium Chevrolet V8s which Hazlewood has bought from John Surtees. Surtees had them built up by Weslake for CanAm, and they are said to give in the region of 600 bhp. This should make the overall weight of the car just under the ton, and top speed about 190 mph. Transmission will be through a Jaguar V12 gearbox into a Hewland unit, with weight bias of the total car

working out at 45 per cent front, 55 per cent rear.

Hazlewood expects to debut the car late in May, although at a pinch, it could be ready for the first Super Saloon race earlier in the month. The team, run by Brian Stanners with Ray Kilminster doing the preparation, hope to contest Tricentrol's Super Saloon series, and the Silverstone based Esso Uniflo special saloon championship.

Drivers of the new monster will be Hazlewood and Gordon Mayers, an old friend of Hazlewood's, who drove a 1.3 Mini with verve a couple of years ago. Although the project has help from Corbeau Seats and Hazlewood's brother's Westwood company, it is hoped to attract a major sponsor to help with the team's expenses. Those interested should contact Hazlewood at High Wycombe 38910.

Longton open Sprint series

This weekend sees the first round of the Longton and District Motor Club's £1,000 sprint and hillclimb championship, as well as the first round of the RAC sprint championship. In all there are 75 entries for this event at Longridge, plus five reserves.

In the big racing class, there are no less than four McLarens, including those for Simon Riley, Bob Rose and Dave Harris, two big Brabhams for Davids Render and Hartley, and John Briggs' Harris. Hoping to knock them off the top of the tree will be a couple of McLaren M4Bs with 1600 cc power, for James Hunt and Paul Gardner, Brabhams for Mike Utley and Mike Chapman, Marches for John Kitchen and Geoff Deakin, and the Huntsman Ensign for David Franklin.

The meeting starts at 1 pm.

MRS prize winner

Scandecor Posters ran a competition on Sunday at Brands Hatch for prospective Formula Ford drivers, with the first prize being a course at Motor Racing Stables and a race at Brands in the latest Elden Mk 17 Formula Ford model.

The lucky winner of this competition was Mr M. T. Burchett, of Bromley, Kent, after a draw by Les Leston. Scandecor are involved with Elden in that they sponsor Frank Bradley's Elden M18 in FF2000. Bradley had a good debut drive in the Formula on Sunday finishing sixth.

Starfire develop

Although the FF2000 season is well under way, with two races gone and entries increasing with every meeting, there has still been no sign of the Starfire, designed by Patrick Head. It has been known that the car has been testing for some time in Richard Scott's able hands, but as yet, no races.

Starfire boss Gavin Hooper, when questioned on the matter, said that they were determined to "get the car absolutely right. It is my prestige product, and as such, it has to be presented as the best and not an also ran. We have turned down a number of deals, and are currently sitting on the fence to see which way things will go. We also want to get an engine that is absolutely right."

Testing now continues, and when things are right, then Hooper hopes to have a top line driver race the car for him in a couple of races.

Welsh go ahead

There will be a Welsh Autocross Championship this year after all.

Earlier this year there was some doubt a series could be held because no clubs in the WAMBCs had offered to hold an event, but now eight clubs have asked for championship rounds and it is hoped more will follow as the season gets under way.

Supercharged Reeves



Trevor Reeves — Europe?

Trevor Reeves, the 19-year-old rallycross driver, has tied up with Allards for a very special mill for his rallycross Mini. The car has been fitted with a 1550 cc engine, but Allards are to provide him with a supercharged unit. Reeves is currently doing well in the Lydden rallycross championship, and hopes to have his new engine fitted for the next round at Lydden on March 31. Long term plans include a prospective session in Europe.

Harrison pulls away

Mike Harrison took his Midget to an overall win last Sunday near Kidderminster when he won the first of two rounds in the Association of Midland Motor Clubs PCT Championship run by the Dunlop MC. From a field of only 28, Harrison took an index of performance victory dropping 62 marks on the 30 sections.

Harrison was closely challenged in the early stages by Malcom Brown (Sprite) for the class and they were only a mark apart at one stage but Harrison pulled away after lunch to beat his rival by 18 marks.

