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# AUTOSPORT

## *Italian GP: Regazzoni wins, Lauda takes title*

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

September 11, Vol 60 No 11


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*That "we are the Champions" look from Niki Lauda and Clay Reggazoni at Monza last Sunday.*

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## EDITORIAL

# Hail the new champions

Niki Lauda and Ferrari have finally won the World Championship. They threatened to do it last year but failed at the last few hurdles, but this year they didn't falter and have taken the title in a convincing manner. Not even the most patriotic persons would want to deny Ferrari such a victory – the name embodies everything that is *right* in motor racing and it has been eleven years since that name has been on top of the world.

Whichever team wins the World Championship attracts a great deal of attention, but when it is Ferrari there is that extra little bit of appeal which brings it to the notice of more people. At a time when Grand Prix racing is becoming more and more popular throughout the world, Ferrari winning the title adds glitter to the glamour which is automatically bestowed on the champion team and at this time nothing could be more appropriate.

In just five years of top class racing Niki Lauda has risen to World Champion – as well as showing obvious natural ability he has shown exceptional sheer determination and belief in his own ability to enable him to make the best use of the equipment available to him. That he did not win last year was perhaps right, because this year has seen him iron out the small flaws in his make-up and really come out on top. He is now a really first class driver in every situation and is the rightful and worthy World Champion.

As champion he will inherit a great deal of responsibility for the image of the sport and the conduct and views of his fellow drivers. If he employs the same determination to succeed that he shows in his driving to the job of being World Champion, he should be the first positive thinking Grand Prix leader to emerge at the top since Jackie Stewart's retirement. As the last two seasons have shown motor racing needs a strong character from the drivers at its helm.

In winning the World Championship Ferrari have broken the seven year stranglehold on the title by British Cosworth Ford engines. The conquest of the V8 by a 12 cylinder has been predicted ever since the Cosworth engine took its first title in 1968. The engine has had a remarkable and unequalled run of success and it certainly is not over yet. Although the Ferrari flat 12 has powered the winning car, it has won less than fifty per cent of the Grands Prix this year. Its success does not mean the end of the V8, quite the opposite in fact, defeat will be taken as a stimulant to further development by engine and chassis manufacturers, especially following last weekend's most welcome decision to extend the 3-litre Formula One engine regulations until 1981. All of this assures that the premier form of motor racing in the world will continue in its current highly competitive state for at least another five years.

The future regulation decisions reached in the meeting at Monza last Sunday by the CSI and the Formula One Constructors were, thank goodness, unanimously well received (the changes were, in fact, proposed by F1CA anyway), and while ensuring certain changes in the appearances of F1 cars over the next few months, have ensured that the Formula will remain stable and strong for many years to come. That is the sort and planning and organisation motor sport needs throughout and we hope that the CSI will stabilise all the other branches of the sport in a similar manner.

**our cover picture**

*The Italian Grand Prix last Sunday at Monza confirmed the superiority of the Ferrari team in Formula One this year. Clay Regazzoni led the race from start to finish while team mate Niki Lauda was content to come third and clinch the World Championship for the Prancing Horse for the first time since 1964.*
*Photo: Phipps Photographic.*

# New F1 regs announced

Coinciding with last weekend's Italian Grand Prix at Monza was an important meeting between representatives of the CSI and the Formula 1 Constructors Association to lay down a revised set of rules for Grand Prix cars. In essence, nothing controversial happened, primarily because the CSI virtually accepted the proposals of the F1CA which, in effect, means that Formula 1 cars complying with the current regulations have been "frozen". However there are one or two changes although certainly the earlier cries of banning aerofoils and reducing tyre sizes have been conveniently pushed well under the carpet.

On the technical front, the following will apply: (1), the rear aerofoil has been moved inward so that the rear edge must not exceed 80cms behind the centre line of the rear wheels. This is a reduction of 20cms. (2), there is a new ruling on the frontal overhang of any F1 car which before was unlimited. This is now 120cms or, the current size of the Hesketh. (3), there will be a maximum rear tyre and rim width which must not exceed 21 ins. Two boards will be set vertically by officials in order to check this. (4), the F1CA requested a ruling to only allow 13in diameter rear wheels and this was granted. (5), the front wheels and tyre sizes remain free. (6), the overall width of the car must not exceed 215cms or the current width of the McLaren M23, the widest F1 car at present. (7), the highest part of the car from the lowest suspended part, and this includes the airbox, must not exceed 85cms. This means that everyone will have to run airboxes like the new Hesketh. (7), the highest point of the airbox inlet oriface must not exceed 80cms. (8), the minimum exhaust height ruling has been "suppressed" but the pipes mustn't exceed 60cms in maximum height.

Then particlular attention was drawn to safety of the driver and the cockpit area. A proposal was put forward and generally accepted, although we are led to believe that this will be discussed even further at a later meeting in December, that all cars must have a forward roll over hoop around the dashboard area. This will be hidden, as already on several current F1 designs, with the intention that a line can be drawn between it and the main roll over hoop, thereby clearing the driver's head. There will also be a mandatory frontal structure around the pedal box to protect the driver's feet while oil cooler pipes and ancillary piping has to be protected within a 10mm crushable structure.

The CSI have also extended the validity of the 3-litre formula until December, 1981 although they still reserve the right to change the structure of the cars if need be from 1978 onward.

The new rulings on F1 cars is to come into effect as from next season's Spanish Grand Prix on May 2.

The above regulations will also effect Formula 2 and 3 cars, although they will not have to come into effect until 1978. The rear wing will be shortened to 80cms but the frontal overhang becomes 100cms and the overall width (F2) 200cms and (F3) 185 cms. As to national formula, the CSI can't enforce, but only recommend that such measures are adhered to.

Finally, a working party was formed between the CSI, F1CA and the GPDA to help in future relations between all concerned.

# Who gets Embassy?

Graham Hill Racing. Motor Racing Developments and March Engineering. Three Grand Prix teams who, up until this week, have one thing in common. They are all on a short list to receive sponsorship from W.D. & H. O. Wills for next year.

Graham Hill Racing are naturally the favourites to land the deal, having run under the Embassy Racing banner for the last three years. With their recent success factor, largely attributed to the enthusiasm generated within the team by Tony Brise's performances of late, it would seem obvious that Embassy, if they are prepared to continue that is under the current cigarette/advertising hassles with the government, would like to continue their association with a driver like Brise.

However Brise has yet to sign for Graham Hill next season and this is where MRD (*alais* Brabham) come in. Proposals were apparently put forward to run a second team alongside the existing Martini & Rossi set-up managed by Keith Greene and this is where our "Brise and John Watson in one team" story originated from the other week.

The third team is March who also put forward a proposition. They are committed to running Vittorio Brambilla next year. However with their strong French connections at Elf, March may have received word from their F2 sponsor to run a car for either Jacques Laffite or even Patrick Depailler. . . .

# Fittipaldi is staying

Although McLaren's Phil Kerr told us that as far as he knew, Emerson Fittipaldi was intending to carry on racing and had never said otherwise, stories in the foreign press earlier this week attempted to end speculation that the twice World Champion wouldn't be retiring after all. This had arisen when stories began to circulate some months ago that Fittipaldi was contemplating hanging up his helmet.

Kerr said that "we would anticipate running the same set-up next season as we have this year" but added that nothing had been confirmed.

A brand new Formula 1 car is on Gordon Coppuck's drawing board at present but the chassis isn't expected to appear until the South African GP at least. McLaren are also continuing with their American USAC programme and are embarking on a new USAC project for the 500 miers.

# Elf Tyrrell's F1 secret?

Elf Team Tyrrell are up to something but, in the same way as their first ever car was the best kept secret of 1970, it's very difficult to find out exactly what. Wily old Ken Tyrrell won't let on at all, so it really becomes a cloak and dagger exercise trying to extract information out of that famous timber yard in Ripley.

The team has entered three cars for the American Grand Prix at Watkins Glen. That's fact. But that's not new because they've done it before. However we have heard that the third car, which is as yet for an unnominated driver, may have a bearing on who drives for the team next year. Ken said that it would be wrong for us to speculate as to whom it might be.

One theory is that Ken is trying to tie-up a deal whereby he can run three cars under the Constructors charter next season. A three car team based along the Yardley McLaren set up of last year perhaps for Jody Scheckter?

While intrigue surrounds the "who does drive for Tyrrell" and as to whether it's two cars, three or even ninety-three, there is strong evidence that a brand new Tyrrell chassis is about to see the light of day.

Apparently the car is so technically advanced it's as revolutionary as the Cooper was in the late Fifties. "Where did you hear that" chuckled Ken, "because if it's that revolutionary, you'll have to wait an awful long time before you see it."

# Lotus, JPS and Ronnie

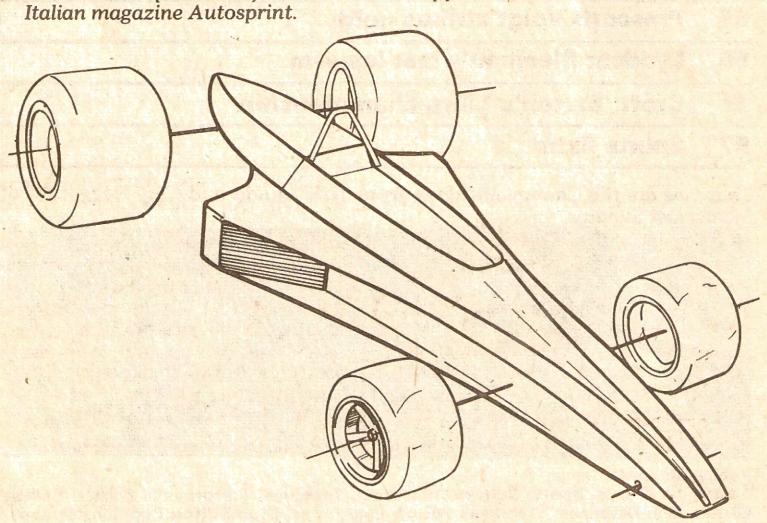
The new Formula 1 Lotus is expected to be unveiled at Hethel this week for all to see as the car wasn't completed in time to go to Monza.

However we understand there is some rush to get the car announced as quickly as possible. Apparently it surrounds a "gentleman's agreement" that has been reached between Player's and Her Majesty's Government that, as from September 30, the name and insignia of the John Player Special cigarette brand will never appear on the cars while in Great Britain. They will remain however in just black and gold livery. When they are abroad however, excepting Germany, the name can be repainted onto the cars.

After all the ballyhoo that has been flying around of late regarding drivers moving to different teams, it looks as if Ronnie Peterson, a man who many thought just had to leave Team Lotus following a dismal season with the ageing 72, will be staying afterall. He has another year of his contract to run anyway.

Coupled with the prospect of the new car proving instantly better than the 72 and latterly the 76, the latest "77" may well provide Peterson with the tools suitable to his trade.

*An artist's impression of the new Lotus appeared in the latest issue of the Italian magazine Autosprint.*



# Apologies

A pained expression written across his face, Jean-Pierre Jarier took time to explain to us at Monza last weekend that he intended to continue driving for the UOP Shadow team in Grand Prix racing next year.

Jarier said that he wanted to publicily retract the unfortunate comments he'd made after Dijon. "I was very upset and said stupid things." He went on the say, "I think Peter Kerr and all the mechanics are the best in F1 and I am delighted to drive for them. I know I have made some mistakes in the past. I want to try to wipe out the things I said when I was disappointed and upset."

# It's Pilbeam

Mike Pilbeam, designer of the BRM P201 and, more recently, the Wheatcroft, has been approached by Mike Earle, on behalf the Lec Racing Team, to design their new F5000/F1-chassis for next year.

Earle confirmed on Tuesday of this week that Pilbeam would in fact do the drawing work and the projected date for the car to appear is February 1, 1976. The immediate intention is to use a Ford V6 for F5000 but "if it shows promise, we would consider fitting a DFV at a latter date" added Earle. The driver will, of course, be David Purley.

As yet the car has no name.

# MCD management changes

The much rumoured Brands Hatch take over bid recently fell through but exciting changes were announced at the beginning of this week to the management structure of the four Grovewood owned circuits, Brands Hatch, Mallory Park, Snetterton and Oulton Park.

John Webb, Managing Director of Motor Circuit Developments, has

*John Webb – overall control*

been appointed Managing Director of the circuit companies, namely Brands Hatch, Mallory Park and Snetterton and Vice-Chairman of the fourth Cheshire Car Circuit Ltd (Oulton Park).

This takes effect from September 22 and on the same date Chris Lowe becomes managing director of Aerosigns Ltd, another Grovewood subsidiary company, but remains on the MCD board as Director of Motor Cycle Racing while relinquishing his post as General Manager of the circuit companies, which he has held since 1964. He is succeeded as General Manager by Jackie Epstein, who will be responsible for operational capability, planning construction and maintenance.

Mrs Angela Webb joins the four circuit company boards with responsibilities for spectator amenities, customer services, catering and celebrity races.

The effect of these changes means that John Webb now has complete freedom of control over all aspects of the four circuits rather than just commercial policy as he has had in the past. He, naturally was delighted with the announcement on Monday, "My brief is to make Brands Hatch one of the finest circuits in Europe. I have got a small and compact team which I feel is just right. If it has been my choice I would have chosen the same people."

Jackie Epstein, the new general manager, is qualified in all directions himself. He is a fully qualified engineer which will no doubt be of considerable use if the tarmac continues to play up as it has done recently. Also he has a vast amount of racing experience behind him having competed as a driver himself starting in 1954. His career included a great deal of sports car racing, some non-championship F1 events in a BRM and some F2 in the early sixties.

In the late sixties he turned his hand to team management looking after Paul Hawkins and Mike Hailwood in sports cars and F5000. He then went on to run the successful Speed International and Shellsport Luxembourg teams in F5000 as well as looking after the fleet of Shellsport Escorts.

*Angela Webb – very popular*

The appointment of Angela Webb by Grovewood chairman, John Danny is, perhaps, surprising but is probably a very shrewd move. In her short time as "the first lady" of Brands Hatch she has become very popular and shown a great understanding of the problems involved in the areas for which she will be responsible. A woman's touch should see immense improvement in spectator comfort amenities and catering. Before she worked at the circuit she was a keen spectator and she knows what the conditions can be like!

Previous anxiety that Grovewood were losing interest in the racing circuits have been alayed by these announcements. The only reasons for the delay were the uncertainty of the route of the M20 Motorway, which at one time threatened

*Jackie Epstein – general manager*

Brands, and the takeover of Grovewood by Eagle Star. Further confirmation of their involvement is that the Grovewood awards will continue as before. They will be announced in February 1976.

John Webb was unable to say too much about the new policy on Monday but he did confirm that all the circuits would be kept fully operational, although he did admit that he would look at other activities to help carry the overheads of motor racing. "I'm particularly interested in equestrian events," he said. We asked if this was anything to do with Olympic Equestrian medalist Ann Moore's recent appearances at the circuit and he replied, "I could do worse and of course I've Divina to advise of Ski slopes too." The general policy though will be one of general entertainment with the accent being on looking after the spectators. A policy which will be widely welcomed.

The first improvement though, Webb confirmed, would be for competitors — tarmaced paddocks at Mallory Park and Snetterton at least big enough to cater for the largest club meeting.

# Henton in a "rush"

Brian Henton overcame the "Bangkok rush" and a 52 hour flight to Tokyo last weekend to finish a fighting second to Noritake Takahara in a Japanese sports car race held at the *kamikaze* Mount Fuji circuit.

"Superhen" was suffering badly, having contracted a stomach ailment *en route* and spent 18 hours in bed once in Japan. Therefore he had a minimum of practice but still qualified his March-BMW 74S sixth quickest. Fastest overall was Masami Kuwashima in his specially bodied March which, according to Henton, was 8 mph quicker in a straight line. But Masami failed to start for during the pre-race warm-up, a wheel broke up and the car was written off. Masami was unhurt.

Henton, illness aside, charged into the lead at the start(!) of the first heat but was later blackflagged for passing under a yellow. He restarted from the pits in sixth place and worked his way back to third at the end.

In the second heat he was again dicing for the lead but then lost second gear. However, he charged onward to finish second and consequently took second overall, about 10s behind Takahara's extensively modified March-BMW and ahead of Tetsu Ikuzawa's modified GRD.

# Lella to Frank

Lella Lombardi was having her last Grand Prix race in the Lavazza March 751 at the Italian Grand Prix last weekend. Her contract with March Engineering we understand only took in the European season but the Italian lady will still be seen on the starting grid at the American Grand Prix next month.

From the March camp she has leap-frogged across to the Frank Williams team where she will

*Lella Lombardi – switch*

partner Jacques Laffite in one of Frank's Grand Prix cars. At one stage it was thought that Ian Ashley would drive for Frank in America but this idea has been dropped, certainly for the time being.

Lella's switch has naturally been perpetrated by Count Zanon, the wealthy Italian who's been financially involved "behind the scenes" with Miss Lombardi's efforts in the March team throughout the season.

# Any objections?

Although the Race Committee of the RAC have made their decision regarding the National Touring Car championship, their decision went before the Motor Sport Council yesterday (Wednesday), when no doubt some of the objections to the decision were recorded. This is probably the final stage of ratification for the decision, and it now remains to be seen as to how the Council have taken the objections which have no doubt been recorded.

● Our humble apologies to our European Editor for the mispelling of his name in our Anniversary Issue. It should have been, of course, Patrick McNally.

# John Watson joins Penske for US GP

As we correctly forecast in last week's, John Watson has joined Roger Penske's First National City Bank Grand Prix team, certainly for the rest of the season. This was confirmed by Penske's Formula 1 team manager Heiz Hofer on Monday when we spoke to him, having heard that Watson would be testing the team's brand new car at Silverstone this week.

Hofer explained that Penske Cars had a "testing agreement with John" and that he would certainly drive for them at the forthcoming American Grand Prix.

Watson's move to Penske came about after John Surtees stated in last week's issue that he was pulling out of F1, for the time being at least. This left Watson "on the market" and, being the most talented Grand Prix around, and without any contractual tie-ups, such a move by the Penske team seemed sensible.

As to whether Watson will continue to drive for Penske next year is another story altogether.

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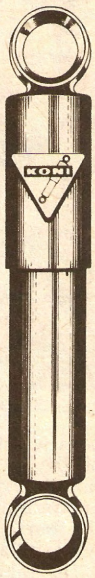

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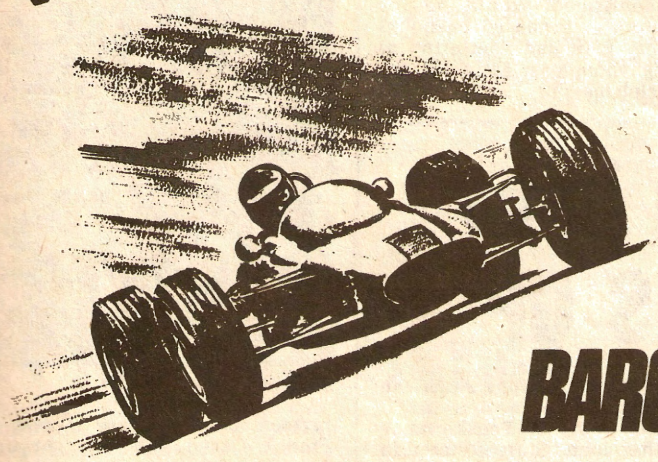

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# 'Ring wins for Schenken . . . . Wollek

Tim Schenken made it two wins in a row when he won the penultimate round of the Interserie at the Nurburgring last Sunday. Once again driving the Georg Loos-entered Porsche 917-10 turbo, Schenken outpowered all the opposition to win the race handsomely.

The event was held on the 'Ring's short 2.3 kms circuit which combines the North and South Curves and is used by the Grands Prix cars as a warm-up before departing on the daunting 14.2 mile full circuit.

Schenken was entered in the most powerful car but ranged against him were a trio of Willi Kauhsen Alfa Romeo 33 TT 12s driven by Derek Bell, Henri Pescarolo and, late choice, John Watson. The Ulsterman had only received a phone call from Kauhsen late on Wednesday but it wasn't until the following day that John was able to confirm his intention to compete. Howden Ganley was in the ex-works Gelo Mirage and of the other runners, all the regulars were present, including a reappearance of Helmut Kellener's in his Felder-sponsored 8.1-litre McLaren M20F.

The entry was split into two qualifying heats with just 12 cars going forward to the 50 lap final. Schenken won the first "G7" heat easily, although handicapped by problems with 2nd and 3rd gears. The second "G5" heat was won by Watson in the Alfa chased by Herbert Mueller's 2.7-litre turbo Porsche 908/3 and Ganley. This heat was 14s quicker than the first. Both Bell and Pescarolo had dramas, the former because he found his gearing wrong for the tight hairpin and kept losing time, enough to be lapped by "team-mate" Watson.

Of the three Alfas, both Pesca and Watson were trying the cars with the gearboxes in front of the diff while Bell's was of the more conventional set-up.

*John Watson – Alfa drive*

In the final Watson managed to lead for three laps, "until Tim warmed his tyres up." From then onward there was no way Watson could stay on terms. "It was like an F3 car trying to out accelerate an F1. The Porsche just disappeared," John explained afterwards.

Mueller then began to pull the lead Alfa in and eventually John overcooked it entering the South Curve. He restarted to finish 6th, albeit a lap down. Mueller thus looked like having an easy time making it a turbo Porsche one-two but the boost pressure played up and he dropped back to 3rd, being overtaken by Ganley. Thus it became a Gelo one-two. Ernst Kraus (Porsche 917-10) was 4th ahead of Kelleners, Watson and Bell. The latter had been delayed early on when he tried to go inside Jurgen Barth's Porsche 908/3 entering the South Curve and they touched. This also delayed Barth as well! Eighth was John Lepp in the 2-litre Hart 420R powered "works" March 75S while Pesca struggled around at the back with engine maladies.