Geoff Spencer took his Cooper to a comfortable win in Class 1 on 68 marks beating Kevin Caley (Mini), who dropped 80 marks. The battle of the Skodas, in Class 2, went to Dennis Wells with a 61 mark total, Stephen Courts being second on 73 marks.

Overall: M. Harrison (Midget), 62 marks lost. **Class winners:** G. Spencer (Cooper), 68 marks; D. Wells (Skoda), 61 marks; M. Brown (Sprite), 80 marks; C. Valentine (Stiletto), 49 marks; W. Moffatt (Ginetta), 38 marks. **Novice:** S. Bradbury (Sprite), 114 marks. **Ladies:** Mrs I. Wells (Skoda), 92 marks. **Best Dunlop:** R. Fitt (Imp), 67 marks.

Briant conquers snow

Despite tough conditions in the second half where ice and snow made the already muddy lanes even more tricky, Mick Briant and John McKerrell renewed their current remorseless domination of the Welsh rally championship by collecting the Birmingham University MC's Mermaid Rally last weekend — their fourth successive championship win.

With only fifty odd starters — several crews were ruled out at the start when they failed the noise meter — the rally comprised two loops to the north west and north east of Llandindrod Wells. In the first half, which was fairly well "on," Briant and McKerrell, established a two minutes lead over Peter Gerbez and Dave Hurds in a Cooper S. They in turn were a minute up on the Avenger Tiger of John Griffiths and Jim Bowie.

The second half was a different story with everybody dropping time regularly by Briant and McKerrell were in their usual polished form and headed the opposition at the end by more than 6.5m.

Griffiths and Bowie finally moved into the runner-up spot while Gerbez and Hurds dropped from grace a little to finally finish fifth but had the

consolation of being fastest on the three selectives.

Third, nearly 1.5 m down, were Jeff James and Rodney Jones in their Escort TC while Phil Roberts and Colin Francis (RS1600) were fourth beating Gerbez/Hurds by 6s. The 1970 winners, John Pugh and John Williams brought their Mexico home in sixth place. Some idea of the toughness may be judged by the fact that the semi-expert winners collected five fails and the best novice crew had to cut thirteen controls to get in on time.

1. M. Briant/K. McKerrell (RS2000), 34m 34s; 2. J. Griffiths/J. Bowie (Avenger Tiger), 41m 12s; 3. J. James/R. Jones (Escort TC), 42m 38s; 4. P. Roberts/C. Francis (RS1600), 43m 4s; 5. P. Gerbez/D. Hurds (Cooper), 43m 46s; 6. J. Pugh/J. Williams (Mexico), 45m 48s. **Semi experts:** B. and K. Ashley (Cooper S); 5F 59m 12s. **Novices:** B. Jones/B. Davies (Escort Sport), 13F 46m 37s.

● Gerald Taylor won last Sunday's Multicross, run by Huddersfield MC, but only 17 entries were received for the event which took in 10 sites with six prod trials sections and 14 autotests. Taylor, in his Clubman GT, was a comfortable winner overall and other class winners were J. R. Taylor (Sprite), E. H. Noden (Mini) and G. F. Chippindale (Mini).

Club action urged

A call for clubs to start taking steps against a growing anti-motor sport lobby was made by Chris Belton, regional co-ordinator of the RAC Motor Sport Division last week.

Speaking at a quarterly meeting of the Association of Central Southern Motor Clubs at Selborne in Hampshire, he warned: "In the next five years motor sport — and rallying in particular — is going to be under growing pressure on the grounds of pollution and noise."

"It is essential for all clubs to start taking action to guard against this immediately," he said.

An important first line of defence was to be established along with other sports — every club should have a representative on its local sports council or sports association, he said.

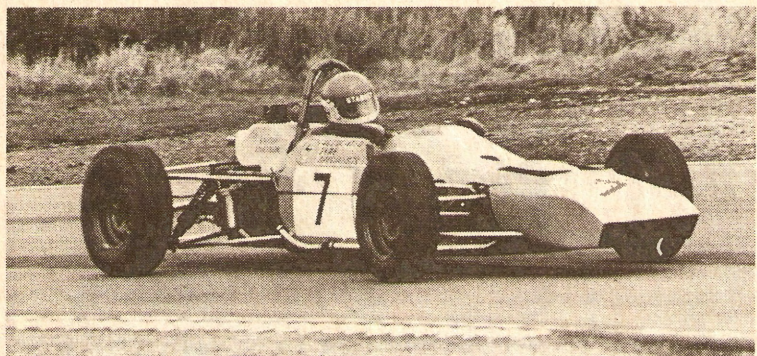
"Join the footballers and rugby players and help them when they have problems to gain their support, because we will need it all when our time comes," he added.

Belton, pointing out that rallies gave rise to the greatest number of complaints, warned that clubs have got to be prepared to counter some very difficult arguments.

"The RAC cannot answer every little question — all it can do is try to contain anti-motor sport legislation at Government level. We cannot make people like rallying," he said.

He added that anti-motor sport letters in the national and local newspapers should not be allowed to go unanswered and unopposed.

"We are going to have to fight if we want to keep the sport alive," he said.



Mick Starkey carried his new sponsor's colours at Croft on Sunday

Starkey's new sponsor

Northern Formula Ford ace, Mick Starkey, has received sponsorship for this season's Tate of Leeds FF championship from Associated Tyre Specialists. The company have previously sponsored rally cars.

Starkey's Merlyn, which featured in so many Croft Formula Ford battles last season, has been extensively rebuilt over the winter, and Starkey hopes to improve on his third place in last year's Tate series.

Hunter out on his own

Alan Hunter was in a class on his own at the Wallasey MC autotest meeting at the Vauxhall works at Ellesmere Port last Saturday. In his Sprite he was more than one minute quicker than anyone else on the 16 tests. Best battle of the day was for the ladies award with Mrs P. Corry (Mini), beating Mrs A. Rothwell (Sprite) by a mere two seconds.

BTD: A. Hunter (Sprite), 712.6s.
Class winners: S. Garner (Midget), 781.4s; W. Pardoe (Mexico), 986.0s. **Novice:** J. Sommerton (Cooper), 1105.4s. **Ladies:** Mrs P. Corry (Mini), 11.79.0s.

● First hillclimb of the year is to be held on Easter Sunday by the Truro and District Motor Club at the Tregrehan hill, nr St Austell. It is the opening round of the Association of South Western Motor Clubs championship and is likely to be filmed by the BBC. Interested competitors can receive regs from Jon Whittall at Hunters Rest, Treworder Rd, Higher Redannick, Truro, Cornwall.

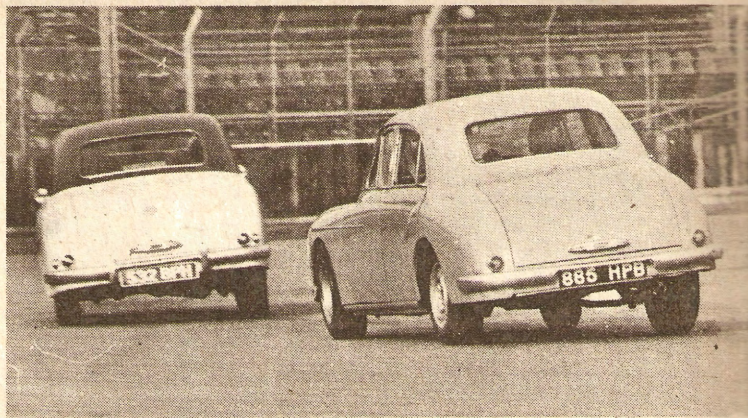
Warburton's aggro over

Two young men have ended what Manchester solicitor Barry Warburton calls his "year of super aggravation". Dave Beech and Derek Jones, who formed Cheshire Engine Components six months ago, are backing Barry's year-old Van Diemen and using it as a test bed in Formula Ford.