Supporting the Interserie race was a German GT round and quite naturally this was a Porsche Carrera benefit. However it turned into a great scrap for the lead throughout the entire 50 laps.

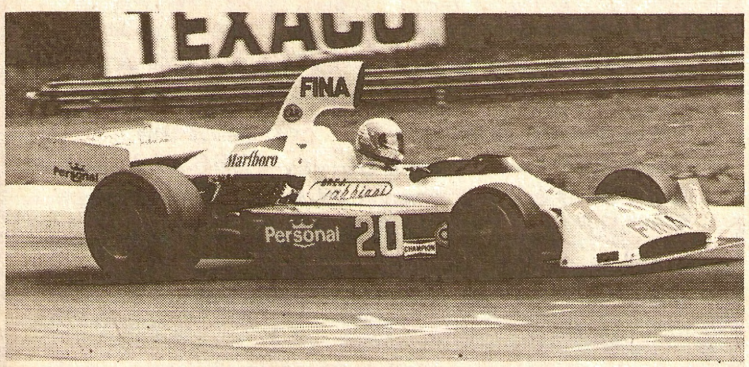
On pole was John Fitzpatrick in the Gelo Porsche but he was beaten away at the start by the Kremer cars of Hans Heyer and Bob Wollek. The latter eventually got by on lap five and then Heyer tried all he knew to block off Fitz.

John eventually made it with 10 laps to go and then on the very last lap, entering the last corner, the Gelo car tried to pass Wollek on the inside. As the Frenchman held him off, Heyer nipped around the other side to reclaim second place in a thrilling blanket finish.

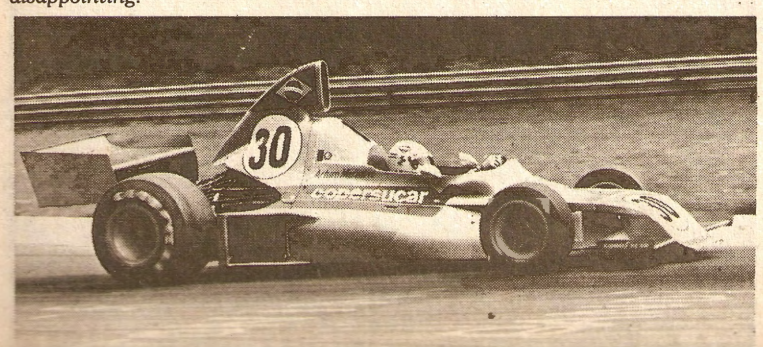
# . . . and Rotel

After the success of the Swedish Rotel March F3 team on home ground at Knutsdorp the week before, they were at it again at the Nurburgring last weekend. Once again the race proved a convincing one-two for the two Rotel cars of Conny Andersson and Ljungfeldt. In fact the Swedes dominated the event with the Brabham BT41s of Ulf Svensson and Clas Sigurdson taking the next two places, albeit some way back.

The race was led initially by poleman Bertram Schafer in his BMW-powered Ralt RT1. Andersson chased hard but was unable to keep his Toyota-engined car on terms, until the Ralt suffered a puncture just before half distance. This allowed Andersson to cruise home to win his fifth F3 race in succession, just 1.5s clear of team-mate Ljungfeldt.




*Renzo Zorzi, the 24 year old Italian who won this year's Monaco F3 race (above) acquitted himself well in a one-off drive for Frank Williams whereas fellow countryman Arturo Merzario (below) in the Copersucar was very disappointing.*




# Brack's back

Bill Brack confirmed his position as North American Atlantic king at a non-championship race at Donnybrooke, USA last Sunday. In a 30 lap race on the three mile circuit he took his STP Chevron B29 to a 1.8s victory over Bobby Rahal's Lola T360.

These two, in fact, dominated the meeting. Rahal was quickest in practice from Brack, Tom Klausler, Elliott Forbes Robinson, Freddy Phillips, Tom Bagley and Gilles Villeneuve. The Alan McCall Tuis were on hand and Damien Magee was 17th and John Nicholson 19th on the grid.

Klausler led the first four furious laps before Rahal took over chased by Brack. With the retirement of Forbes-Robinson on lap five with a blown engine these three disappeared into the distance. Klausler eventually dropped back some eight seconds but it was only four laps from the end that Brack got in front of Rahal for the final time. Villeneuve, Bagley and hard charging Magee completed the top six finishers. Nicholson was lying 12th but spun on the last lap.

# Access TT prospects

Winners of the Spa 24 Hour motor race, Belgians Jean Xhenceval and Hughes de Fierlandt, head a European invasion in this year's Access RAC Tourist Trophy at Silverstone on October 5. Xhenceval and de Fierlandt will share a 3-litre BMW CSi naturally prepared by the Belgian Luigi Racing equipe.

A major challenge to the many German BMWs comes from Ford who have no less than three of the latest MkII Capris entered by Hermetite Products for Ford works driver Tom Walkinshaw, Holman Blackburn and Mike Crabtree.

The Hermetite cars commenced testing at the Silverstone circuit last week and Walkinshaw soon bettered the fastest lap set by a G1 Capri at the British Grand Prix (with chicane) by almost 5 s just to show how much quicker a Coupe d'Avenir specification car (G1¾) is compared to our own national category.

# Allison wins for Penske

Despite a one and a half hour delay in the middle of the race due to a rainstorm, Bobby Allison brought the Penske AMC Matador home 25s ahead of Richard Petty's STP Dodge to win the Southern 500 NASCAR race held at Darlington, Southern Carolina, on September 1.

David Pearson had put his Purolator Mercury on pole but, like Buddy Baker and Cale Yarborough in their respective Chevrolet Chevelles, they all fell by the wayside.

Just before the race was halted because of the rain storm, Petty had pitted to hand over to Dave Marcis, the NASCAR champion suffering from a heavy cold. But the break was the breather he needed and although almost two laps down at the restart, he pulled back a lap on Allison when Benny Parson's Chevelle (who was leading at the time), spun into retirement after hitting a puddle and necessitated the yellow caution period.

Thus Petty charged on but Allison had it easily in the bag to score his third NASCAR win this year. Third was David Cisco's Chevelle ahead of Jim Vandiver's Dodge.

There was to have been a further NASCAR qualifier last Sunday at Richmond, Virginia, but another rainstorm forced its postponement until October 12.

# Art's flyer

Following his recent F2 drives for the Italian Osella team Arturo Merzario confirmed at the weekend that he will head their sports car team next year.

Osella are currently building a prototype which will be fitted with a turbocharged Schnitzer BMW engine. Josef Schnitzer is claiming 550 bhp from the engine although Merzario said "This is plenty. It's too much really for the car, 450 bhp will be sufficient".

● The FIA have informed us that Max Mosley's efforts at getting full points for the Austrian GP have failed.

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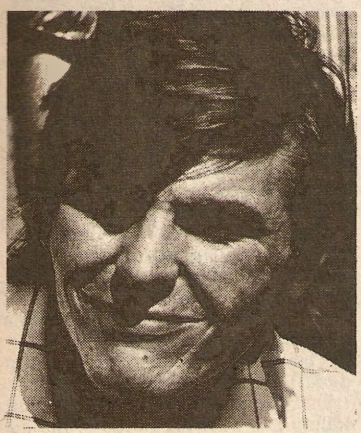


*Ray Mallock – more F2*

# More F2 for Ray

Ray Mallock will be making his third Formula 2 appearance of the year at Zolder this coming weekend. This has come about because Team Ardmore were so pleased and encouraged by his workmanlike performance at Silverstone the other week, by finishing in the money, funds are sufficient to enable them to visit Belgium.

Ray has therefore opted out of Sunday's final John Player Formula Atlantic round at Brands and will use his ex-Jacques Coulon March 75B once again powered by one of John Dunn's potent Swindon Ford BDG engines.

# Having to quit

After just four races, Don McLeod, the former BOC Formula Ford champion, is reluctantly putting up his F3 GRD, the former mount of Ian Taylor, for hire. MacLeod bought the GRD after early season efforts in FF2000, but ran into engine trouble at the British Grand Prix meeting and didn't qualify, found the car lacking in straight line speed at both Thruxton and Silverstone for F2 meeting before going to Brands Hatch this weekend.

# SA FAt plans

With only one national Formula 1 race left in South Africa, attention is being turned toward their new Formula Atlantic regulations which come into force next year. At the recent Roy Hesketh event, the South Africans saw their first Atlantic car, albeit an elderly March 722 driven by Andre Perwy. It proved about 4s per lap slower than the fastest F2 but when Dave Charlton gets his new Modus running, the gap is expected to dwindle.

Already the SA organisers have had a meeting regarding the basic format their Atlantic regs should take. It was generally agreed that the Ford BDA engine would only be allowed for the first year with the possibility of Alfa Romeo and BMW units coming later. A specified tyre, as in Great Britain, would also take effect.

As for the teams themselves, besides a lot of F1 machinery going cheap, including a 007 series Tyrrell and a McLaren M23, both the Lexington and Gunston cigarette firms have suggested that they will cut back heavily on their racing budgets. Besides Charlton's Modus, SA GP organiser Alex Blignaut claims to have ordered a pair of Wheatcrofts, one to act as a spare, for an unnamed driver as yet.

Also seen on "a promotional tour" of South Africa has been British engine man Dave Whitehurst.

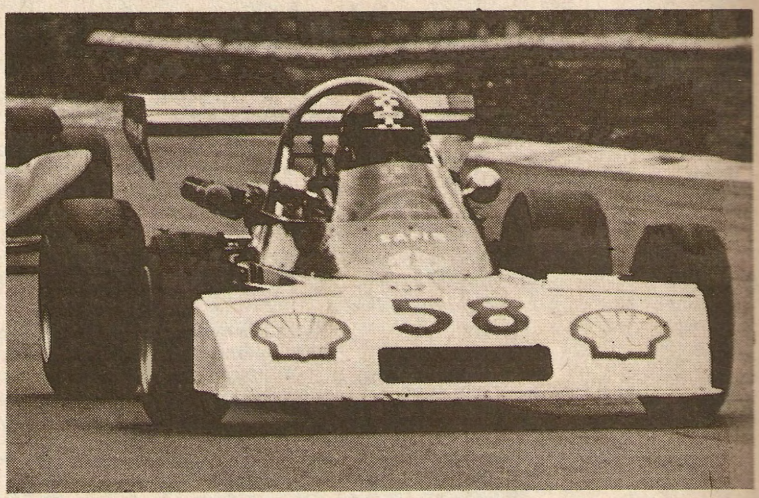
# Rahal's 76B

American Formula Atlantic driver Bobby Rahal, who is still contemplating a trip over to Britain so we hear, is apparently forsaking the Lola chassis for a March in next year's Canadian Formula Atlantic series.

The talented Rahal is to run a works supported March 76B under the Doug Shierson banner.

# Marlboro switch?

Tipped to switch their allegience from the McLaren Cars to the Vel's Parnelli team next season are Marlboro. A Vel's Parnelli spokesman described it as "a very interesting rumour" but later remarked that it was, after all, "the silly season."



*With regular driver Patrick Neve back in Belgian, the Safir F3 team gave fellow countryman and former FF champion Claude Crespin a run in the car at Brands last Sunday.*

# Zolder F2

Although Jacques Laffite has already won this year's European F2 Championship, there is still a lot of pride at stake among the Frenchmen who are still squabbling over second place. A good finish to the season for them could, with guidance from Elf, see them directed toward Formula 1 sooner than they think.

Supporting the F2s at Zolder this weekend will be the penultimate round of the European Super Vee championship and naturally, Britain's John Morrison and his Supernova will be on hand to challenge the Rosberg's, Kozarowitzky's and Persson's of this world.

# Ludwig scores

Supporting the 2-litre sports car race at Hockenheim a fortnight ago was another round of the German G2/G4 Bilstein Trophy. Once again the race was split into two divisions with the larger class providing the best racing.

Victory went to Klaus Ludwig in the works Ford Capri RS3100 after a dice with John Fitzpatrick (Gelo Porshe) and Albrecht Krebs (Faltz BMW CSL). The latter spun off, restarting to finish 5th while Willi Schommers (Capri) fought off challenges form Bob Wollek (Kremer Porsche) and Harald Grohs (Faltz BMW CSL) who also spun and lost time.

In the 2-litre race, there was a big dice between Hans Heyer's Zakspeed Escort and Jorg Obermoser's BMW 2002, the former eventually getting by with 2 laps to go.

The current points standing in this hotly contested national series are:

1, Albrecht Krebs, 102 points; 2, Hans Heyer, 100; 3, Klaus Ludwig, 92; 4, Jorg Obermoser, 80; 5, Harald Grohs, 75; 6, Helmut Kelleners, 73 pts, etc.

● Canadian Formula Atlantic driver Gilles Villeneuve, winner of the wet Gimli race earlier this year, has expressed a wish to compete in a couple of European F2 races next year, providing they don't clash with his Atlantic commitments.

● A gentleman looking remarkably like Roy James was seen giving Danny Alderton's F3 March Toyota 753 a whirl at Silverstone last week.

# South's out

As the season draws to a close, the lack of funds in Formula 3 is telling its tale. One driver who is not likely to be seen for the rest of the season is Formula Ford graduate Stephen South. After a promising if slightly unhappy season in the Formula, South had a tyre deflate on his Ray at Silverstone during the F2 meeting ten days ago and the resultant meeting with the catch fencing kinked the tub. The enthusiastic team who look after the unique Bert Ray designed car lack the sufficient funds to put South back on the tracks for the remainder of the season, and it doesn't now look as though the quiet blond driver from Harrow will race again this year, a sad ommission to the grids.

● Kurt Bergmann, designer of the acclaimed Kaimann Formula Super Vee chassis, told us recently that his new FSV car for next year, once again to a space frame design, will be for use in Formula 3 and Super Renault if so required.

## Championship round up

**Tarmac British Racing Championship** (leading positions): 1, Tony Brise, 203 points; 2, Richard Lloyd, 202*; 3, Stuart Graham, 188*; 4, James Hunt, 170; 5, Andy Rouse, 166*; 6, Derek Lawrence, 158*; 7, Derek Bell, 135; 8, Bernard Vermilio, 132* pts, etc.
*best scores.

**Shellsport European F5000 Championship** (leading positions): 1, Ian Ashley, 101 points; 2, Peter Gethin, 97; 3, Teddy Pilette, 96; 4, Guy Edwards, 80; 5, David Purley, 75; 6, Richard Scott, 72; 7, Brian Robinson, 35; 8, Alan Jones, 32 pts, etc.

**USAC/SCCA F5000 Championship** (leading positions): 1, Brian Redman, 159 points; 2, Al Unser, 113; 3, Mario Andretti, 93; 4, Jackie Oliver, 69; 5, Eppie Wietzes, 44; 6, David Hobbs, 37; 7, Warwick Brown, 35; 8, Bernie Swanson†, 32 pts, etc.

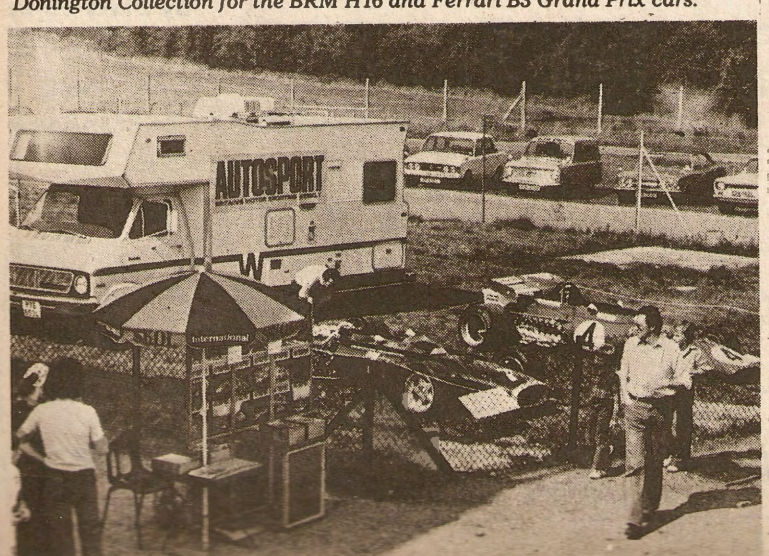
**European VW Gold Cup Formula Super Vee Championship** (leading positions): 1, Mikko Kozarowitzky, 77 points; 2, Kennerth Persson, 67; 3, Eje Elgh, 57; 4, Keijo Rosberg, 52; 5, Manfred Schurti, 40; 6, Helmut Bross, 34; 7, Mika Arpiainen, 26; 8, Peter Scharmann, 20 pts, etc.

**European Formula 2 Championship** (leading positions): 1, Jacques Laffite, 54 points*; 2, Gerard Larrousse, 25; 3, Patrick Tambay and Michel Leclere, 21; 5, Jean-Pierre Jabouille, 20; 6, Claude Bourgoignie, 18; 7, Maurizio Flammini and Giorgio Francia, 14 pts, etc.
*1975 champion.

**European 2-litre sports car championship** (leading positions): 1, Chris Skeaping, 22 points; 2, Jorg Obermoser and Martin Raymond, 20; 4, Guy Edwards, 17; 5, Paul Keller, 15; 6, Ian Grob, 12; 7, Tony Charnell, 10; 8, Antonio Prado and Reudi Jauslin, 8 pts, etc.

**BP Super Visco Formula 3 Championship** (leading positions): 1, Gunnar Nilsson, 56 points; 2, Danny Sullivan, 48; 3, Patrick Neve, 46; 4, Alex Ribeiro, 35; 5, Eddie Cheever, 19; 6, Larry Perkins, 18; 7, Richard Hawkins, 17; 8, Pierre Dieudonne, 14 pts, etc.

*Preparing for the rush. Our display at Silverstone last weekend and a special thanks to the London Sports Car Centre (for the motor home) and to The Donington Collection for the BRM H16 and Ferrari B3 Grand Prix cars.*



# Jean Ragnotti laps it up

Supporting last Sunday's Italian Grand Prix was a round of the French Super Renault series after their long summer break. However, it wasn't summery weather that greeted them for, unlike the luckier GP cars, the "frogs" had to splash around in the pouring rain for their race. This was won in masterly fashion by Jean Ragnotti's Antar Martini, the ex-rally driver using his loose surface technique to full advantage.

On pole had been Jacques Coulon in Heine Mader's extensively rebodied Lola T410 but he spun off at the Parabolica on the first lap having outbraked Ragnotti to take a very brief lead.

While Ragnotti rushed off into the distance to win the 20 lap race by well over half a minute, a big dice for second place ensued between the Martinis of Didier Pironi, Rene Arnoux, Richard Dallest, Dany Snobeck and Marc Sourd together with Alain Cudini's works March.

Arnoux's motor blew after lap two while Cudini eventually spun and then retired with gearbox problems. Snobeck also fell by the wayside. Out of it all came Pironi followed by Sourd and Dallest.

# A four-wheeled Cecotto?

After the phenomenal success of young Johnny Cecotto in the motor cycle racing world this year, the sporting achievements of Venezuela are beginning to be taken notice of. Cecotto, a virtual unknown in his home country until this year, has now become a national hero and so, like Brazil and Argentina, it can't be long before we see a four wheel champion to be spring forth from this prosperous country.

Already in the United States they have two drivers currently competing in the Player's Formula Atlantic series driving Fred Opert entered Chevrons: Juan Cochesa and Bobby Dennett, the latter of whom has shown promise, although now into his thirties.

However, about to venture into the cut and thrust world of Formula 3 in Europe next year is Venezuela's 25-year-old Formula Vee champion Carlos Gonzalez. He has already shown his prowess over here winning several Formula Ford races with Jim Russell Racing Driver's School Van Diemen and Merlyns both at Snetterton and Mallory Park. Gonzalez, who intends to return to Venezuela in the next few weeks, aims to be back early next year to choose his chassis.

*Carlos Gonzalez – Vee to F3*

# Alfa surprise

Seen spending a lot of time within the vicinity of the Alfa Romeo factory in Milan recently is former Lotus and Vel's Parnelli race car designer Maurice Phillippe.

Earlier this year when Phillippe left the American Vel's Parnelli set-up, we anticipated his move back to Team Lotus on the understanding that his re-employment was but a phone call away. We were wrong.

Are we right this time?

Alfa Romeo, having achieved world sports car success with their flat 12 engine, have been toying with the idea of returning to Grand Prix racing for sometime now.

Perhaps they are dangling the carrot toward Mr Phillippe.

## This weekend . . .

### BRANDS HATCH

The final round of the John Player Formula Atlantic championship is the main attraction at the BRSCC's Brands Hatch meeting on Sunday. Like last year the championship goes to its final round undecided and one of the possible winners is the same too. Jim Crawford led at this stage last year but lost in the final; this time he's the challenger and Tony Brise is the man under pressure. Jim has got to win in the SDC Chevron and Brise fail to score in the works Modus if the positions are to be reversed — both men are on top form and it's got to be a very tense battle.

Ted Wentz, Gunnar Nilsson, Bobby Muir, Val Musetti and Nick May will also be challenging hard and anyone of them could upset the applecart.

Chris Meek, Chris Alford and Terry Grimwood top the three Production Sports car class entries while also on the bill is a round of the fascinating Classic Saloon car Championship. Continuing the historic theme are races for Post War Aston Martins and Oldham and Crowther Thoroughbred Sports Cars.

First race is at 2.30 pm.