"They've already given me 14 hp more than I had last year," says Barry. "They also have a Super Ford engine, and if I sell my other Van Diemen, I'll switch to Super Ford."

Beech was in hotel management and a keen rally man when he joined forces with engineer Jones to launch the firm which specialises in engine rebuilds and tuning, and particularly to prepare Super Ford units at their premises in Eastham, Merseyside.

● That man of many cars, Barrie Hopwood, was entered in yet another Formula last Sunday. A special saloon 1.0 Hillman Imp appeared on the entry list for him, prepared by V. W. Derrington.



Classic saloons are out for the first time this weekend at Silverstone, and a full entry has been received by the Jaguar Drivers Club. Far from being "old bangers," the cars are expected to be well prepared, as the picture above of two Magnettes at Woodcote shows.

Sunny domination

Establishing a five minute lead at the petrol halt, Geoff Glover and Tony Thorne dominated last weekend's Essex Rally run by West Essex CC over a 150 mile route in Essex and Suffolk. In their Datsun Sunny they dropped only 6m 13s to beat Mick Oldham/Robin Lee in their Mexico by more than nine minutes.

The route contained one selective and Oldham was fastest on this being 50s over bogey, Glover was second on 1m 13s and Ray Heathcote/Mick Blackmore (Escort), were third on 1m 19s.

Best of the experts, and third overall, were Ron Malynon and Colin Butterworth who brought

their Escort estate home on 22m 20s while the fourth places crew of Richard Watts and Sarah Cohen dropped 28m 26s in their Escort TC. John Stevens/Malcolm McGhee (Cooper) and Steve Blanchard/Dave Elderfield (Avenger), completed the leaderboard. The latter crew had a most satisfying run, being Blanchard's first outing for at least two years while Elderfield, normally a driver, was a stranger to the maps.

1. G. Glover/T. Thorne (Datsun Sunny), 6m13s; 2. M. Oldham/R. Lee (Mexico), 15m 50s; 3. R. Malynon/C. Butterworth (Escort est), 22m 20s; 4. R. Watts/Miss S. Cohen (Escort TC), 28m 26s; 5. J. Stevens/M. McGhee (Cooper), 31m 48s; 6. S. Blanchard/D. Elderfield (Avenger), 43m 8s. **Novices:** T. Hines/K. Gibson (Escort GT), 3F 23m 8s.

Two men of Harlech win

Welsh crews, as expected, dominated the results sheet at the end of last weekend's Tarmac Trek Rally run by Quinton MC on a 180 mile route which started and finished in Fairbourne and used many roads around Dolgelly and Harlech.

Victory went to the Harlech father and son team, G. Parry and D. Parry in an RS 2000 who dropped 20m and who beat off all the experts crews having started as semi-experts. They took their victory by three minutes from A. Williams and G. Williams in an Escort TC who would have won the event out of sight but for collecting a 12m penalty for clocking out of a control six minutes early! The Williams finally totalled 23m, a minute ahead of the best of the Midland contingent Mike White and Eric Riches in their faithful Imp.

Hard luck story was the roll — only a mile from the finish — which robbed G. Evans and E. Evans of second place in a Toyota Celica.

Although the event owed nothing to the internationally known Tarmac Ltd construction company, the Midlands based concern heard about the event and donated an extra £10 prize money which went to White and Riches.

1. G. Parry/D. Parry (RS 2000), 20m; 2. A. Williams/G. Williams (Escort TC), 23 m; 3. M. White/E. Riches (Imp), 24m; 4. C. Mock/P. Robinson (RS 2000), 28m; 5. J. M. Jones/I. M. Griffiths (Anglia), 29m; 6. R. McBurnie/R. Carlisle (Avenger GT), 30 m. **Novices:** B. Rathbone/M. Williams (Mexico), 58m.

Turbo talk

Jim Evans opened his season at Croft last Sunday with a much modified Escort RS2000 Turbo. Last season a lot of problems were found with the handling, and there was also trouble with the transmission. To cure the handling, the engine had been moved back two feet to give a front/rear weight distribution of 48/52%.