### INGLISTON

Apologies for anyone who went to Ingliston for the 2-litre sports car race last Sunday — it's this weekend. The meeting is sponsored by Shand Carpets and the main event is the two part Shand Carpets 100 2-litre sports car race. The event will be the longest in Ingliston's history and has attracted 23 entries of which only 16 will qualify for grid places. All the top contenders in this category will be present including John Lepp, Guy Edwards, Martin Raymond, Ian Grob, Richard Robarts, Ian Bracey, Richard Scott, Iain McLaren, Dick Mallock (U2 naturally), Tony Charnell, Graham Hamilton, Andrew Jeffrey and Robin Smith.

Noel Edmonds is also going to be there and should have fun sorting out the twists and turns in the SMT/Chunky Chickens Vauxhall Magnum in the Production Saloon event.

Other races cater for Special Saloons, Modsports, Sports and GTs, FFs, Clubmen's and *Libre* cars. All the top contender's from the North are entered in the programme and at 60p admission the meeting offers excellent value.

First race is at 2 pm.

### THRUXTON

Three hundred and thirty entries have been received for the BARC's championship meeting at Thruxton on Sunday. The National Organs FF race has 75 entries so there'll be qualifying in practice. Rick Morris, Geoff Lees, Chris Skellern, Tiff Needell and Rad Dougall look to be the strongest contenders.

The Miller Modsports are out again and Dave Bettinson will be trying to complete another giant killing act with his Lotus 7 against the mighty Porsches.

Britax Production Saloons are also on the bill with all the usual Rotarians and Camaro peddlers present. Other championship rounds are for National F1300s, Esso Uniflo Special Saloons, Varley Batteries, Monopostos and Oldham and Crowther Historic Sports Cars.

Racing starts at 2 pm.

### SNETTERTON

TEAC are in charge at Snetterton on Sunday and have a nice varied six race programme. The main event is a round of the Tricentrol Clubmen's Supersports championship with the inevitable Geoff Friswell topping the entry list. All the usual top runners will also be there in what promises to be a first class event.

Ian Flux, Graham Meek and Peter Whimhurst will continue their FV championship struggle while Simoniz Special Saloon contestants include Nick Whiting, Divina Galica, Tony Sugden, Sue Tucker Peake and Terry Harmer. Alan Corbishley and National Mini 7 champion Graham Wenham will contest TEAC's own Mini 7 title round while a non-championship, yet oversubscribed, FF event completes the programme.

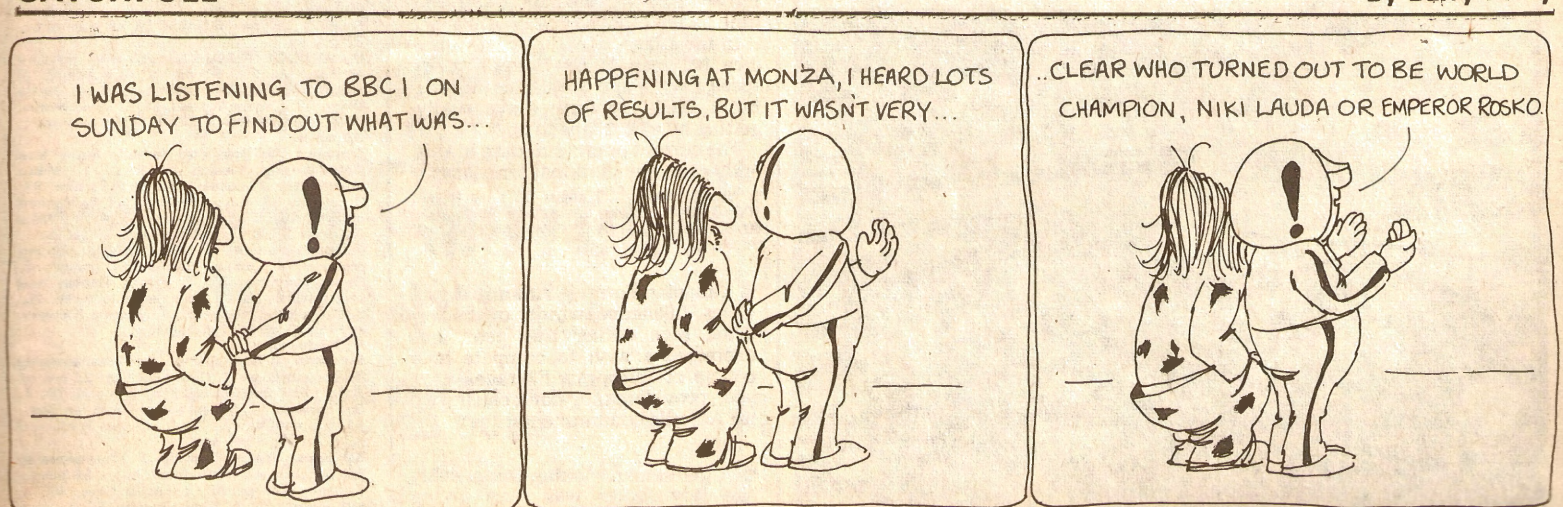
First race 2 pm.

● The SUNBAC organisation are putting on a six race meeting at Silverstone on Saturday with a 750 championship event topping the bill with a full entry. Other races cater for FFs, Modsports, Morgans, Special Saloons and *Libre* cars with Jim Walsh, Chris Skellern, John Pearson, Martin Birrane and John Jordan among the entries.

Racing starts at 2pm.

## CATCHPOLE

By Barry Foley

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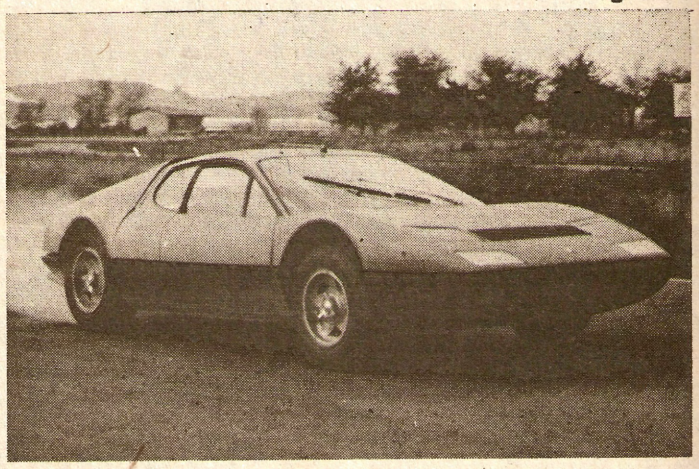

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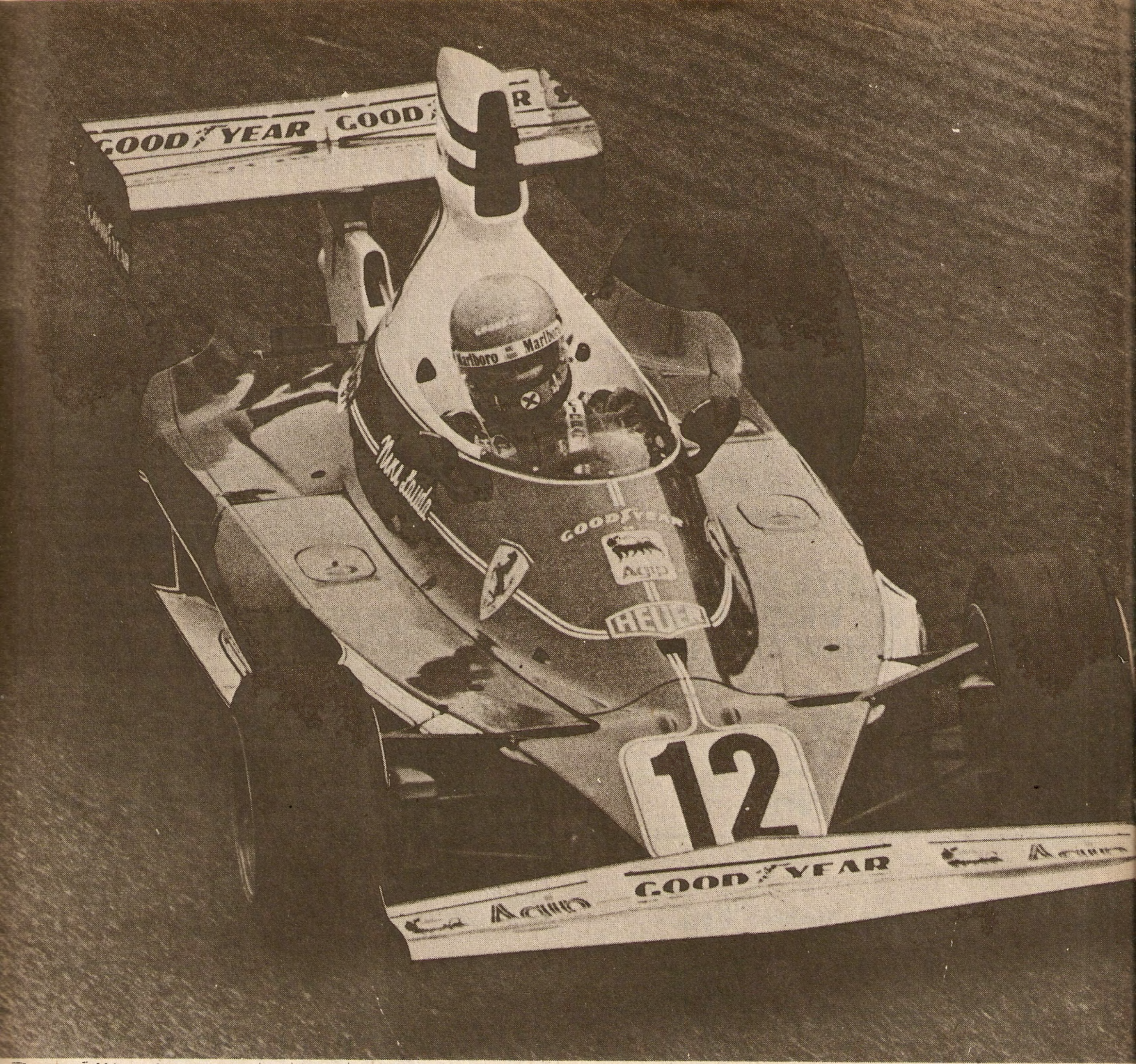



*The man and his machine – Niki Lauda and his Ferrari 312T locked together in solid concentration. Third place at Monza secured the 1975 world championship.*

**ITALIAN GRAND PRIX/MONZA**

# Il Campione del Mondo

**By PETE LYONS** **Photos by PHIPPS PHOTOGRAPHIC**

**Race data by ALAN PHILLIPS**

**For Ferrari it was the "rubber stamp GP" and the issue of the day was exactly what was needed: Clay Regazzoni won, Niki Lauda became World Champion, and the Prancing Horse re-earned the Manufacturer's title after 21 years of disappointment. But thanks to Emerson Fittipaldi it was something more than a dull, processional event.**

**It started with the pair of squalling red 312Ts on the front row, Lauda's on pole by an almost ridiculous margin. From the flag Regazzoni, using a new version of the flat-12 engine, drove away into the lead with his teammate following comfortably. Very rapidly the two pulled away from all the Ford Cosworth drivers, who were in such disarray that at least six of them fell over themselves at the first corner of the second lap hard enough to retire. As the so abruptly abbreviated field settled down to racing there developed a good second-bunch dice involving Fittipaldi, James Hunt, Tom Pryce and Carlos Reutemann. The last-named, who had to win the race if he wanted to preserve any hope of the Championship, just didn't have the speed; he had to watch Fittipaldi gradually draw away and set off all alone after the Ferraris.**

**It looked like a hopeless pursuit but Emerson, driving incredibly hard, actually began reeling them in. At the same time one of Lauda's rear dampers was going off, and suddenly the Texaco Marlboro McLaren was a real threat. With six laps to go it pulled alongside under braking for the first chicane. Niki looked over at Emerson and let him go. Regga, alarmed, set the race's fastest lap next time round, and held good his advantage by 16.5s at the flag.**

**Reutemann, holding off the sternest possible challenge from Hunt, was fourth, 55s back.**

## ENTRY AND PRACTICE

The exotic points situation existing before the Italian GP, whereby (pending FIA decision) Niki Lauda *could* still lose the title by half a point to Carlos Reutemann, did not seem to worry the Maranello team overmuch. It was just enough rather to keep them from relaxing complacently and to Monza they brought a new development of their already superior engine. The power curve was revised in such a way as to give extra-good acceleration out of the medium-speed Monza chicanes, and it was with such an engine installed that Lauda practiced and took his pole position.

For the race, however, reliability was the significant factor, and as one of the revised units had blown up at the circuit during testing the week before (in Regazzoni's car) the Austrian hopeful reverted to a standard engine for the race. He left the development, as in earlier races this year (Silverstone, Paul Ricard) to his teammate who, after practicing with a normal engine, used the high-torque one for the race.

In the chassis department there was nothing new, and right from the beginning of practice both the T-models showed they were perfectly tuned to the stop-go circuit by breaking the year-old pole position time of 1m 33.16s (Lauda). At that stage, after 90 minutes of first practice,

Lauda had done 1m 32.94s and Regga 33.12s. The nearest of their rivals was Reutemann at 34.65s.

Niki never did have anything go wrong throughout the rest of practice. That afternoon he improved by 0.12s, and the next morning he whipped out an almost stunning 1m 32.24s (138.088 mph) and that was so far ahead of any discernible opposition that he sat out all but a few laps of the final session.

For Clay things weren't so smooth, for after approximately paralleling his teammate's performances he suffered oil pressure failure late in the Saturday morning session and took over the training chassis for the afternoon – but did his quick time in it.

Carlos Reutemann was really aiming at the World Championship. He knew what a long shot it was, but he was determined to make it if he possibly could, and he ended up the first day still quickest-in-class at 34.99s. So hard was he trying that he spun (not a unique distinction on these circuits with tight corners and escape roads) and then the next day he spun again. That was late in the afternoon at the Parabolica and it effectively ended his attempts because it covered the car with sand and jammed the throttle slides, and he finished with a good time but only fifth-best Ford time. Of the way the car was going he said it felt reasonably nice, "but not as good as last year."

Teammate Pace, having to revert to the training Martini Brabham when his regular car sprang an internal water leak late in the Saturday morning session, wound up three positions further back.

It was the Texaco Marlboro McLarens that emerged as the closest potential rivals to the Ferraris finally. Not as a result of the first day: McLarens had fitted frangible engines to both cars and both Emerson Fittipaldi and Jochen Mass had blow ups. Using the training car – which had been his race car until the completion of "No 10" for Dijon – Fittipaldi proved the front rocker arms were frangible in the right conditions too. By hitting the chicane kerbing he bent them and also dinged the bottom of the chassis around the radiator pods. But the next day, back in his new car, the twice World Champion boosted himself up into the rarified ranks of breaking the year-old Ferrari pole (which he did with a Saturday morning lap at 33.08s), the only Ford Cosworth driver ever to do so.

Mass wasn't so far back, and in fact would have been fourth overall but for a last minute job of work by an Elf Tyrrell driver.

Jody Scheckter was the man, having made steady progress up the time sheets throughout every session. Finally he set the car up "twitchier but better" and stole away the outside of the second row by two hundredths of a second. Meanwhile Patrick Depailler was having an opposite sort of weekend, for his regular car blew up with a mighty bang on Saturday morning and when he tried the team spare there was a bad vibration centred in the clutch which kept him sidelined all the rest of the day.

Tony Brise was having a superb practice. The Embassy-Hill was, by Saturday afternoon, sitting in glory on the third row of the grid, and the driver was smiling very happily. There was one corner in particular, he said, the second Lesmo, that was providing him all the justification for being a racing driver. "On my two quick laps I dispensed with my confidence-lift and just turned in flat in third and came out just *that far* from the guardrail at the end; it's *beautiful*!" Rolf Stommelen, still playing himself back into the game, was nothing like as quick; at one point Brise tried out his car while Stommelen tried out the team's spare old Lola, but nothing much was learnt. The German qualified, but only two rows up from the back.

So far there was little of note about the cars, they were to familiar specification, but the machine which took up eighth grid place had undergone some development. Following the Dijon race the Hesketh team had made revisions to the rear suspension of their C-type. These were difficult for an outsider to see, and the designer was loathe to talk about them ("Everybody else is wondering how they can get away with a narrow track, and I'll be damned if I'm going to do their development for them!") but he did let on that, as a by-product, the rear track had come out something like half an inch wider than before. There was also a little tweak in the form of aerodynamic "kickups" ahead of the rear wheels.

Although James seemed to think the new car was improved, he reported it was "still not a very driveable car" and he was in particular getting some end-of-corner oversteer, but the mood of the team was that they would be able to get everything sorted out by fine-tuning and not major alterations. Mechanically there was a drama when a brand new engine was disappointing and had to be changed. Other than that, the driver had a little shunt late in the last session at the first chicane. Trying to stay with Mass, he nipped under a slower car – the driver of which had seen him and was doing everything possible to stay out of the way — lost the Hesketh and dinged the nose and tweaked the steering arms on the barrier at the exit.

His privately-entered teammate Brett Lunger was having one of those frustrating practices that don't seem to go anywhere. The first session was spent sorting out brake balance problems, the second in aerodynamic tuning, the third in regrouping after a wing sideplate had torn itself off, and the fourth idleness when third gear stripped. The young American found himself 21st on the grid.

The third, totally-private Hesketh of Harald Ertl did not arrive at all for Friday practice, but on Saturday redeemed itself with some reasonably competitive midfield times that resulted in 17th grid place. The only alteration to the Warsteiner-gold car was a set of German-made BBS wheels.

Local hero Vittorio Brambilla qualified ninth quickest, his Beta March not seeming to handle very well. Teammate Hans Stuck had the only really new car of the entry, a new chassis (since Austria) fitted with the narrow-track suspension as on Brambilla's for the first time. Hans too was not happy with the handling of this configuration, and had several spins to prove it. Nor was his engine helping, for Saturday was bedevilled by it tightening up and requiring replacement. He was three rows farther back on the grid.

Lella Lombardi was still using her regular, wider-track Lavazza car, and qualified next to Stommelen on the next-to-last row.

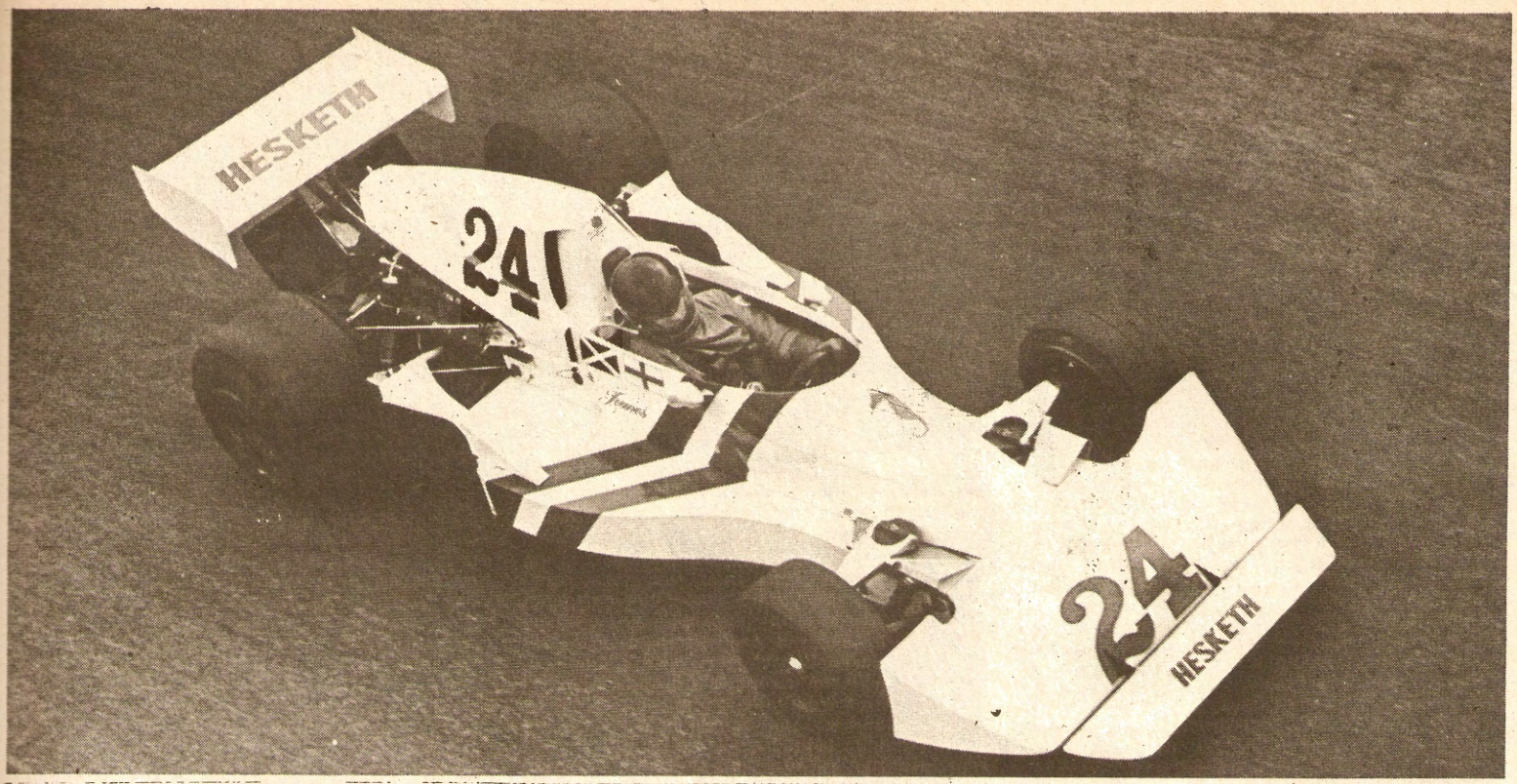
In the John Player Special team the long-hoped-for new car was missing, and the two type 72s were exactly as seen before. Ronnie Peterson was still using the "old pattern" car, in the form in which a 72 had won this race for him during the two years past. Interestingly, for once it was going and handling quite well. Ronnie's driving was very "up" and he was a joy to watch at tricky sections like the second chicane, and the result of practice was that he did a lap two hundredths of a second better than he had achieved in 1974. He's been seventh on the grid then, and he was this time 11th.