The engine was increased in capacity to 2.14 litres with a long-stroke crank, and boost has been dropped to 8lb, that's 4lb less than last season. Power is now rated at 185 brake horse at the back wheels. The Ford transmission has been thrown away, and replaced with a genuine close-ratio E Type Jaguar box, linked to a 3 litre Capri limited slip diff.

The turbocharger is now fed by a pair of 44 IDF's from a Viva. Also new are Mamba wheels, 11 inch front and 15 inch rear, with wets, intermediates and slicks.

The car will be developed this season, a new engine being almost ready with bigger valves and a different cam, and future suspension mods will include Cologne front suspension (Capri), and vented discs. It is also intended to carry out weight reduction with fibre glass panels, the car being all-steel at the moment with the exception of the bonnet. As the car was quick enough to win at Croft last season, it promises to be very competitive indeed this year.

Pearce starts again

The 33rd running of the Derbyshire Trial, organised by the Lancs & Cheshire CC on their now usual site near Buxton, last Sunday, provided yet another win for Jack Pearce and his Kincraft.

From an entry of 28, he shrugged off the early challenge of the Fack brothers on the nine sections and by lunch had firmly put them in their place with a plus 20 mark lead. He eased off in the subsequent two rounds but came home with a 36 hill total of 56 marks beating Julian Fack's Impunity by 15 marks.

Third, eight marks down on Fack, came Tony Harrison in his Kincraft. He, too, gave Pearce a run on the first round but became a victim of blasting when trickle was required on the very soft terrain and by lunch was almost double the leader's tally.

In the afternoon, the challenge of John Fack fell away as he dropped

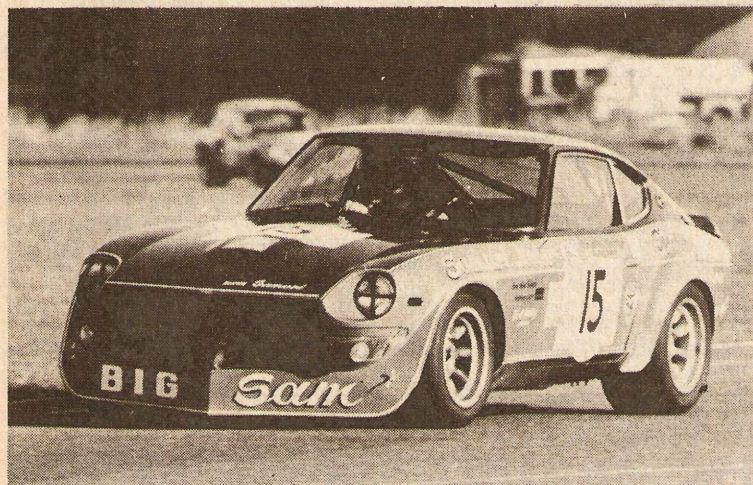
marks heavily and George Fisher brought his Iris through to fourth after a steady day.

Lol Hurt was again in trouble with his twin cam motor — a cam follower breaking for the second time in a month when he was second at lunch and tying with Julian Fack.

Two Irish visitors, Messrs M. Johnson and J. Emeson, brought over the ex-Ron Kemp Puff motor after doing an event in Ireland on Saturday. The car caught fire once, was quickly put out, and on completing the course they set sail immediately for Scotland and the night ferry back home.

1, J. Pearce (Kincraft), 56 marks lost; 2, Julian Fack (Impunity), 71 marks; 3, A. Harrison (Kincraft), 94 marks; 4, G. Fisher (Iris), 98 marks; 5, John Fack (Impunity), 106 marks; 6, R. Needham (Cannon), 127 marks.

RAC Championship: 1, Pearce 132 pts; 2, John Fack 94 pts; 3, Julian Fack, 76 pts; 4, Harrison, 65 pts.



Anyone for Modsports? The Samuri Motor Company's Datsun 240Z is currently up for sale. However, the team are still contemplating Le Mans.