Jim Crawford was his teammate this time, using the long-wheelbase, wide track (front), coil spring (rear) chassis. He was nothing like as happy with the car ("I like the short one better") and spoke of severe, incureable understeer in the medium-speed corners which are so important at Monza. He also had a recurrent brake problem, and found himself back on the last row of the grid.

The pair of UOP Shadows arranged themselves side-by-side on the seventh row, Jean-Pierre Jarier in the Matra-engined DN7 exactly a tenth of a second quicker than Tom Pryce in the normal Ford-engined DN5. Neither man was very happy with his car, whatever it was. The French-built V12 was not running properly, due, it was thought, to inadequacies in the fuel pickup around

*The Italian GP nearly didn't happen – Ferrari designer Mauro Forghieri wades through the flooded paddock on Sunday morning.*

*When the race did get underway there was considerable chaos at the first chicane. Above Tony Brise spins the Hill as Stuck goes through safely and (below) Pryce and Scheckter go for the same hole out of the escape road, the normal route being blocked. Note the fleeing marshal.*




*Although the car was still not quite right, James Hunt drove an excellent race in the Hesketh 308C to take fifth place after a spin.*

the long, right-hand bends (for the race a quick fix was incorporated in the form of an extra electrical pump). The engine itself had a revised exhaust system, although in this area too more work remains to be done, and the side water coolers had been rearranged with slightly altered air ducting as well. As for the car's handling, said the driver, that was all right but the actual grip was low. Pryce thought his V8-car was handling badly on it's Monza set-up, which included short wheelbase, and after two days of struggling with it he asked to have a spacer incorporated for race day — this made all the difference, he later reported. He also had a persistent problem with his brakes which was finally cured with a new disc.

Mario Andretti was right behind the pair of American-entered cars, his Parnelli 001 converted now to outboard front brakes. He was still in some trouble with brakes, for he had to pump them every time he needed them, and as for the handling he — like so many drivers — was at the stage where he was saying "what we really need is a new car."

The Frank Williams team were having their usual reliable practice, although regular man Jacques Laffite was not very quick. His F3-newcomer teammate Renzo Zorzi, though, was showing form which impressed many people and he was, in this his first F1 drive, within striking distance of his experienced teammate in his newer car.

Chris Amon in the newer HB Ensign was finding, as at Dijon, that the chassis was extremely quick through the corners but very slow on the straight. It was about the same comments that Bob Evans had to make about the Stanley-BRM, and they were side by side on the tenth row but five hundredths apart. The English V12, using the P200 engine once again, gave rather more trouble, first with its clutch in the first practice and then with fuel pressure faults which required a couple of push starts on the circuit.

The man who qualified last of the 26 permitted starters was Arturo Merzario in Wilson Fittipaldi's Copersucar. Using the same chassis 03 as crashed at Austria, Arturo's comments and requests had Wilson scratching his head a bit. "He say she is oversteer; never, *never* we have oversteer with this car!"

Two unfortunates had to spectate: Roelof Wunderink, who was a third of a second off Merzario's time with the second Ensign; and Tony Trimmer whose Citizen Maki got him through practice without any nasty frights this time but after clutch and tyre troubles robbed away much precious time Tony's best lap was nearly two seconds slower yet.

The weather throughout both practice days was co-operative. Missing, happily, was the typically enervating Monza heat. Friday was merely warm and in fact was beginning to almost cool by the end of the afternoon session at 2pm. Saturday picked up from about the same temperature and was, thanks to a high overcast, comfortably mild and probably about ideal for racing cars by the end. The road surface remained completely dry throughout, although there was rather a lot of humidity in the air, and on Saturday evening a very healthy thunderstorm swept into the area.

It rained on and off all night and Sunday morning was dank and dismal. That would have been all right, as at 10am the racing cars were brought out for the unofficial session in conditions that were cool and cloudy but quite dry enough for slick tyres. That only lasted minutes, however.

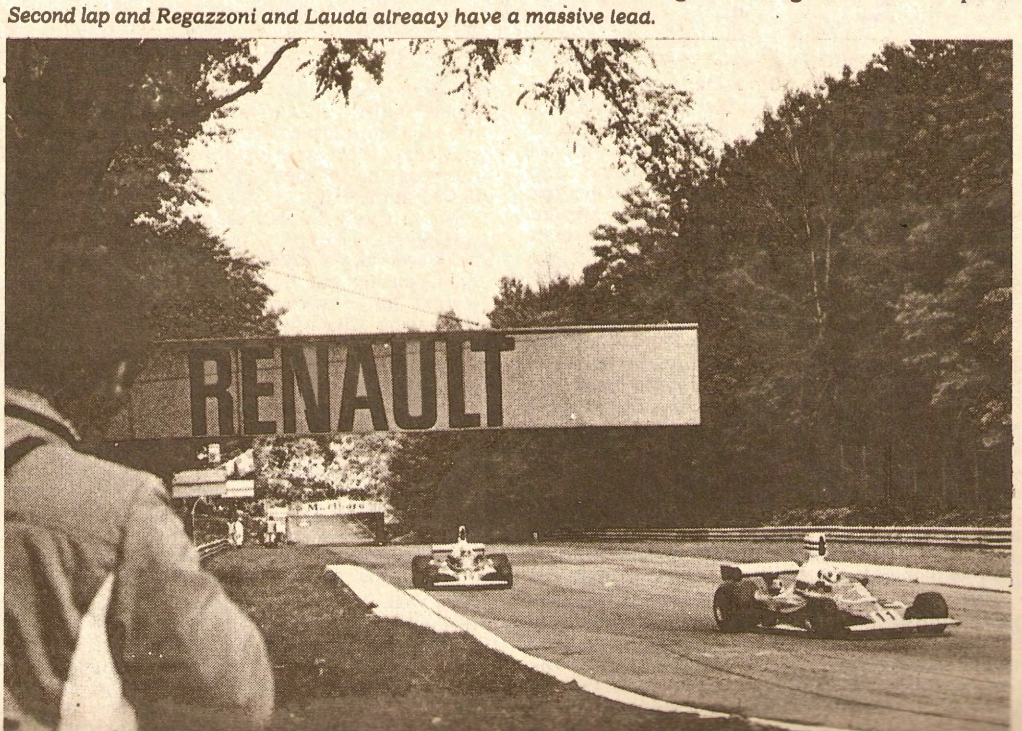
After only a few laps, there were spots of rain, than then sprinkles of rain, and then a gathering wholesale deluge of rain. Everybody splashed in to change over to wet tyres, and Ken Tyrrell standing there with water dripping around his ears looked like having that second half of the Austrian GP after all! But then the rain got so heavy that it didn't look like any GP would be held in any condition.

"There's just no way!" drivers were saying. At least half the circuit, they reported, was flooding so badly that even the rain treads weren't getting any grip at all. There was a big puddle forming at the apex of the Parabolica so that the cars had to be taken many feet wide of the line. There was another forming at the second chicane, and as time went on water began to pool in the dip under the old banking too. The area around the first chicane was terribly greasy and slippery, but most discomforting of all was the way water was gathering in a sheet along the straight in front of the pits. "You can't see it at all," one driver explained, "but the car hits it and goes crazy." But everybody in the pits could see it. Cars were appearing out of the Parabolica in a ball of spume and simply cruising at part throttle along the straight, twitching and fishtailing wickedly at speeds that could not have been as high as 70 mph.

Stuck came in with the metal nose spoiler half ripped off his March: that had happened as the nose dipped into a puddle of water. Pryce and a couple of other drivers came in to say that in the puddle at the second chicane the nose wings were going completely submerged. Crawford came in to add force to their tale by saying his Lotus chisel nose had gone under the surface and "a wave of solid green water" had shot up the nosepiece and flooded his helmet; it must have looked like those films taken from the conning tower as the U-boat sounds . . .

Huddled in little groups under awnings and inside motor homes the Circus discussed the situation and agreed: racing could not take place

*Second lap and Regazzoni and Lauda already have a massive lead.*



under these conditions. There was much speculation about rain dates and how to protect oneself from the wrath of Italian spectators. But of course the spectators were having all they could do to protect themselves from the wrath of the skies. One doesn't go to Monza in September prepared for rain, and the scenes round about the car parks and side-show stands and out under the trees in the park were pitiable to see.

Many people must have quietly melted away. But many more stayed. The rain looked settled in for the day, but all Italy seemed to have its eyes on this race. If persistent faith would clear the skies and make the race possible, maybe it would happen after all.

## RACE

And it did. Quite abruptly all the speculation was forgotten. The rain lightened and then stopped, the clouds lifted and the sky brightened, and by 3pm there was sun shining weakly through small blue patches between clouds. At 3.30, the scheduled departure time, everything was obviously going to be okay. This was going to be a normal race, rather than one in the series of peculiar races we've been having this year.

There were a couple of warm-up laps allowed to try things out on dry tyres and settings, Local boy Brambilla showed himself to be so tweaked up that he nearly lost control at the first chicane on his first lap! So that would be good, but it was going to be bad for Amon because his car's engine was misfiring badly.

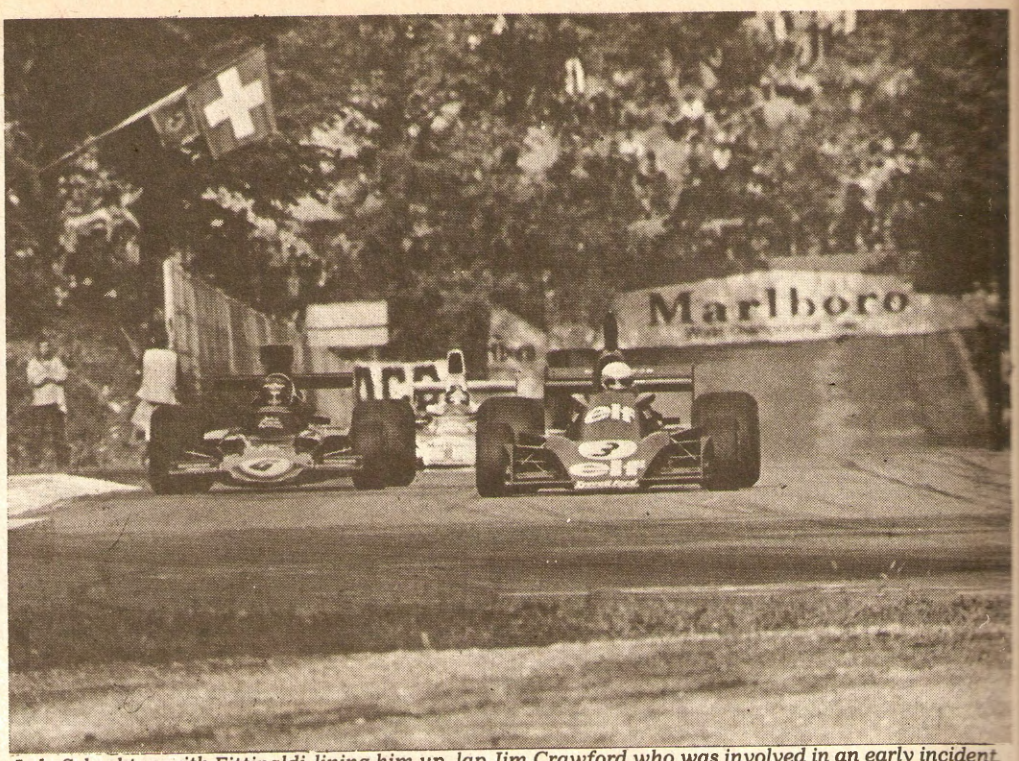
The 26 starters formed up, not on the actual race track but on the wide starting area to the left to bypass the first chicane. Only a few minutes late the start engines order was given and they rolled to the flag, the front row looking awfully wide and awfully red.

Side by side the two "fire engines" screamed away in a haze of grit, all the Fords pounding along in their wake as best they could. Already there was some shuffling and Mass from the third row was well up among the leaders in the Curva Grande, taking Lauda actually for a few hundred yards before being re-taken. Behind for a couple of men things weren't going at all well, for hardly had they begun to move than Brambilla and Evans both rolled to stops on the grass to the left of the track. The March restarted after a moment and, slick tyres spinning luridly on the wet ground, fishtailed back on to the road, but it did not accellerate at all briskly and every one of his fans could hear Vittorio's engine revving insecurely. Clutch slip.

The BRM never did move again. It's engine was dead completely, and the reason, the bitterly disgusted mechanics found, was hauntingly familiar. The electrical plug which lives down near the bottom rear of the engine had come undone. It was exactly this that had stopped Beltoise at exactly this spot exactly one year ago . . .

At the same time, within 50yds of the start Crawford was shunted hard by someone.

So already there were only 24 of them as, red on red, Regga led Lauda out of the Parabolica at the end of the first lap and aimed at the first chicane for the first time. But wait – the lap chart gets shorter immediately.



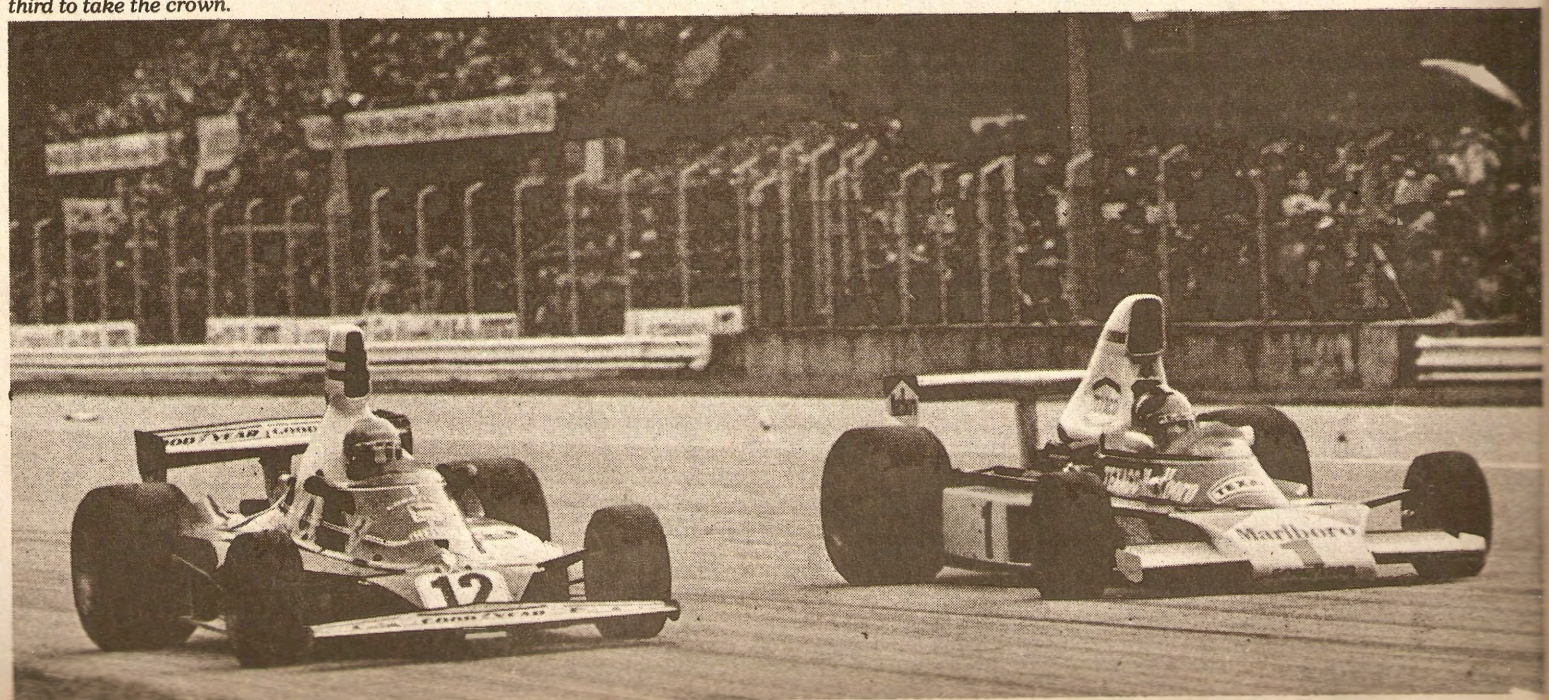

*Jody Scheckter, with Fittipaldi lining him up, lap Jim Crawford who was involved in an early incident.*

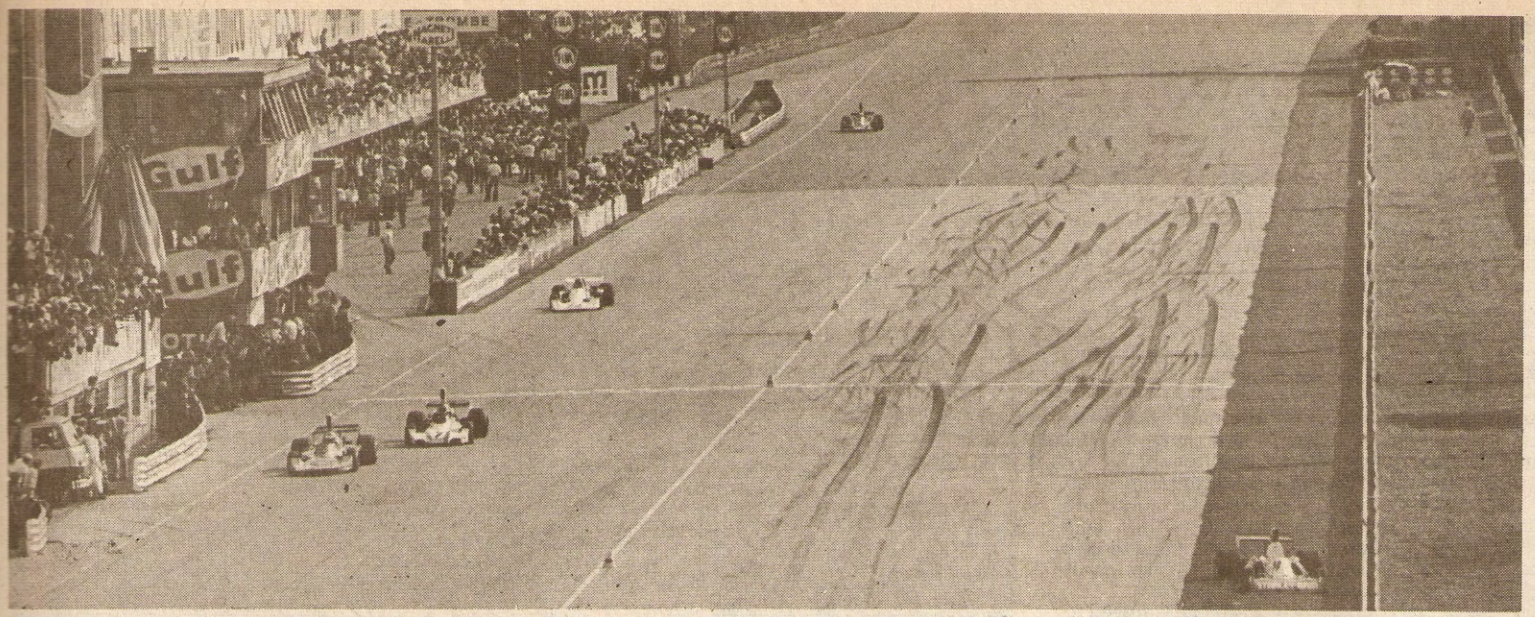
Scheckter had followed Lauda past Mass, and the blue Tyrrell arrived into the braking zone just ahead in third place, but there was a burst of white tyre smoke and a vicious weave and Jody went not around into the "gate" but straight on down the escape road! Now what effect that departure from pattern may have had on those pounding along behind can only be speculative, but like a chain reaction all hell seemed to break loose. Mass went through the chicane, more or less, bouncing heavily enough over the kerbings to – like Fittipaldi in practice – reach the limit of strength of the front suspension. Reutemann followed through, bouncing several feet into the air (he said later) and then came Fittipaldi apparently escaping drama. Hunt was also through, but Peterson's JPS was getting heavily nerfed up the back, and next Brise was sidways going in. Going, going, gone and the long white Hill stopped exactly across the line exactly in the "gate". It was too difficult to pick out the next events with certainty. Several drivers elected to shoot straight on after Scheckter, while others couldn't avoid the melee. Andretti's left front suspension was crumpled hard and the Parnelli stopped next to the Hill, while Stuck was literally vaulted by the gold Ertl car – for one golden second Harald was five feet in the air at least. Stommelen got involved somewhere in this as well.

Jody said later he was sitting there in the escape road patiently like a good boy waiting permission to rejoin the race, but when he looked up and saw a wide frontal assault on the escape road he thought he'd be safer taking his chances on the track and got himself out of there fast. In ones and sometimes twos the rest followed him out. Even Brise got turned around and going again, and presently only Andretti was left. The whole left front corner of the tub bent back along with the suspension. He walked home. It wasn't far.

Although they vanished from the scene of the crime, certain drivers were finished with their race. Peterson, so he said, had had his throttles jammed wide open by the nerf and his engine, the telltale on 11,000-plus, blew up half a lap later. Brise had to retire with nose and rear suspension damage, as did Mass with his bent front, and after a stop to change a tyre which had no beneficial effect at all Stuck's car revealed what was wrong with the handling by breaking a rear upright. Stommelen too stopped, with a real puncture, and then retired with the rear suspension deranged too. So it was not a good second lap for the German contingent, and in fact within minutes only one of the four was still running and that was

*Champions old and new – Emerson Fittipaldi, savouring the final few minutes of his reign, passes Niki Lauda for second place, the Ferrari driver content to finish third to take the crown.*






*Harold Ertl, a lap behind after an incident, leads the fourth place battle of Reutemann, Hunt and Pryce. Bob Evans' BRM lays of the side of the start line following a mechanical failure at the start.*

Ertl who came into the pits for a check and found only a flat-spotted tyre wrong.

Crawford with his independent shunt made a 5-lap pit stop to fix a bent rear upright pin.

In the time it takes to tell all about all that Regazzoni and Lauda have had time to run right away with the race, and that's exactly what they were doing. At the end of this tumultuous – for others – second lap they were 6.5s ahead of the next man, who was Reutemann, and next time round it was 7.5s. So any idea of the Brabham man of blowing off the Ferraris was pretty well gone, and in fact he was having rather enough to think about from the assault being mounted now by Fittipaldi and Hunt. This trio of Ford drivers, falling ever farther behind the Ferraris, were this early locked into a grand dice for best-in-class. Depailler came next, not quite in touch although close, while farther back yet Pryce lead Pace, Stuck for the moment, Laffite and Scheckter. Then there was another gap to where Jarier was just not getting going anything like as well as in practice, and in fact Merzario, Lunger and Lombardi were hounding the screeching V12.

Scheckter, following his moment at the first chicane, now had one at the second. "It just jumped away from me, they will do that sometimes," and it bumped over a kerb. Into the pits for a check, where Roger Hill found a bent steering arm and straightened it with a strategic shove from a stout boot. Jody rejoined.

A moment later Pace was missing, stopped at the second chicane. A throttle connection had broken.

So that makes, let's see, only 17 cars still running.

Depailler moved up to overtake Hunt for fifth place for the tenth lap. By this time the Ferraris, still Regga-Niki a fraction over a tenth apart, were 10.5s ahead of Reutemann. But only five laps later Patrick went looping off down the first escape road.

Fittipaldi, taking advantage of an "inconsistency" in Reutemann's brakes, moved past into third place and now quite rapidly set off on his own. Meanwhile Pryce, who had not been making any impression early on, had begun to close up to the other Fords, and soon he was right behind Hunt making it a threesome for fourth place. James responded by trying as hard as he could to pass Reutemann, and came into the braking zone for the first chicane starting the 25th lap, locked up a bit, and went straight on across the Brabham's bows into the escape area.

While this was going on up near the front, there were things happening farther back. After two stops Amon's crew managed to blow-dry a spark plug well and get him firing on all eight, and Chris rejoined and proceeded to drive with impressive speed – the Ensign staying with Jarier's Shadow-Matra for quite a while. Crawford, though, was now having tremendous trouble with his brakes. The front wheels were locking, and once he went down the first escape road, more or less properly; then he went down it again sideways and backwards and revolving all different ways. His nose cone was, he said, bashed then on a photographer's handbag . . .

Jarier had to give up when the engine began running erratically. The cause turned out to be a sheered drive from the camshaft to the mechanical fuel pump; it had sheered because of failure of the relevant bearing, and from this failure was leaking raw petrol. His countryman Laffite had to retire, his gearbox jammed in third. Zorzi continued to run and quite well, although he was forced to interrupt his F1 debut with a puncture at one stage. Lombardi, after a long interesting dice with Merzario which she seemed to be winning quite comfortably, had an apparent brake failure which sent her off backwards into the barrier at "the Lesbians" (Mike Hailwood said it, not me!) without hurting her personally. Arturo himself had a puncture and, not a happy man, also reported fuel pump trouble.

Ertl, although behind in the race, had fallen into fast company and was holding his own. He spent the entire latter half of the race in the group Reutemann—Pryce—Hunt, and refused to give way to them. Except for one of them: James, watching Pryce try to pass, slipped by himself and set out in chase of Reutemann. Pryce, despite some mighty efforts, never did manage to get by. He spent the last stages watching the private Hesketh go away and if anyone thought Tom was a man who had been hard done by it wasn't him. "No, he drove really very well! I couldn't get by him because I'd ruined my brakes early on — and two laps from the end I started to run out of petrol anyway. No, he drove well!"

Reutemann with his indifferent brakes thus came under renewed attack from Hunt with his indifferent handling. The two closed up nose to tail and it looked like a lively dice in the final few laps. But it wasn't where eyes were watching.

Like the monotonous bang-bang-bang of the rubber stamp of an overly-officious Italian customs man the Clay and Niki show had been counting off the laps. Regga was running ahead still, and Lauda looked content to let him run there. As long as Reutemann was still in the points it was as well not to press matters. *Any* finish for Niki in the points would be enough, and there was absolutely no reason to try to take a few more off his teammate. In fact, in the last quarter or so of the race Niki seemed to be relaxing completely. He began to drop back little by little.

What was actually happening was mechanical, and it seemed to be a failure of a rear damper; that's happened before. Anyway the big red T was oversteering now, and (although at the same time Clay was feeling a worrisome "vibration" from somewhere) he was being forced to let the other one go. Presently the gap had grown to the point where Lauda's car was exactly halfway back to Fittipaldi's.

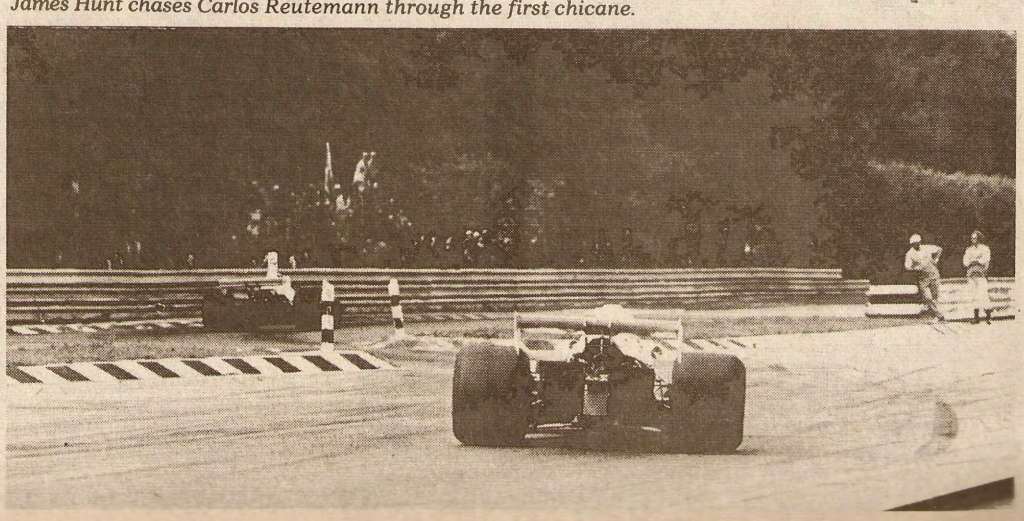
Fittipaldi. How that man was driving. The big red bait in sight ahead, Emerson was doing everything his muscular body could do to haul in the slight usurper of his title ahead. He was driving the McLaren hard enough to lose it, but when he lost it he had it caught again incredibly quickly. When the car weaved and waggled in the braking zones, it weaved and waggled so quickly it seemed to vibrate. He was not, really, making any impression on the race leader — that gap stayed more or less steady at around 10s. But he certainly was catching the second place man, and with 15 laps to go he was in his slipstream and with ten laps to go he was nose to tail. With six laps to go Emerson whipped over to the left into the first braking zone and, weaving and waggling, drew level. The two men seemed to look over their cockpit sides at each other — were their faces spread in broad grins? – and Niki gave in.

The crowd, it's enthusiasm dampened only somewhat by the early cold rain and the later only mildly exciting race, managed to give their man Reg-a-zzoni! – Reg-a-zzoni! – Reg-a-zzoni! his full due; second time,he's heard that at Monza.

But happy as he was — he'd done a fine job of work for his team – Niki Lauda had won the Big Prize. As he sprayed champagne over the milling throng, smiling his toothy smile, he must have been thinking what a long way he'd come since being a wispy little newcomer with a rented drive financed by a bank loan.

Had Horatio Alger written the Lauda life story a generation or two ago everyone would have hooted with derision . . .

*James Hunt chases Carlos Reutemann through the first chicane.*



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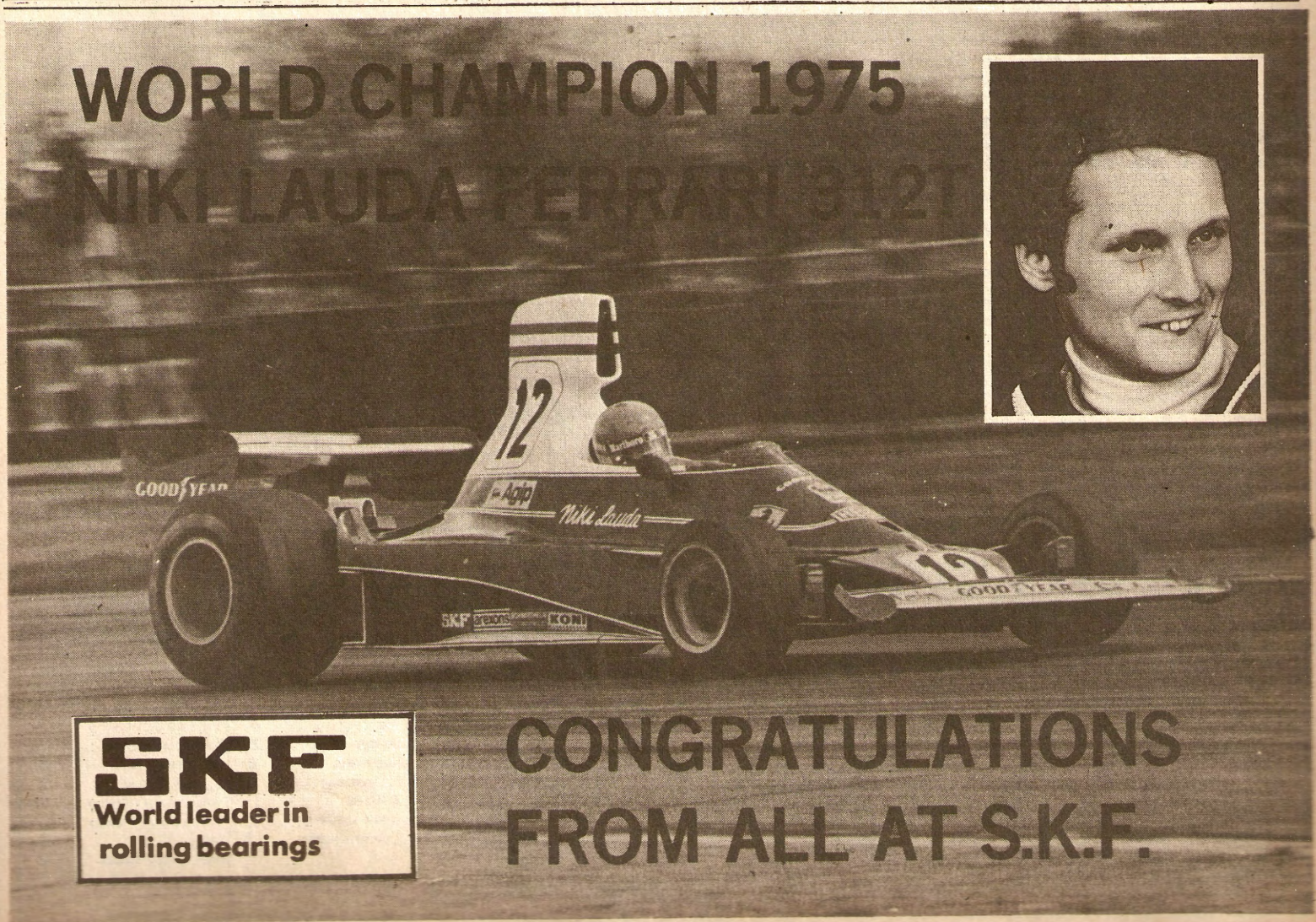


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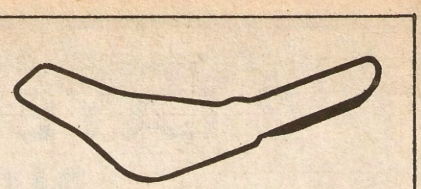


**WORLD CHAMPIONSHIP ROUND** 13 **LENGTH** 52 laps of 3.592 mile circuit. 186.759 miles
**WEATHER** MILD. OVERCAST. **No. of STARTERS** 26 **FINISHERS** 14
**WINNER** C. REGAZZONI in FERRARI 312T av. speed 135.48 mph
**FASTEST LAP** C. REGAZZONI in FERRARI 312T **No.** 11 **on lap** 47 **in** 1 **min.** 33.1 **sec.** 138.87 mph
**EXISTING LAP RECORD** C. PACE in BRABHAM-FORD BT 44 **in** 1 **min.** 34.2 **sec.** 137.26 mph
**PREVIOUS YEAR'S RESULT** R. PETERSON in JPS-FORD 72E at 135.41 mph

## ENTRIES

| NO. | DRIVER | CAR | ENTRANT | FUEL/OIL CONTR. | TYRE | CHASSIS | ENGINE | |
|---|---|---|---|---|---|---|---|---|
| 1 | E. FITTIPALDI | TEXACO-MARLBORO M23 | MARLBORO TEAM TEXACO | TEXACO HAVOLINE | GOOD | M 23/"8" (10) | DFV 919 | RACE CAR. |
| 1T | E. FITTIPALDI | TEXACO-MARLBORO M23 | MARLBORO TEAM TEXACO | TEXACO HAVOLINE | GOOD | M 23/9 | - | USED FRIDAY NOT DISPLAYED. |
| 2 | J. MASS | TEXACO-MARLBORO M23 | MARLBORO TEAM TEXACO | TEXACO HAVOLINE | GOOD | M 23/6 | DFV 928 | |
| 3 | J. SCHECKTER | TYRRELL-FORD 007 | ELF TEAM TYRRELL | ELF ELF | GOOD | 007/"6" (9) | DFV 209 | |
| 4 | P. DEPAILLER | TYRRELL-FORD 007 | ELF TEAM TYRRELL | ELF ELF | GOOD | 007/4 | DFV 196 | RACE CAR. |
| 4T | P. DEPAILLER | TYRRELL-FORD 007 | ELF TEAM TYRRELL | ELF ELF | GOOD | 007/5 | | |
| 5 | R. PETERSON | JPS-72 | JOHN PLAYER TEAM LOTUS | - DUCKHAMS | GOOD | 72-9 | DFV 205 | |
| 6 | J. CRAWFORD | JPS-72 | JOHN PLAYER TEAM LOTUS | - DUCKHAMS | GOOD | 72-5 | DFV 211 | LONG WB CAR. |
| 7 | C. REUTEMANN | MARTINI-BRABHAM BT44B | MARTINI RACING | FINA FINA | GOOD | BT 44B-1 | DFV 177 | |
| 8 | C. PACE | MARTINI-BRABHAM BT44B | MARTINI RACING | FINA FINA | GOOD | BT 44B-4 | DFV 095 | RACE CAR. |
| 8T | C. PACE | MARTINI-BRABHAM BT44B | MARTINI RACING | FINA FINA | GOOD | BT 44B-3 | - | |
| 9 | V. BRAMBILLA | MARCH 751 | BETA TEAM MARCH | - - | GOOD | 751-"1" (3) | DFV 215 | NARROW TRACK. |
| 10 | H. STUCK | MARCH 751 | LAVAZZA MARCH | - - | GOOD | 751-"2" (6) | DFV 119 | NEW CAR. NARROW TRACK. |
| 11 | C. REGAZZONI | FERRARI 312T | S.p.a. FERRARI S.E.F.A.C. | AGIP AGIP | GOOD | 312T (024) | Type 312 B | |
| 11T | C. REGAZZONI | FERRARI 312T | S.p.a. FERRARI S.E.F.A.C. | AGIP AGIP | GOOD | 312T (021) | Type 312 B | |
| 12 | N. LAUDA | FERRARI 312T | S.p.a. FERRARI S.E.F.A.C. | AGIP AGIP | GOOD | 312T (023) | Type 312 B | |
| 14 | B. EVANS | STANLEY-BRM P201 | STANLEY-BRM | - DUCKHAMS | GOOD | P201-05 | P200-002 | |
| 16 | T. PRYCE | UOP-SHADOW DN5 | UOP SHADOW RACING TEAM | UOP VALVOLINE | GOOD | DN5-2A | DFV 176 | |
| 17 | J-P. JARIER | UOP-SHADOW DN7 | UOP SHADOW RACING TEAM | UOP VALVOLINE | GOOD | DN7-1A | Type MS-73 | |
| 20 | R. ZORZI | WILLIAMS FW | FRANK WILLIAMS RACING CARS | FINA FINA | GOOD | FW-02 | DFV 132 | |
| 21 | J. LAFFITE | WILLIAMS FW | R. OATEN RACING | FINA FINA | GOOD | FW-04 | DFV 208 | |
| 22 | R. STOMMELEN | EMBASSY-HILL GH | EMBASSY RACING WITH GRAHAM HILL | ESSO ESSO | GOOD | GH-3 | DFV 226 | RACE CAR |
| 22T | R. STOMMELEN | EMBASSY-HILL LOLA T370 | EMBASSY RACING WITH GRAHAM HILL | ESSO ESSO | GOOD | HU 370-3 | - | |
| 23 | T. BRISE | EMBASSY-HILL GH1 | EMBASSY RACING WITH GRAHAM HILL | ESSO ESSO | GOOD | GH-4 | DFV 166 | |
| 24 | J. HUNT | HESKETH 308C | TEAM HESKETH | - - | GOOD | 308C-1 | DFV 159 | RACE CAR. |
| 24T | J. HUNT | HESKETH 308 | TEAM HESKETH | - - | GOOD | 308-2 | - | |
| 25 | B. LUNGER | HESKETH 308 | TEAM HESKETH | - - | GOOD | 308-3 | DFV 184 | |
| 27 | M. ANDRETTI | PARNELLI VPJ-4 | VEL'S PARNELLI JONES RACING | - - | GOOD | VPJ-4-001 | DFV 198 | OUTBOARD BRAKES |
| 29 | L. LOMBARDI | MARCH 751 | LAVAZZA MARCH | - - | GOOD | 751-3 | DFV 229 | |
| 30 | A. MERZARIO | COPERSUCAR-FITTIPALDI FD | COPERSUCAR FITTIPALDI | - - | GOOD | FD-03 | DFV 191 | |
| 31 | R. WUNDERINK | ENSIGN N174 | HB BEWAKING TEAM ENSIGN | - - | GOOD | MN-02 | DFV 158 | DNQ. DNS. |
| 32 | C. AMON | ENSIGN N175 | HB BEWAKING TEAM ENSIGN | - - | GOOD | MN-04 | DFV 178 | |
| 34 | H. ERTL | HESKETH 308 | WARSTEINER BREWERY | - - | GOOD | 308-1 | DFV 093 | |
| 35 | T. TRIMMER | MAKI F101C | MAKI ENGINEERING | - - | GOOD | F101C-002 | DFV 100 | DNQ. DNS. |

## RESULTS

| POS | NO. | DRIVER | CAR | LAPS | TIME | SPEED | BRAKES | DAMPERS | GEARBOX | PLUGS | INJECTION | ELECS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 11 | C. REGAZZONI | FERRARI 312T | 52 | 1h. 22m. 42.6s. | 135.48 mph. | LOCK FER | KONI | FERRARI 312 TRANS | CHAMPION | LUCAS | MARELLI DINOPLEX |
| 2 | 1 | E. FITTIPALDI | TEXACO-MARLBORO M23 | 52 | 1h. 22m. 59.2s. | | LOCK FER | KONI | HEWLAND FG 400 | CHAMPION | LUCAS | LUCAS |
| 3 | 12 | N. LAUDA | FERRARI 312T | 52 | 1h. 23m. 05.8s. | | LOCK FER | KONI | FERRARI 312 TRANS | CHAMPION | LUCAS | MARELLI DINOPLEX |
| 4 | 7 | C. REUTEMANN | MARTINI-BRABHAM BT44B | 52 | 1h. 23m. 37.7s. | | GIRL FER | KONI | HEWLAND FG 400 | CHAMPION | LUCAS | LUCAS |
| 5 | 24 | J. HUNT | HESKETH 308C | 52 | 1h. 23m. 39.7s. | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 6 | 16 | T. PRYCE | UOP-SHADOW DN5 | 52 | 1h. 23m. 58.5s. | | LOCK FER | ARM | HEWLAND TL 200 | CHAMPION | LUCAS | LUCAS |
| 7 | 4 | P. DEPAILLER | TYRRELL-FORD 007 | 51 | | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 8 | 3 | J. SCHECKTER | TYRRELL-FORD 007 | 51 | | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 9 | 34 | H. ERTL | HESKETH 308 | 51 | | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 10 | 25 | B. LUNGER | HESKETH 308 | 50 | | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 11 | 30 | A. MERZARIO | COPERSUCAR-FITTIPALDI FD | 48 | | | LOCK FER | KONI | HEWLAND TL 200 | CHAMPION | LUCAS | LUCAS |
| 12 | 32 | C. AMON | ENSIGN N175 | 48 | | | LOCK FER | ARM | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |
| 13 | 6 | J. CRAWFORD | JPS-72 | 46 | | | GIRL-F LOCK-R FER | KONI | HEWLAND FG 400 | CHAMPION | LUCAS | LUCAS |
| 14 | 20 | R. ZORZI | WILLIAMS FW | 46 | | | LOCK FER | KONI | HEWLAND FGA 400 | CHAMPION | LUCAS | LUCAS |

## RETIREMENTS

| NO | DRIVER | LAPS | REASON |
|---|---|---|---|
| 14 | B. EVANS | 0 | ELECTRICAL. |
| 5 | R. PETERSON | 1 | ENGINE. |
| 22 | R. STOMMELEN | 1 | SHUNT DAMAGE. |
| 23 | T. BRISE | 1 | SHUNT DAMAGE. |
| 27 | M. ANDRETTI | 1 | SHUNT DAMAGE. |
| 9 | V. BRAMBILLA | 1 | CLUTCH. |
| 2 | J. MASS | 2 | SHUNT DAMAGE. |
| 8 | C. PACE | 6 | THROTTLE LINK. |
| 21 | J. LAFFITE | 7 | GEARBOX. |
| 10 | H. STUCK | 15 | CRASH DAMAGE. |
| 29 | L. LOMBARDI | 21 | CRASH. |
| 17 | J-P. JARIER | 32 | FUEL PUMP. |

## CHAMPIONSHIP POINTS

### DRIVERS

| | | | |
|---|---|---|---|
| N. LAUDA | 55½ | J. LAFFITE | 6 |
| E. FITTIPALDI | 39 | M. ANDRETTI | 5 |
| C. REUTEMANN | 37 | M. DONOHUE | 4 |
| J. HUNT | 30 | R. PETERSON | 4 |
| C. REGAZZONI | 25 | J. ICKX | 3 |
| C. PACE | 24 | A. JONES | 2 |
| J. SCHECKTER | 19 | J-P. JARIER | 1½ |
| J. MASS | 16 | T. BRISE | 1 |
| P. DEPAILLER | 12 | G. VAN LENNEP | 1 |
| T. PRYCE | 8 | L. LOMBARDI | ½ |
| V. BRAMBILLA | 6½ | | |

### MANUFACTURERS

| | |
|---|---|
| FERRARI | 63½ |
| BRABHAM-FORD | 54 |
| McLAREN-FORD | 47 |
| HESKETH-FORD | 30 |
| TYRRELL-FORD | 24 |
| SHADOW-FORD | 9½ |
| MARCH-FORD | 7½ |
| LOTUS-FORD | 7 |
| WILLIAMS-FORD | 6 |
| PARNELLI-FORD | 5 |
| HILL-FORD | 3 |
| PENSKE-FORD | 2 |
| ENSIGN-FORD | 1 |

DATE Fri. 5 SEPT. WEATHER DRY. WARM. HUMID.