Landrover by 14 marks

A Series I Landrover, driven by L. "Staff" Dovey scored overall victory last Sunday at the Cambridge CC production car trial at Sutton near Ely. The club allowed Landrovers in for the first time and with 10 vehicles, they provided a third of the entry. Dovey dropped 37 marks on 24 sections to take victory by a narrow margin from Glyn Jackson in his Anglia van who won Class 2 by a 30 mark margin.

A close struggle in the Mini class eventually went in favour of Stan Rolfe on 90 marks beating Frank Martin by five marks while Liam Cooke took the Landrover class, driving the same vehicle as the winner but dropping 69 marks.

Overall: L. S. Dovey (Landrover), 37 marks lost. Class winners: S. Rolfe (Mini), 90 marks; G. Jackson (Anglia van) 51 marks; T. Reynolds (Imp), 100 marks; L. Cooke (Landrover), 69 marks. Ladies: Tina Kerridge (Imp), 115 marks.

● Rumours at Brands Hatch suggested that a well-known driver of expensive machinery had purchased Mick Hill's 6.0 Capri. However, said driver didn't wish to confirm the rumours until he had tried the car. In the event of his buying the machine, it would be run by Hill himself.

League's fine opening event

The first round of the ShellSport League for Yorkshire based motor clubs takes place this Sunday with a daylight rally, the David Brown Motor Club's Elcar Trophy rally. Half of the twenty registered clubs are represented on the rally in the 120 car field, which will have a 190 mile route, with more than fifty stage miles.

Heading the entry list is George Beever with Stuart France in his 2.0 Escort, followed by 1973 winner Ron Aiken/Eric Cowcill (RS2000). Stages include Full Sutton, Elvington, Melbourne, Church Hill and Burtonfields. The finish is at the Three Cups, Stamford Bridge.

● Group One Capri II driver Mike Smith is writing a booklet on the Radio One production saloon car championship, and would be grateful of printable personal details of any drivers he's failed to contact. He can be reached at 17 St James's Park, Chelmsford, Essex CM1 2JG, or can be telephoned on Chelmsford 61618.



Graeme Woodhouse cocks a wheel at Croft while battling with an interestingly modified Imp. Note the aerodynamic bonnet.

Esso back Welsh series

Esso Uniflo will sponsor this year's Welsh Speed Championship to the tune of £1000.

Nine events at seven courses are included in the series which starts at Talbenny airfield, Haverfordwest on March 30 with an event organised by Pembroke MC.

The two meetings planned for Penrice Castle, on the Gower Peninsula have had to be dropped after Swansea MC announced in January they had been forced to close the hill.

Championship events to be held in Wales will be at Talbenny, Llandow race track, Pontypool. Others will be held outside the Principality by member clubs of the Welsh Association.

There will be no money awards this year in the championship, but careful buying has produced highly desirable chronographs and stop-watches among other prizes.

● Soon after a photograph of BRSCC North West Centre chairman John Ellison was presented to him by national chairman Peter Jopp, the picture was stolen. It happened at the centre's marshals' dinner in Wilmslow, Cheshire, in January — and now the picture has been returned by post with no clue to the sender.

FV support for Ian Flux

Eighteen year old Ian Flux who works for the Graham Hill-Embassy team, is to be sponsored by Shell-Sport for a season of Formula Vee. Flux was the Formula 6 champion in 1973 with 20 wins from 25 starts.

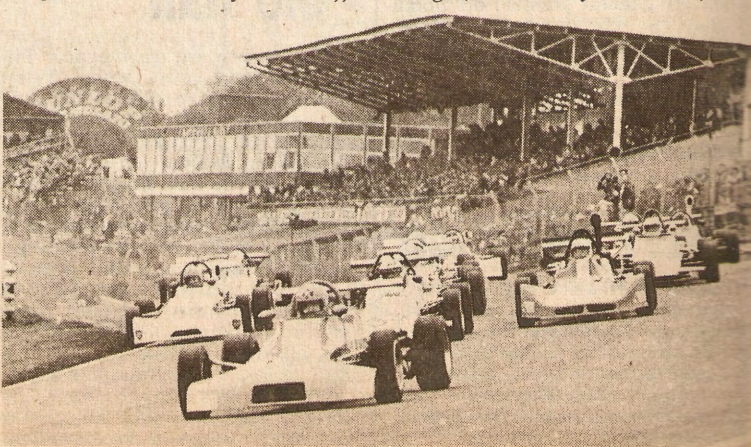
His first motor race was in a ShellSport Mexico at Brands Hatch last year, where he worked his way up to second from the back of the grid and later had a number of races in Formula Vee, finishing fifth in the championship. He will be contesting this year's series in a Scarab.