## PRACTICE 1

| | | | |
|---|---|---|---|
| 12 | N. LAUDA | 1m. | 32.82s. |
| 11 | C. REGAZZONI | 1m. | 33.11s. |
| 7 | C. REUTEMANN | 1m. | 33.99s. |
| 3 | J. SCHECKTER | 1m. | 34.34s. |
| 4 | P. DEPAILLER | 1m. | 34.36s. |
| 8 | C. PACE | 1m. | 34.46s. |
| 1 | E. FITTIPALDI | 1m. | 34.49s. |
| 23 | T. BRISE | 1m. | 34.69s. |
| 24 | J. HUNT | 1m. | 35.01s. |
| 9 | V. BRAMBILLA | 1m. | 35.01s. |
| 27 | M. ANDRETTI | 1m. | 35.17s. |
| 5 | R. PETERSON | 1m. | 35.19s. |
| 2 | J. MASS | 1m. | 35.20s. |
| 16 | T. PRYCE | 1m. | 35.30s. |
| 21 | J. LAFFITE | 1m. | 35.86s. |
| 14 | B. EVANS | 1m. | 36.16s. |
| 17 | J.P. JARIER | 1m. | 36.20s. |
| 25 | B. LUNGER | 1m. | 36.56s. |
| 10 | H. STUCK | 1m. | 36.95s. |
| 32 | C. AMON | 1m. | 37.57s. |
| 22 | R. STOMMELEN | 1m. | 37.69s. |
| 29 | L. LOMBARDI | 1m. | 38.24s. |
| 30 | A. MERZARIO | 1m. | 38.26s. |
| 6 | J. CRAWFORD | 1m. | 38.34s. |
| 20 | R. ZORZI | 1m. | 39.31s. |
| 35 | T. TRIMMER | 1m. | 41.85s. |

DATE Sat. a.m. 6 SEPT. WEATHER DRY. MILD. HUMID.

## PRACTICE 2

| | | | |
|---|---|---|---|
| 12 | N. LAUDA | 1m. | 32.24s. |
| 11 | C. REGAZZONI | 1m. | 32.79s. |
| 1 | E. FITTIPALDI | 1m. | 33.08s. |
| 2 | J. MASS | 1m. | 33.46s. |
| 3 | J. SCHECKTER | 1m. | 33.62s. |
| 9 | V. BRAMBILLA | 1m. | 33.90s. |
| 7 | C. REUTEMANN | 1m. | 33.94s. |
| 8 | C. PACE | 1m. | 34.19s. |
| 23 | T. BRISE | 1m. | 34.20s. |
| 5 | R. PETERSON | 1m. | 34.51s. |
| 17 | J.-P. JARIER | 1m. | 34.61s. |
| 16 | T. PRYCE | 1m. | 34.71s. |
| 27 | M. ANDRETTI | 1m. | 34.72s. |
| 24 | J. HUNT | 1m. | 34.77s. |
| 21 | J. LAFFITE | 1m. | 35.48s. |
| 14 | B. EVANS | 1m. | 35.73s. |
| 10 | H. STUCK | 1m. | 36.10s. |
| 34 | H. ERTL | 1m. | 36.19s. |
| 25 | B. LUNGER | 1m. | 36.21s. |
| 22 | R. STOMMELEN | 1m. | 36.44s. |
| 32 | C. AMON | 1m. | 36.69s. |
| 29 | L. LOMBARDI | 1m. | 37.22s. |
| 6 | J. CRAWFORD | 1m. | 37.23s. |
| 30 | A. MERZARIO | 1m. | 37.57s. |
| 31 | R. WUNDERINK | 1m. | 37.64s. |
| 20 | R. ZORZI | 1m. | 37.81s. |
| 35 | T. TRIMMER | 1m. | 39.65s. |
| 4 | P. DEPAILLER | 1m. | 39.67s. |

DATE Sat. p.m. 6 SEPT. WEATHER DRY. MILD. HUMID.

## PRACTICE 3

| | | | |
|---|---|---|---|
| 11T | C. REGAZZONI | 1m. | 32.75s. |
| 12 | N. LAUDA | 1m. | 33.03s. |
| 1 | E. FITTIPALDI | 1m. | 33.13s. |
| 3 | J. SCHECKTER | 1m. | 33.27s. |
| 2 | J. MASS | 1m. | 33.29s. |
| 23T | T. BRISE | 1m. | 33.34s. |
| 7 | C. REUTEMANN | 1m. | 33.44s. |
| 24T | J. HUNT | 1m. | 33.73s. |
| 8T | C. PACE | 1m. | 34.17s. |
| 5 | R. PETERSON | 1m. | 34.22s. |
| 9 | V. BRAMBILLA | 1m. | 34.39s. |
| 27 | M. ANDRETTI | 1m. | 34.86s. |
| 17 | J.-P. JARIER | 1m. | 34.99s. |
| 16 | T. PRYCE | 1m. | 35.06s. |
| 10 | H. STUCK | 1m. | 35.29s. |
| 34 | H. ERTL | 1m. | 35.43s. |
| 21 | J. LAFFITE | 1m. | 35.48s. |
| 32 | C. AMON | 1m. | 35.56s. |
| 14 | B. EVANS | 1m. | 35.61s. |
| 25 | B. LUNGER | 1m. | 36.11s. |
| 20 | R. ZORZI | 1m. | 36.19s. |
| 29 | L. LOMBARDI | 1m. | 37.06s. |
| 6 | J. CRAWFORD | 1m. | 37.14s. |
| 30 | A. MERZARIO | 1m. | 37.33s. |
| 22 | R. STOMMELEN | 1m. | 38.24s. |
| 31 | R. WUNDERINK | 1m. | 39.44s. |
| 35 | T. TRIMMER | | |

T-CARS USED INCLUDED 1T. 4T. 24T. 23T. 7T. 22T. BUT NO OFFICIAL TIMES ISSUED.

## STARTING GRID

POLE

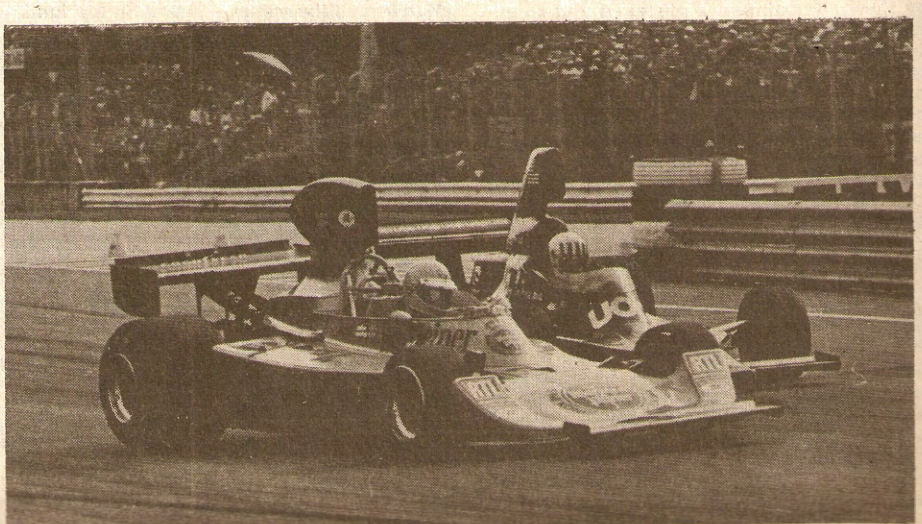
| | |
|---|---|
| 12 N. LAUDA 1m. 32.24s. | 11 C. REGAZZONI 1m. 32.75s. |
| 1. E. FITTIPALDI 1m. 33.08s. | 3 J. SCHECKTER 1m. 33.27s. |
| 2 J. MASS 1m. 33.29s. | 23 T. BRISE 1m. 33.34s. |
| 7 C. REUTEMANN 1m. 33.44s. | 24 J. HUNT 1m. 33.73s. |
| 9 V. BRAMBILLA 1m. 33.90s. | 8 C. PACE 1m. 34.17s. |
| 5 R. PETERSON 1m. 34.22s. | 4 P. DEPAILLER 1m. 34.36s. |
| 17 J-P. JARIER 1m. 34.61s. | 16 T. PRYCE 1m. 34.71s. |
| 27 M. ANDRETTI 1m. 34.72s. | 10 H. STUCK 1m. 35.29s. |
| 34 H. ERTL 1m. 35.43s. | 21 J. LAFFITE 1m. 35.48s. |
| 32 C. AMON 1m. 35.56s. | 14 B. EVANS 1m. 35.61s. |
| 25 B. LUNGER 1m. 36.11s. | 20 R. ZORZI 1m. 36.19s. |
| 22 R. STOMMELEN 1m. 36.44s. | 29 L. LOMBARDI 1m. 37.06s. |
| 6 J. CRAWFORD 1m. 37.14s. | 30 A. MERZARIO 1m. 37.33s. |

AUTOSPORT

## LAP CHART

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

| 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | |
| 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | | |
| 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | | | | |
| 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | | | | |
| 20 | 20 | 20 | 20 | 6 | 6 | 6 | 6 | 6 | | | | | | |
| 6 | 6 | 6 | 6 | 20 | 20 | 20 | 20 | 20 | | | | | | |



*Jack's latest rally Porsche, alas now sold, has been seen on just two competitive outings – Donegal in two successive years.*

# JCT–Porsche power palace

**By PETER NEWTON**

**Deep in the heart of County Kerry three men sat around an old knarled wooden table amid the sawdust, groceries and Smithwicks, talking earnestly far into the night. As the drinks and the hours slipped past unheeded; the old collie dog, who had been padding back and forth in the deep blue twilight outside, returned to the empty bricked fireplace, and with a yawn settled himself for the night. The three men were now two, as the third had long since followed the example of the collie and was dozing fitfully and noisily, hands folded on the glistening wet table, nose just above the surface of the beer, his laboured breathing sending ripples darting across its surface. The two others talked on; they were talking about Porsches, and the Circuit of Ireland was nearly three days old.**

I can't remember their exact words now but the subconscious still retains a surprising amount of information. The conclusion of the evening and the company present was that Porsches were nothing more than 'big Imps' which required no more than a helmetted chimpanzee to guarantee a top ten placing on the British Isles' most dramatic and lucrative tarmac spectacular. Bar talk has a disconcerting habit of confounding its disciples, so when the chance to drive what must be the ultimate road going Porsche presented itself, it did not require too much deliberation and soul searching to accept. I was more than ready to be confounded. Besides if the original hypothesis proved correct, I already had a helmet, no other training was required. . .

On fine days, until very recently, they used to push out Jack Tordoff's 3-litre Carrera RS onto the grass at JCT 600. Every time the weather was fine, out would come the fearsome gold and red monster to sit among the other cars like a wolf among sheep. Its paintwork glistened and shone in the sunlight, a personification of speed and aggression. Sadly, its competitive life was restricted to just two occasions, when it went with Jack to Donegal in '74 and again this year. Now it has been sold and the new owner plans a road future for it. Thus the exhiliaration of driving the car was also tempered with a certain nostalgia, for it is an aristocrat among rally cars, and there are precious few in a similar league.

It was almost by accident that I happened to meet works manager David Sunderland there, and during the day was to discover something about the intricacies of competing in a Porsche on these islands; for David is the Mick Jones of Porsches in this country. It would be fair to say that there are not many competition Carreras this side of the North sea that have not at some stage passed through David's hands. Today his reputation is nationwide, and from the rarified atmosphere of the London Concessionaires to the rich brogue of Killarney the answer to a competition-orientated question will be the same . . . 'ask David Sunderland'. For a man like Cahal Curley, it is unthinkable that anyone should prepare his Porsches but David; these are the references, and also the explanation why JCT are selling and preparing so many Porsches just now, both for road and racing trim.

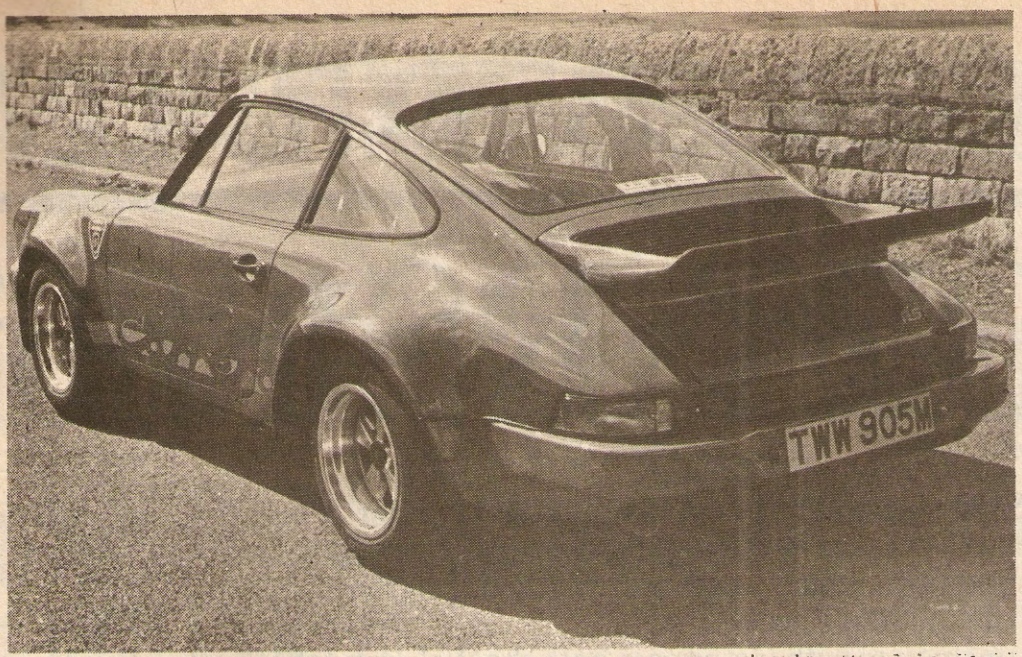
For David, the routine garage work is still first priority and since he has customers coming from up to 200 miles distant to have their cars attended to by JCT, it is a heavy responsibility; one which he bears with typical cheerfulness and resource. It means nothing to him to spend a day in the garage sorting road cars and when the others have gone home, to spend the entire night working single-handed on someone's competition car. His enthusiasm for the marque is unbridled, and not content to spend the entire week in their company, he is now regularly to be seen out servicing for Piggy Thompson, whose Carrera he of course prepared. About the only thing David is unable to do at present is set up the crown wheel and pinion of a Porsche because he has not got the tackle.

*Man behind the scenes – David Sunderland.*

It all started back in 1968 when Jack decided that a Porsche franchise would be a good idea to add to his expanding automobile empire in the Bradford area; David was very enthusiastic so he embarked on an apprenticeship course at AFN, the concessionaires, ("it was all in German, I couldn't understand a word they were saying!") and in so doing began to develop a close affinity for the cars which is so evident today. Jack was keen to publicize his new association but he had only recently acquired a Saab 96 for rally purposes (Jack is also a Saab agent) and he was to do a further two seasons in this trusty car before the Porsche Carreras made their initial impact on the motoring world. The lure was a tempting one for Jack, and with the experience that David had attained in the intervening years to back his efforts, he decided to go for the RAC championship in '73, starting with a lucrative shakedown in Spain on the Firestone in March.

It was Jack's best ever year and he ended it second in the RAC championship. The 2.7 Carrera that he used was prepared for the forests by David. Despite the fact that it was a 'one-off', with very scant information available from the Stuttgart, and little or nothing in the way of competition parts, the car was ultra-reliable and Phil Short remembers it as a testimony to David's painstaking attention to detail. Not since the heady days of the factory's involvement with Waldegaard had a quick Porsche been seen in the forests, and in the interim the company had all but turned their backs on the rallying world in favour of track racing. Parts and information were thus hard to come by and the latter was altogether unsatisfactory in itself for it was based entirely on a Safari specification, the one rally that Stuttgart still felt was important to them; so David was very much on his own. Jack initially found the car a difficult beast in the woods, with its inconsistent handling; and ever mindful of the need to look after it, he trod carefully from the outset. Nevertheless the combination was rapid enough to achieve noteworthy overall placings and the climax of the year was the Circuit of Ireland over Easter when in the last hours Adrian Boyd's engine expired and Jack came home to secure a great victory that effectively lifted the unofficial blockade on Irish rallies by English crews, and opened many eyes to the possibility of running a Porsche on tarmac events.

If Easter was the zenith of '73, the following March was the nadir, for Jack and Phil returned to the Firestone that March and on the 13th stage, a very rare lapse of concentration dropped the car off the edge of a mountainside into the trees, an accident which bent the chasses and almost every panel on the car, although the Porsche stood the battering very well in an accident which could well have had horrific consequences. The car was so well embedded that a team of tree cutters were required to clear a path to the valley floor before the car could be winched back up the daunting slope. The wreck was eventually dragged back to England where the concessionaires maintained that it was all but impossible to repair but nevertheless reputedly quoted over £2,000, to repair the shell. JCT resolved to do it themselves, but to cover their bets ordered another RHD shell from




*The sheer brutal aggression embodied in the shape is quite startling – even at rest.*

Germany. This was promised by September!) The Scottish rally was the next target and the rebuilt car was ready to go when the tanker drivers stepped in to cancel the event. In the interim period not only had Jack first set eyes on the 3-litre; but the new shell, promised for September had miraculously appeared months ahead of schedule. With a surfeit of Porsches on his hands Jack went to work. The original car was sold to Chris Beynon who used it on the RAC that year, and the new shell was built up into a rally car for John McLean. The way was clear for the 3-litre.

Reggie McSpadden had ordered it but Jack wanted it. Obviously a deal had to be reached and both parties reputedly came away happy; Jack with the car. Meanwhile Jack had returned to Ireland with another Porsche, a completely standard car belonging to a customer, and competed in the Circuit. He and Phil finished fifth – a tribute both to Jack and the car, as well as to the relationship he shares with his customers in Yorkshire.

*Frontal treatment is equally functional and uncompromising.*

The 3-litre comes in two versions, both of which are intended for competition, but only the latter not advised by the factory for use on the roads. This last is the RSR, a mean beast intended for track racing which comes growling out of the factory gates with around 330 bhp, a figure which can relatively easily be boosted to nearly 400. The car is the basis of all current racing Carreras including the IMSA wonders in the States. A fearsome weapon which the company, long-time masters of the understatement, mention as if in passing in the handbook as 'not recommended for road use'... Then there is the RS, the rally/road version, a civilised and 'soft' device by comparison, though still very much a competition car. The power unit has little more besides a change of camshafts to differentiate it from the RSR, yet power is down almost 100 bhp and the torque curve makes the BDA look sick; it is that sort of engine. The unit itself bears little more than token resemblance to the 2.7 litre lump and few of the same parts are shared, crankcases bores and pistons being different. The compression ratio is 9.8 to 1 so the car likes five star petrol, unlike its 2-star cousins. Swept volume is 2992 cc.