Creswell in doldrums

Richard Creswell, builder of the Phantom Clubmen's Super Sports cars that have done so well over the past two seasons, has sold his old engine and gearbox and the rolling chassis is now up for sale.

Plans to go F3, Atlantic or FF2000 have all come to naught due to collapse of sponsorship negotiations. Currently Richard cannot contemplate any racing due to pressure of work, but hopes to get a decent deal together later in the season.

Allied Polymer FF2000 championship round 2: Frank Hopper leads, Damien Magee is behind him, Syd Fox is off to the right, and Ian Taylor to the left.



Edwards heads Chryslers

Although the handicap system sounded a bit complicated, last Sunday's first Trial-o-Test run by the Singer Owners Club down at Broxhead Common, near Borden, Hants, proved a success. Winner, after doing six autotests and tackling 10 sections, was the Sussex driver Teddy Edwards in his Stiletto with 166 marks.

Drivers' scores on each section together with time on tests, divided by 10, were added and this figure was multiplied by the width of tyre and diameter of wheel.

Rod Jones won the foreign car section in this Opel Ascona.



Edwards beat 38 competitors to win by only seven marks. He would have had a comfortable victory but for errors on one test and on a section as well. P. J. Young (Imp) led initially and eventually was runner-up on 173 marks beating Don Moore (Mini), by a single mark. A VW engined Buggy, another Imp and a Mini, were fourth, fifth and sixth.

1. T. Edwards (Stiletto), 166 marks; 2. P. J. Young (Imp), 173 marks; 3. D. Moore (Mini), 174 marks; 5. R. Head (Buggy), 183 marks; 5. N. Bristow (Imp), 190 marks; 6. W. J. White (Mini), 191 marks. Ladies: Mrs I. Moore (Mini), 196 marks. Best Mini: J. Davies 178 marks. Best Foreign: R. Jones (Ascona), 218 marks.

Briefly...

● Glenn Eagling, who raced a GES last year, has put it away, and was racing a new Van Diemen in the Brush Fusegear events at Silverstone on Sunday. Sponsorship comes from Circuit Travel.

● Paul Swift took his VW to a five seconds win last Sunday from a field of 19 on the Synchro 68 MC autotest at the Post House Hotel, Thornaby on Tees. He beat Nigel Robinson (Toyota Carolla) who took the conventional saloon class while David Trowbridge won the commercials class in an Escort van.

● Gethin Jones, well known for slinging large Russian made cars through Oxfordshire country lanes on local rallies, and a man with a knack for picking up economical Russian machinery to do it with, has taken to the tracks this year. His substantial form may be seen behind the wheel of a Renault 5 in this year's Renault championship.

● Gary Goggin is hard at work rebuilding his car, the majority of the work going into a new engine to replace the unit that was wrecked by a dropped valve at the last meeting of '74.

● Longtime Formula SuperVee competitor, Mark Litchfield, has bought a new Elden to contest this year's SuperVee championship. Litchfield will use a Heidegger motor in the back of his Mk 19, an updated version of last year's successful model.

● It's expected that Tiff Needell will have a new Elden Mk 17 over the Easter period to replace his well worn Mk 10. Tiff, who survives on a very limited budget, will have a works loaned chassis, and hopes to be able to sell his current car so as to run the new model.

● Ex-Jim Russell pupil Neil Hepburn has switched to racing a Simca Rally 1 and finds it "a bit more hairy" than a Merlyn 24. This commercial vehicle salesman from Sale, Cheshire, is campaigning with a 1973 ex-showroom demonstrator model prepared by Lymm garage owner Bob Yarwood.