There are very few competition parts available for the RS and virtually all current rally cars make almost exclusive use of standard parts; however one area of weakness is the clutch main shaft, which David changed on Jack's forest car after every event. The 3-litre has a toughened shaft, but there is yet a further development of strengthening fitted to the Turbo; it is the latter which has found its way into Jack's example. The unservoed braking system is pure 917, and as such was designed to stop Pedro Rodriguez et al from over 200 mph for up to 24 hours at a stretch. Needless to say the four ventilated drilled discs are up to scratch, it is unlikely that many owners will even get them up to working temperature, unless they rally the car. The measure of this system is illustrated in the Porsche 'extras' catalogue. It can be fitted to a road car on the assembly lines at the factory . . . the cost? around £1000. The 3-litre is not short of brakes.

The principal distinguishing feature of the car as it bounds up in the mirror is the front mounted oil cooler which David plans to re-site on future cars, feeling that it is too vulnerable over severe bumps. This cooler is in fact merely an auxiliary for the main engine cooler and its pump is controlled on a thermostat. The cooler for the gearbox is pumped continuously. The ratios are standard Carrera, although numerous alternatives are available, one of the few 'off the shelf' parts that are readily available. The German undershield is a rather poverty stricken device to behold so David designed his own in conjunction with Dave Moore, a Manchester sheet metal worker. It is constructed of duraluminium and guarantees the entire underside from damage, especially the vulnerable heat exchangers for the exhausts and the cooler pipes which run along the sides of the car under the doors. David will sell you one of these for about £300, a figure which is not so unreasonable as it may seem initially, especially in view of the cost of duraluminium, or a new exhaust system. A Porsche agent will sell you one of the latter for £600. Bilsteins are fitted as standard equipment to all Carreras these days but the 3-litre has uprated versions (£68 each) and although the front torsion bar is the standard 19mm variety, the rear is uprated considerably to 26mm, a factor which accounts totally for the uncompromising ride. There is extensive use of glassfibre in the car including the nose skirting, the tail valence, the bonnet and the impressive wheel arches which hide the 235 section tyres. (215s are fitted at the front). The polished Porsche alloy wheels cost around £230 each and even the nuts cost around £3; they are so light that they may blow away in a light breeze. Weight has also been saved in the doors which are much lighter than standard and use an old Mini-type strap to open up from the inside. Sound proofing has been ruthlessly stripped out and the seats have also undergone the lightening process, although Jack had of course installed his own personal seat in the place of the factory one. This then is what the 3-litre is about . . . All it needs is a driver . . .

Edging cautiously out on the road to Harrowgate and the moors, the Porsche was the model of respectability. Although it has only about 20 more horsepower than the Carrera, its torque is such that the flexibility makes trickling along in fifth gear at 30mph perfectly acceptable. The driver need only change gear as often as he wants in the 3-litre, there is no frantic searching for gears in an attempt to stumble upon a hidden torque curve; its there all the way up as the engine growls towards its most effective operating range. Although most of the sound proofing has been removed, the car is not unduly noisy inside and there is still none of that ear shattering clatter and rasp that so shocks onlookers, transmitted to the interior. You are always aware of the engine and the transmission, but it s a sound to revel in rather than to escape from. The gearbox and clutch (which must be pushed right home to fully disengage) feel just like any modern Porsche, very quick, light and foolproof; there is no frantic stirring for gears in this car. The suspension is very firm indeed, and the surfaces of the roadway are soon the intimate knowledge of the driver as much through the seat as through the superb steering. The car pitches noticeably, it feels alive and nervous, almost twitching in anticipation. The scenery slides by and the lush lowlands give way to the heather and stone dykes of the moors as the car climbs higher in the hazy sunlight. It is crushingly powerful on the road, gobbling up whole rows of moribund meanderers and springing out from behind the occasional farm tractor with a violence and deep gutteral roar that initially startles the driver as much as the white faced farm hand, it is as irresponsible or as well behaved as you want it to be.

Flicking up through the passes, setting it up early yet beginning to knock on the door of its infinite reserve the car forces a grin from the driver, up in the sunlight and the clear air it is easily possible to rediscover something of the joys of real motoring. The 3-litre manages 60 mph in slightly under six seconds. The low first gear catapults the car to 38 mph at the 7200 red line before the rev limiter intervenes and second hurls the car remorselessly onward to just under 70 mph before there is time for a breathless look in the mirror and a scan of the instruments. At just under 80 mph the speedometer needle disappears out of the drivers line of sight but there seems scarcely time for another gearchange before it arcs back into view again, registering an incredible 120 mph. At these speeds the car feels disconcertingly twitchy and light as the radial tyres track along grooves in the road. The car never feels entirely secure in a straight line and the driver can never relax his vigil at the wheel for small corrections are required continuously. Both David and Jack point out that the car is very susceptible to tyre pressure changes and a few pounds alteration can dramatically alter the handling. However, it seemed that the car was not entirely happy on its road tyres. Pirelli VR 215 section CN 36 radials were fitted all round and this may have been the reason for the nervousness, for the car is intended to have wider rear tyres than fronts, and Jack reckons that thus equipped on racers, the car is as steady as anyone could wish. This nervousness at high speed does not inspire initial confidence but the sheer reserves of roadholding are much higher they seem at first, it merely takes a little courage with someone else's motorcar to exploit them further. It pays to set the car early and try to drive it as straight as possible, for oversteer is difficult to provoke, and when it arrives it arrives with a predictable rush that nevertheless still takes the breath away. Controlling the car accurately on opposite lock would clearly require much tyre testing and experience. Applying power in bends merely washes the nose wider from the intended line and the more power that is applied the wider the car tracks away from the apex. Conversely, lifting the right foot in the middle of high speed bends has exactly the opposite effect and the Porsche tail is out in a flash. These characteristics can be used to advantage once they become second nature but the car does not feel 'chuckable' like an Escort, and besides comments on the handling have little validity in the circumstances in which I drove the car, since tyres and pressures are all important.

The Manx is just a few hours away and the Chequered Flag entered 3-litre (the ex-Nick Faure machine) has now left JCT following David's preparation. It will be interesting to see how it fares against the latest tarmac specification Escorts that Boreham have been putting plenty of work into recently. The Porsche is a crushingly effective device on tarmac, but when seriously provoked, it can easily turn against a 'chimpanzee in a helmet'. The situation was perhaps best summed up by Dessie McCartney who, when referring to Porsches, said, "to be able to go really quickly, you've got to be able to drive it hard." It is very easy to drive a Porsche quickly, but to keep it consistently near its limits probably calls for more skill than would be required in an Escort. If Roger or Billy can get sufficiently close to Cahal Curley in the early stages, there may yet be some unforgettable motoring in store.

# FORD RALLYE

# ESCORT RS1800's

**THE NEW Ford Escort RS1800 has quickly demonstrated its superiority over the competition.**
In its first outing in April of this year the new RS1800 driven by Roger Clark and Jim Porter won the Granite City Rally despite conditions which were more arctic than springlike.
Escorts occupied 7 out of the top 10 places.
Clark and Porter followed up this win with victories in both the Welsh and the Scottish International Rallies.

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However, we are delighted here at Ford Rallye Sport that we have produced another winner in the RS1800.

We think it says a little about the way we design and produce our Rallye Sport cars as well as something about Roger Clark's ability behind the wheel.

## RS1800's are here

**THE GOOD NEWS about RS1800's isn't just about rally successes – it's that they can be ordered through Ford Rallye Sport dealers.**

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Two versions of the Escort RS1800 are available. The standard model for the race and rally enthusiast and the custom version for the driver who, along with performance, wants a few of the extra comforts of life with features like reclining seats, head restraints, glove box, centre console, fully trimmed doors and a clock.

Escort RS1800's, whilst ideal for competition motoring are designed to satisfy the enthusiast who wants a real performance motor car which will take the boredom out of everyday driving.

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# SPORT NEWS

# on the winning trail

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# The Castrol Manx Trophy

Tomorrow sees the start of one of the most respected and good fun rallies of the year with the Manx Trophy departing convivial Douglas for the less friendly tarmac ribbons of special stages. The ninth round of the Castrol/AUTOSPORT championship, the Manx provides a unique long weekend of pace notes, tarmac travel and, of course, legendary good cheer.

The little island, just 29 miles long with 11 miles beam, provides some of the most exciting rallying to be found and, as with previous years, the agenda is a well established ritual. All the famous stages and spectator spots are lying in readiness, along with a few new sections too.

Friday evening at 18.00hrs is the start of the action with the first short and sharp run of just 65 miles (many of these competitive) before a trip back to Douglas for the evening. Once night has settled in it's off again at midnight for four hours more adrenalin inspired fun, then back to bed (or the bar, for crews or cars that have found it all too much) until 9.30am.

The day section that follows covers most of the night run stages once more and finishes off with a run down Snae Fell (low cloud permitting) before it's back to Douglas at 3.30pm and off with the overalls. The "relaxing" of over-wrought minds and bodies then commences and continues through the night until the presentation of awards at 1.30pm on Sunday. By this time the strain is usually beginning to tell as bedraggled, unshaven, rally exponents nurse their sore heads and commiserate over their empty pockets . . . waiting for the first "rally special" boat at 4pm.

We planned to provide a spectator guide elsewhere on this page but, unfortunately, communications between wildest rural Essex, where we print, and Douglas, where they drink, broke down in best English traditions shortly before closing for press. Our advice, in view of the above, is to turn right once the boat has berthed and take the horse drawn tram along to Rally HQ at the Sefton Hotel where Roy Lightfoot and his merry men will no doubt be willing to sell some programmes. The bar is straight through the foyer.

*Roger Clark – tarmac Escort.*

*Cahal Curley – 3 litre Carrera.*

## Entry

1, Cahal Curley/Austin Frazer (Porsche Carrera RS); 2, Roger Clark/Jim Porter (Escort RS1800); 3, Dessie McCartney/Terry Harryman (Porsche Carrera RS); 4, Billy Coleman/Dan O'Sullivan (Escort RS1800); 5, Chris Sclater/Martin Holmes (Datsun Violet); 6, Brian Culcheth/Johnstone Syer (Triumph Dolomite Sprint); 7, Tony Pond/David Richards (Opel Ascona); 8, Nigel Rockey/Peter Scott (Escort RS1600); 9, Brian Evans/John Davenport (Porsche Carrera); 10, Andy Dawson/Andy Marriott (Escort RS2000); 11, Russell Brookes/-John Brown (Escort RS1800); 12, Will Sparrow/Nigel Raeburn (Vauxhall Magnum Coupe); 13, Dennis Easthope/Bernard Magee (Porsche Carrera); 14, Bob Bean/Alan Greenwood (Escort RS1600); 15, John Price/Mike Sones (Porsche Carrera); 16, John Dodsworth/Stuart Comish (Porsche Carrera RS); 17, Ian Corkill/Martin Walsey (Escort RS1800); 18, Paul Faulkner/Monty Peters (Vauxhall Magnum Coupe); 19, Piggy Thompson/Mike Greasley (Porsche Carrera RS); 20, George Hill/Phil Short (Vauxhall Magnum).

# Ford's tarmac triumverate

Roger Clark and Jim Porter will be appearing on the Manx in the Escort RS 1800 that they last used on the Antibes Rally. This is one of Boreham's special tarmac cars and has seen a lot of refinements and adjustments since its debut. For the Manx it will be painted red in the familiar Cossack colours but for its next event the colour will have to go back to white for Clark and Porter will drive it for Ford on the next World Championship round, the San Remo Rally. Making up the Ford team on that event will be teammates, Timo Makinen and Henry Liddon in a similar 'tarmac' Escort. So much of the San Remo is tarmac now that these cars should be ideal for it but it remains to be seen if a rear drive front engine car can get on terms with the Stratos in those conditions.

Makinen and Liddon will go straight to San Remo from the Tour de France where they are competing in yet a third 'tarmac' Escort RS 1800. Fortunately for the Boreham staff, the next rally that is contemplated, apart from British nationals like the Lindisfarne, will be the RAC Rally where the entry will be two normal Escorts for Makinen and Clark with back-up from Billy Coleman and Russell Brookes in the cars that they have been driving all year for Thomas Motors and Andrews Heat for Hire. However, if the Escorts do well in San Remo, there could be a call for them to appear in the Tour de Corse in early November. Back to the grindstones boys

*Roger Clark in action on the Antibes Rally earlier this year.*

● Last Friday a Northern Ireland Rally Championship round was held in County Tyrone by Dungannon MC. The rally was a 200 mile affair and was won by Fred Crawford (Esler's cousin)/Peter Scott in a G1 RS2000. Second was Tommy Speer/Joe Law in an Escort TC, and third were Joe Pat O'Kane/Roy Sloan in an Avenger. Crawford broke a halfshaft about two and a half miles from the finish, but thanks to the LSD, staggered over the line to win.

# San Remo: a debut for the new Opel?

Next World Championship round is the San Remo Rally from which the big news is that tarmac has spread over much more of the area and the organisers are using stages of 60 and 70 kilometres in the mountains behind San Remo. There will be very little dirt and what there is, the competitive drivers will skid over on their racing tyres as last year. Lancia have a five strong entry of three Stratos for Bjorn Waldegaard, Sandro Munari (last year's winner) and Lele Pinto fresh from his success in San Martino where he showed the Fiats the way round. The two Beta Coupes will be driven by Simo Lampinen and Mauro Pregliasco. Matched against them will be just three works Fiats as the surprise is that Hannu Mikkola and Jean Todt have not been invited down to drive for the Italian factory with whom they have a year-long contract. Markku Alen will spearhead their team with two Italian drivers, presumably Maurizio Verini and Fulvio Bacchelli, backing him up.

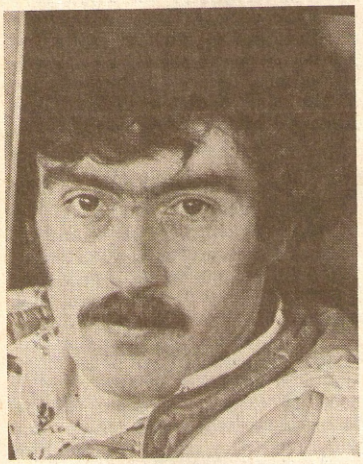
Opel are reputed to be sending two of their new 1.9 litre Kadetts but the homologation only goes through on October 1st and nobody in Russelsheim is saying whether the San Remo or the RAC Rally will be the car's first event. In any case, there are entries for Walter Rohrl and Rauno Altonen and one just has to wait and see what they turn up in. For the first time in years, Ford will be sending works cars and Roger Clark and Timo Makinen will drive two Escort RS 1800s with coil spring rear ends and all the tarmac road goodies. Alfa Romeo will send at least two cars from Autodelta for Jean-Claude Andruet and local hero Amilcare Ballestrieri who actually lives just outside San Remo, and they may well put two Group one Alfetta Coupes in as well for Anna Cambiaghi and Roberto Dell Ava. Finally, Renault Alpine are sending two Alpine A 110s for Jean-Pierre Nicolas and Jacques Henry. It looks like being an epic struggle that first week in October down in San Remo.

# Finns swap over cars

The news from Finland is that Hannu Mikkola will drive the Ford Escort, with which Makinen took third place on the 1000 Lakes, on the next Finnish championship event which is the Kesoil Rally, September 20th. The situation in the Finnish championship at present is that Simo Lampinen leads it for Saab with three wins and a second place and the only man who can beat him is none other than Hannu Mikkola who has one win and there are three rounds left, so that if he wins those, Saab do not win the championship. Current second place is held by Jari Vilkas (Saab), third is Heikki Vilkman (Saab) and fourth is Tapio Rainio (Saab) so it may well be that Ford Finland wish to stop their rivals by using Mikkola though if he pulls it off, they cannot advertise the fact that he has won in a Ford, for the 1000 Lakes win was of course in a Toyota.

# Jan's Hotel

Jan Churchill emerged the winner of the two day Galway Hotel rally last weekend. Jan, again with Irish co-driver Drexel Gillespie, took the lead on the second of the 18 stage event and crushed all opposition from that moment, Jan setting fastest time on nine of the 12 stages held on the first day. With the Manx imminent, the entry was down to just 66 cars for the 270 stage mile, 350 (total) mile event. John Price/Mike Sones were quickest at the outset, but on the second stage they put their Carrera off the road, smashing a front wheel and though otherwise little damaged, were forced to retire.



*Jan Churchill – convincing.*

He will be out for the Manx. John Tansey with his three litre Carrera, never figured in the results and Noel Smith's 2.7 Carrera burnt out its clutch on the first day. Two minutes down on Churchill was Gerry Buckley in his ex-Coleman Escort RS and third was Brendon Fagan in a similar car, though TC engined. Fourth was the newly married Sean Campbell in an RS2000 with wife Yvonne co-driving. The crew were the first G1 car home. Ron Neely, in his Tuborg supported Mini fought back strongly throughout the weekend to finish sixth overall after running out of petrol on the second stage of the event. Neely is thus now leading the Eire rally championship, a position formerly occupied by Tansey. Fred Patterson was the subject of an unfortunate accident when he stopped on a stage with a broken oil pipe in his Carrera. A while later John Bridges in his Mini Clubman came past. At the crucial moment a wheel fell off and the Mini, out of control, charged the Porsche.

## Wathen's plans

Chris Wathen will definitely have a new car for next year from Vospers of Plymouth. This is good news indeed for the talented west country driver who has found so much great form this year. Chris had an X-ray on his damaged right hand a few days ago, and thankfully no bones are broken and there is only severe bruising to contend with. Although Vospers are keen to get the new car underway, their current work load means that they cannot start to build the car until after the RAC rally. Chris originally had made a tentative one-off arrangement to drive for Cal Withers, at least until the end of the year when it was not known whether Vospers would be able to assist. This arrangement has now been cleared with Vospers and it has been agreed that Chris will drive for Cal until the new car comes through. Withers has recently concluded the purchase of 000 96M (Roger Clark's old car) from Ford and it is being checked over by Terry Hoyle and Terry Samuels at present prior to testing which will be carried out by Chris and George Hill. Chris will then be competing on the remaining rounds of the Castrol/AUTOSPORT championship. It will be good to see Roger's old car once more.

## TV rally—part one

The first episode of the Western Mail sponsored televised "Tarren" rally stage is being broadcast on Sunday afternoon the 28th September during BBC Wales' Welsh Grandstand programme.

## Sherry for Sutton

David Sutton is entering two cars for the Sherry Rally which starts in Spain on the 18th of September. The G2 RS2000 normally campaigned by Jill Robinson is to be driven by Chris Sclater/Martin Holmes and Jill will be competing with co-driver Pauline Gullick in the spare Sutton RS2000. Chris is driving this car on account of the fact that the new RS1800 is not yet ready. It now seems that the car will not be ready for the Lindisfarne debut as was originally planned.

## Toyota in Bavaria?

Despite the early demise of the new Celica on the Baltic Rally, Hannu Mikkola's success on the 1000 Lakes has set things on the upward turn as far as Japan is concerned. Though Ove Andersson and Arne Hertz are flying off this week to compete in the Roof of Africa and not in the San Remo as rumoured, it looks very much as if they will be out on a shakedown exercise on the Celica before the RAC Rally. The Bavarian Rally may well be the answer as it is one week after the Roof of Africa and takes place in an area not far away from Schnitzer's Freilassing factory. Toyota participation in the RAC Rally has been confirmed.

● Our friendly Castrol/AUTOSPORT series group one scrutineer (though, of course, not when he is doing his Sherlock Holmes bit) has moved . . . to 12 Fairfield Park Road, Cheltenham, Gloucester. Telephone (H) Bishops Cleeve 3136, (B) Cheltenham 33300.

## Pond and Stratos

Following Dave Richards' fruitless negotiations with the Sherry Rally organisers over the entry of the Chequered Flag Stratos for Tony Pond, it is now all but certain that the car and crew will be seen on the Aberystwyth/Castrol '75 next weekend. The outing has been sanctioned by Graham Warner and an entry has been confirmed by David Cousins. Late entries on the rally have also been received from Barry Lee in Geoff Glover's ex-Janspeed Datsun Sunny and the irrepressible Paul Martin in his Escort TC.

## National interest

With no budget to go rallying, Renault Alpine under Jacques Cheinisse are keeping their interest going with entries in French rallies for their two drivers, Nicolas and Therier plus support for the new boy, Vincent. All three will drive works cars on the Tour de Corse while Nicolas will get a car for San Remo as well. They have no plans to come to the RAC Rally which they do not regard as their lucky event by any means but may well send two cars to the Bandama before returning to full scale attack on the Monte Carlo with four cars.

## Wilson gets vote

This month's Ford Rally man is 19-year-old Malcolm Wilson. Malcolm swept to the attention of the panel as a result of his fine third place in the recent Lakeland Stages, just 53 seconds behind Chris Wathen and ahead of such men as Bob Bean, George Beever, Gordon Batchelor, Malcolm Smith and Randolph Whittal-Williams. This must indeed be a fair feat for a man who started rallying just 18 months ago; even though his local knowledge is presumably an obvious advantage. Malcolm was navigating on events while still at school and since passing his driving test has tackled just one road event and a number of stage rallies which runs into the teens. He works in his father's business, Wilson Vehicle Dismantlers of Bannockburn, Braithwaite. Last weekend on the Marina Forest Rally he had the misfortune to blow the engine (due to faulty bearings, he suspects) and the result means that he is now faced with a prohibitively expensive rebuild, so immediate plans have had to be shelved. He had planned to enter his first International next year, the Mintex. Malcolm prepares his own car, including the engines.