● Penrice Castle has unfortunately been lost as a venue in the Woking Leaders championship.

● Super Saloon ace and V8 engine builder Ian Richardson is building a new, fuel injected motor for his Corvair. The shell is also being extensively lightened and Ian expects to be out in April to break a few lap records.

● In view of a change of schedule, general practice at Mallory Park will now take place on April 26, October 11, November 8 and December 6. October's date is from 9 am to 1 pm only. Book early and don't be disappointed.

● Castrol are increasing their field of drag racers this year, and a number of well known names are to receive backing. Among these are Roz Prior, Mick Butler and John Hobbs, and also the Stones Team. The tie up involves financial as well as product backing. John Whitmore will receive product assistance.

Super Vee entries grow

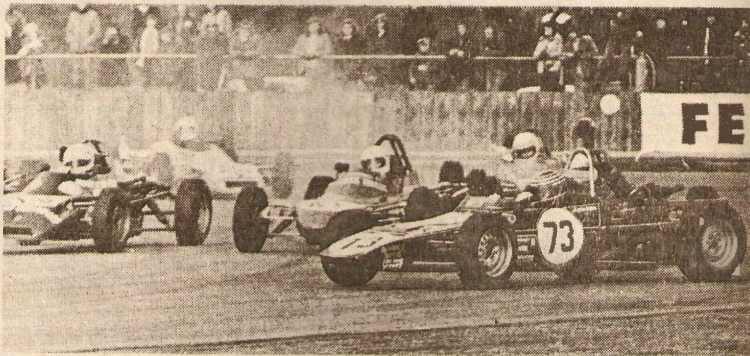
Formula SuperVee continues to grow in stature, as well it should with its wide diversity of venues, from the USA to Lydden Hill, and there are some interesting names contesting this year's series, still boasting twice as much prize money as might be gained from FF2000.

Modus, Royale and Supernova are amongst those who are fielding works teams, with either works help or full support. Mike Young is the man who will be in the works Modus this year after a season of Formula Ford and airline pilot Peter White is

the Royale works driver this year. Former Formula Fordster Tim Keen will be fielding the works prepared Supernova.

Amongst the other newcomers to the formula is Barrie Hopwood who drove Formula Fords last year, and he has bought the ex-Chris Barnett Royale. Peter Froude, former 1.0 Clubman driver is in the ex-Cook Royale, and Brian Urlwin, the former Vee champion has the ex-Peter Munro Royal. Finally, Mike Catlow, who was one of the Catnic team in Formula Ford, has a '73 Supernova for this year.

Lee Wroe - Johnson (right) gets somewhat out of line at Becketts, after a good showing at Silverstone.



Major award winners of the Association of Central Southern Motor Clubs championships are (left to right), Nigel Jurd (rally), John Calton (autotest), and Graham Allen (autocross).



Practice date

Due to a cancelled date allocated to a race meeting, Lydden circuit will open for general practice on Good Friday, March 28. The morning session will be for cars only and cost £5 for all or part of that time, beginning at 9 am. The afternoon session from 2 to 6 will be divided between cars and motor cycles, costing £3 for the former. No booking is necessary.

Class sanction

Having consulted the various organisers concerned, the RAC speed events committee have agreed to the retention of the up to 1300 cc modsports class, which in essence, is the Spridget class. This means that the class divisions will be the same as for 1974.

Dryden drives "old nail"

SMT's saloon car racing ace, Bill Dryden, will join Dealer Team Vauxhall to drive the 2.3 16 valve Firenza that Gerry Marshall regularly drives, to contest the Tricentrol Super Saloon series. He will take over the car directly Gerry's new V8 car is ready, which will hopefully be for the second round of the series at Silverstone on May 4.

Dryden races a Vauxhall in Scotland, but has driven many different types of machinery, from F2 Brabham to Vauxhall VX4/90. This year he will also contest the Scottish Special saloon car championship in a newly built 2.3 16 valve twin cam Firenza for SMT and James Car Deliveries.