# Fowkes noses in front

The lead of the Castrol/AUTOSPORT championship changed hands last weekend when Tony Fowkes nosed clear of George Hill by two points. If the scene at the top is finely balanced, it is also getting more exciting in Group one following Ian Lawless' win and Paul Appleby's unfortunate exclusion. Lawless is now able to continue at least for the remainder of the season following the involvement of Sky Radiophones. The company concerned may be of direct interest to rallyists as they operate a telephone message handling service on a personalised basis. The service involves the fitting of radio sets to clients' cars through which messages can be sent and received through the company's base station. National coverage is envisaged shortly. Ian maintains that the occasional fitting of the set in his rally car has transformed his servicing arrangements.

Points are as follows: **Overall:** Tony Fowkes 87; George Hill 85; Laurie Richards 49; Russell Brookes 48; Rob James 46. **Co-drivers overall:** Bryan Harris 87; Phil Short 85; John Tew 49; John Brown 48; Dave Richards 38. **Group one-drivers:** Paul Appleby 79; Ian Lawless 59; Chris Carter 39; A. Walker 38; Barry Fawkes-Underwood 37; Martin Whale 32. **Lady drivers:** Jill Robinson 36; Jean Denton 25; Jane Neate 24. **Lady co-drivers:** Dilys Rogers 45; Rosanne Clinton 21; Freda Brake 12. All these positions were subject to confirmation of the Marina Holidays Rally result at the time of going to press.

*The two leading Castrol/AUTOSPORT contenders in action last weekend on the Marina Holidays. Battle will continue on the Aberystwyth/Castrol '75.*

# Listerine commitment

Jean Denton has asked us to point out that Listerine has not pulled out entirely from their commitment to the Huxford Fiat which she has been driving in the Castrol/AUTOSPORT championship: they have merely found that they do not require the car at quite the number of promotions that were originally envisaged owing to the tremendous success that the company are enjoying with their mouthwash. The relationship is still most amicable and the reason that the car was not on the Marina Holidays event last week was because an apprentice rolled it last Thursday within 500 yards of the garage. The shell is being beaten out, though the pillars have gone, and it will next be seen, entered as usual by Team Listerine Mouthwash, on the Cheltenham Festival. This car is the third Fiat that Jean has had damaged by male drivers . . . there was the Fillipinetti racer which met its end at Goodwood, the 127 which was destroyed on the Isle of Wight stages, and now this.

● Regulations are now available for the Cheltenham Festival (17/18 October) from Ken Dudley, 19. Carisbrook Road, Hucclecote, Cloucester. SAEs would be appreciated. The rally has had some fundamental changes made to it this year and there is now target timing on the road sections. Entries cost £32 and include a service pack. There are 70 forest miles and an as yet unspecified tarmac stage mileage in the 200 mile route. The event is based on Llandrindod Wells.

# Top Total

Entries have closed now for the Total Oil Southern Cross International Rally (Oct 8th to 12th) and the list shows that competition has really hotted-up down under. Australia's most successful "guest" driver — world roaming Scotsman, Andrew Cowan, will have more than ever before on his plate this coming October. Included in his Mitsubishi works team is Hannu Mikkola — no stranger to the antipodes himself, along with Barry Ferguson and Doug Stewart.

Nissan-Datsun's team is likely to provide the strongest opposition with a Swede and a Finn enrolled — Harry Kallstrom and Rauno Aaltonen, plus home-grown George Fury. Also listed officially as a "works" car is Evan Green's Alfetta GT. Subaru, a front wheel drive Japanese small car not marketed here, but sold in large numbers in Australia and the United States, have a six car dealer team driven by four unpronounceable Japanese drivers plus locals Barry Dyer and James Laing-Peach. Japan is taking the greatest interest ever in this tough forest event, and no less than 17 crews are showing the rising sun flag. The successful Misubishi Lancer is also by far the most popular car figuring in the lists with 22 cars running, compared with 17 assorted Datsuns.

The leading New Zealand crews are led by Mike Marshall with his new Escort RS1800.

As is the Southern Cross practice, the event will base at the mid-north coast tourist resort town of Port Maquarie throughout; after the customary Sydney start. However, a basic change from convention will be a 3 pm start time for the daily loops, taking in several closed daylight sections around the extensive Wauchope forest area (aptly named?) then heading off into the night sections before returning to the Port Maquarie base at about 3 am each dawn. Saturday sees a climax in the competition with the only full night out of bed — cars not returning until noon on Sunday.

● At the recent RAC Rallies Committee Meeting it was agreed that applications for a forestry allocation for the forestry year (April 1976 to March 1977) should be submitted through area associations not later than October 1, 1975.

# Dai Roderick takes Cilwendeg

Leading from start to finish the Port Talbot crew of Dai Roderick and Derek Tucker were comfortable winners of the Cilwendeg rally organised with the usual efficiency last weekend by the Teify Valley MC.

Using well known rally country in South West Wales, the event demanded accurate navigation and several of the top navigators paid dearly for small errors. Initially Mick Briant and John McKerrell, already assured of the Welsh Rally championship, lay second to the flying Roderick/Tucker but they had a wrong slot early in the second half. This was followed by a slight "off," they lost some of their lights and suddenly dropped to seventh. Colin Francis also took Frank Pierson (Escort) the wrong way missing a passage control and they went down to 12th while Keith Wood conducted Eric Davies into an error and lost a possible third place as a result.

Roderick/Tucker (RS1600) dropped 58m 8s in beating the consistent Kevin Videan/Peter Valentine in the Old Woking Motors Datsun 240Z by nearly four minutes. Third another four minutes adrift were Bill Gwynne and Terry Thorpe in their Escort RS while Cyril Bolton and Paul White brought the Mini Sport of Padiham Cooper into fourth place. Davies and Wood finished fifth in their Pierstune Escort and by finishing sixth in their RS2000 Howard Davies and Phil Jones have now moved to third place in the championship. They are only 17 points down on the current runners-up but they have two events in hand.

1, D. Roderick/D. Tucker (RS 1600), 58m 8s; 2, K. Videan/P. Valentine (Datsun 240Z), 61m 53s; 3, W. Gwynne/T. Thorpe (Escort RS), 65m 41s; 4, C. Bolton/P. White (Cooper), 66m17s; 5, E. Davies/K. Wood (Escort RS), 67m 41s; 6, H. Davies/P. Jones (Escort RS2000), 68m 39s. **Semi-expert:** D. Meadows/C. Jones (Escort TC), no time. **Novice:** P. and D Fox (Escort), no time.

# Lang for RAC?

David Lang drove a very strong rally on the Marina Holidays last weekend, setting several fastest times before the gearbox seized in Staindale 2, bringing his charging run to a premature end. The ambitious Australian is very keen to do the RAC this year but just does not have the necessary finance to do it alone. Should any aspiring co-drivers wish to contact him, he can be found on 01-731 4343.

● Dilys Rogers has asked us to point out that, on account of the fact that her usual Castrol/AUTOSPORT partner, Jill Robinson, will be in Spain on the Sherry, she would very much appreciate the chance of a co-drive on the Aberystwyth/Castrol '75 next week. Dilys is currently leading the lady co-drivers' section of the championship and can be contacted on 01-657 2741.

# Mull entries

A record 130 entries have already been received for this year's Tour of Mull (September 11-12). The Mullard Blackburn 2300 Club organised event is non-championship — previously being *Motoring News* and Scottish — however entries quality is up to scratch with 15 of last year's top-twenty placemen back again plus '72 winners Alan Conley/Crawford Dunn and the cars of Laurie Richards and Willie Crawford (third and fourth in '73).

Other notable starters will include last year's victors Chris Coburn/Rodney Spokes plus John Price/Mike Sones (Carrera); Peter Rook/John Jensen; Dave Cowan/Fez Parker; Peter Kirk/Stephen Bye; Alastair Kesson and Alasdair Findlay; Ian Gemmell and Brian Benson. Mull specialist and ex-motocross international John Burton has a new RS2000 for the rally and Keith Watkinson will have his Rover engined Escort over there. Phil Davies and Don Davidson hope to have a Simca Bagheera in a fit state for the rally and, if not, will use a more regular Saab.

# Stan Dukes wins Lex Rallye Swindon

The Lex Rallye Swindon ended on a suitable note of hilarity last Saturday when that man from the Coleshill Clarion and Reformer, the Midlands answer to the poor man's David Hamilton, none other than the playful John Foden, was again spotted in high stepping action. This time his controversial antics were displayed in the general direction of innocent nubile young females. The dreaded quasi-compere was presiding over a beauty contest, watched by hordes of chanting, hysterical fans, and as he admitted to us later in a shock behind-the-scenes interview; "I was just getting in a bit of practise for next Saturday!" It will not of course be forgotten that the ex-patriot Devonian will be let loose among a selection of Isle of Man belles this weekend as part of the Manx revue festivities. Lock up your daughters! The rally was won by Stan Dukes.

# B. Airways v B. Culcheth

Brian Culcheth had an interesting day on Monday. He was all ready to go at Heathrow for the flight to the Isle of Man at 07.00 when at the 11th hour it was decided not to attempt the journey in the particular venerable old Viscount earmarked for the marathon, so the passengers, including a mildly chastened 'Culch' were hustled back into Terminal One to allow the BA engineers to rustle up another of the old timers. Then there was a bomb scare in Terminal One so all its occupants at the time, including a rather belligerent Brian, were summarily frogmarched to Terminal Two. The passengers for the Isle of Man 08.00 flight including a now rather annoyed Culch were eventually squeezed onto a flight at 13.30. "Wonder what's going to happen now?" mused Brian as he stepped lightly over the Manx turf for the first time in '75, . . . the answer was not long in coming; BA had redirected Brian's personal luggage to another destination 'somewhere in the UK or Europe.' BANG!

● Cahal Curley was out and about on the Island last Monday, admiring the views in his hire drive Mini when he had a flat tyre. Mumbling Irish oaths he set out to change the wheel whereupon he found that the spare was flat also. Undaunted he then drove the car back to Douglas, clattering along on the rim. When he got there the exhaust fell off. . . .

# BRIEFLY . . .

● The International Middle East rally, which had intended to use a route embracing the Lebanon, Syria and Jordan has had to be cancelled because the Arabs are fighting each other again. This time it is the sad events in the Lebanon recently that have decided the organisers against the risk of continuing. One hopes that they will get the chance to stage the event in the future. The rally was to have been run between the 25th and the 28th September.

● Andy Dawson Automobile Developments are now officially open for business at their new premises in 1, Lancaster Garage, Lambolle Place, London NW3 4PH. Andrew has set up his own Chrysler Competition preparation centre and will have a competition parts department in conjunction with Stapleford Motors, Although he intends developing many of his own special bits. Although Chrysler orientated, Andrew will undertake work on most makes of car although as he says, he is not wildly partial to getting to grips with 80,000 mile five owner Minis.

● Regulations are now available for the first Wyedean Stages rally to be held on the 12th October and organised by the Forest of Dean MC, a club who have in the past organised only road rallies. The route will be approximately 130 miles in total with an impressive 50 miles of stages in the Dean Forest area. The start and final control will be at Watts of Lydney. Clerk of the Course is Philip Turley and the entries secretary is Mrs Mary Thurston, Highbury House, Bream Road, Lydney, Glos. Telephone Lydney 2339. The event sounds all but ideal.

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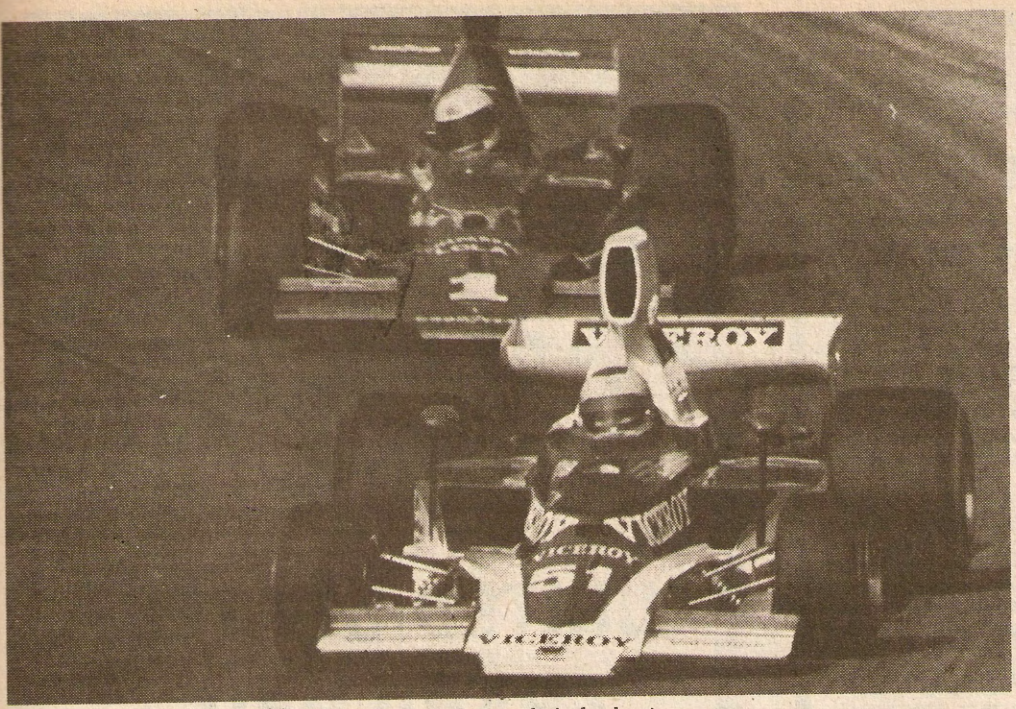


*Eventual victor Al Unser leads Brian Redman during their dry heat.*

**ROAD ATLANTA**

# A1 effort from Unser

**By GORDON KIRBY** **Pictures by CHARLES LORING**

**Al Unser did it!**

**In a race of weather, starting in strong rain and finishing under a brightening sun on a rapidly drying track, Unser first passed Mario Andretti and then, with only two laps to go he swept ahead of Brian Redman. Holding himself narrowly ahead of the madly twitching Haas/Hall Lola through those last laps, Al shot across the line safe by a car length. It was the first time in more than a year that someone other than Redman or Andretti had won a USAC/SCCA Formula 5000 race and the first time that anyone had actually beaten their way past either man, much less both of them, in order to do it. A neat win, but more importantly the first by a USAC oval racer in Formula 5000.**

## ENTRY AND PRACTICE

Even though the teams from Talon, Jorgensen Eagle and Evil Knievel decided for various reasons to miss Road Atlanta's USAC/SCCA F5000 race, the sixth round of the series, the event as a whole was easily the best of the year so far. Not only did the race itself evolve into a better show than any before but, for the first time in the history of Road Atlanta, the circuit was jammed with spectators. Attracted by the first seriously-organised, combined rock concert/race meeting run in North America, more than 40,000 people arrived — easily the best audience at any American road race this year.

Sponsored by Wrangler Jeans, the race was loudly promoted, primarily on radio throughout a 500-mile radius of Atlanta, by a group calling themselves Rockin' Road Promotions. Already successful rock concert promoters, the principals of Rockin' Road were making their first stab at doing the same thing with motor racing. They have a five-year deal to promote the F5000 meeting at Atlanta and their ambitions even extend to promoting the complete USAC/SCCA Championship.

Back among the nuts and bolts of the business was an entry of just 22 F5000 machines, all but two having appeared before this year and all but one car in conventional trim. The one different car was the UOP Shadow which this week rolled out of its transporter with a Dodge engine bolted in back. Inside the transporter the second car showed its Dodge engine to the world also. Not a sign of a Chevrolet. After a development programme stretching back into the early part of last summer Shadow had decided to take the plunge.

Built by Shadow's engine team of Lee Muir and Doug Meyer, the Dodge unit is based on the same "B-block" engine which Richard Petty uses in his Grand National stock car. The reliability, strength and fat, torquey power curve of that particular engine (it's larger at 355 cubic inches) is well-known so it is not surprising that Shadow feel the engine has immense potential.

New entries came from Randy Lewis and Bob Earl. Ex-F3 dicer Lewis had again convinced Wrangler Jeans, who sponsored him in Europe, to back him for the first time in North America as well as sponsoring the race itself. Lewis had bought the ex-Redman, ex-Durst Lola T332 for his first taste of F5000 and his first motor race in more than a year. Earl, a highly-touted California Formula Ford driver, was also making his first foray into F5000, driving a Lola T330 built up by him and his mechanic.

A very informal day of unofficial practice was staged on Friday although five of the cars had run earlier in the week, at lunchtime, through the downtown heart of Atlanta. Andretti, Unser, Jon Woodner, Danny Ongais and Lewis drove their cars through the city streets in a high-speed parade which certainly generated a lot of newspaper space and gave the drivers some fine stories of some of the neater "cruisin' " they had ever been allowed to do.

Only a few cars ran on Friday and of them Andretti ran in a new spare car (a T400 which has been rebuilt with an official T332 "conversion kit" which consists of T332 chassis, suspension, everything in fact with the exception of a few upright and steering pieces), Oliver showed the promise of the Dodge by going almost as fast as Mario, while Redman arrived tanned and smiling after more American vacationing but without a car. "Oh, they're busy doing all their tweaks in Texas," he laughed, "they probably won't be here until tomorrow."

So it was again just one day of serious practice for most teams and it was again Andretti and Redman setting the pace. They were quite comfortably faster than anyone else almost from the start of the morning session and it again became a match between the two alone. Despite Redman not showing any huge interest in trying to snatch the fastest time and Andretti subsequently spending very little time on the track defending the pole, both men lapped faster than the CanAm record from last year and Andretti's best was faster again than the record established two years ago by Mark Donohue and his Porsche 917/30K.

To do so Mario had to drive hard. Hard enough to push his wide tyres into the red dirt along the track's edges so that narrow, tall spumes of a red cloud would shoot up into the air, then disappear just as quickly. It was probably as hard as Andretti had pushed his F5000 car this year and it came in the middle of the last session after he strolled about asking anyone who might know exactly how fast the 917/30K had ever gone around Atlanta's 2.4 miles. After he found out Mario went out and broke the mark by a few hundredths with a 1 min 13.819 secs lap and came in to tell his mechanics, "So far, it's fabulous." He had earned his fifth F5000 pole of the year.

By lapping about a quarter of a second slower (1m 14.141s) Redman took his third consecutive second fastest time to Andretti and in so doing was again thinking hard about places to pass. "It's another of those circuits where there just isn't anywhere," Brian said later, "and here in particular you're always turning, always using all the road."

In the wake of the Brian and Mario Show the rest of the field came together in little groups, each of them separated by about a second. The first of these "groups" consisted of the second Viceroy Lola T332 of Al Unser and Jackie Oliver's UOP Shadow-Dodge DN6. Unser again went at learning a new circuit in his plainly professional manner and this time qualified closer to his teammate than he has before with the exception of the season-opener (run on Pocono's slip-streaming straights and "Mickey Mouse" sections),

Unser's best was 1m 15.031s, which was faster by an impossibly tiny margin than Oliver and the Shadow. Trying out both his DN6s all day, the CanAm Champion found his best to be 1m 15.033s with the newer car which he raced at Elkhart and Mid-Ohio. Ollie found both of them spinning their wheels badly in all the gears. It was, he thought, a result of the Dodge engine's added torque which was proving too much for the team's Hewland differential. As it was, however, the team did not have a Wiseman set-up at Atlanta (although they certainly plan to experiment with one at Long Beach) and the problem was minor enough for Oliver to select the stiffer of the two cars.

The third group on the grid consisted of three cars. Jon Woodner's Interscope Talon MRA was fastest of these on 1 min 16.113 secs after what he said was the "best practice day I've ever had since I've been in the formula." Woodner's opinions matched the facts for this was easily the highest he had ever qualified.

Eppie Wietzes (1m 16.344s) was a few tenths slower than Woodner but in turn he was only one-thousandth of a second faster than David Hobbs. Hobbs was a little unhappy with his engine which although claimed to have the largest horsepower ever seen on McLaren's F5000 'brake was, according to Hobbs, very flat in a couple of places.

The next group was headed by John Morton (1m 17.564s) who said his Perry Krinnitt Racing Lola T400 felt much better at Atlanta than it had at Mid-Ohio, "most probably because everything flows more here and you don't have sharp changes of direction." John Gunn was not much slower (1m 17.634s) and saying in his usual, cheerful way that all was just fine with him and his Lola T332. Randy Lewis (1m 17.680s) went well with the Wrangler Lola T332, despite running into engine problems (a broken water pump) which lost him a lot of time. Evan Noyes completed this group with his familiar red Lola T332 in 1m 17.722s.

Much more satisfied with his Interscope Lola T400/332 was Danny Ongais who returned 1m 18.066s, easily his best since reverting to the car after his practice shunt at Mosport. Another revised Lola was the Sinmast T332 for Gordon Johncock which looked a little more stable after George Bignotti's first serious tuning attempt. Johncock himself still looked uneasy in his efforts to adapt to road racing although his 1m 18.445s was better than the yields from his first two race meetings.

## HEAT

For the first time in the history of F5000 it was decided to run just a single qualifying heat for all cars rather than splitting them into two races. With only twenty-one starters it seemed the only sensible decision. Yet even so most of the excitement of this 15-lapper disappeared quickly.

Andretti led away from pole, immediately establishing a small cushion to Redman, but before we were allowed to see if one would pull clear or the other would close up, Mario suddenly came straight into the pits at the completion of his third lap. Much as he had experienced in the final at Mid-Ohio, Andretti had run again into gearbox troubles — a selector fork had bent. It was comparatively simple to repair but it meant that he would have to start the final from the back of the grid.

With Andretti gone Redman ran on to a comfortable win from Al Unser, both men relaxing their pace over the last half dozen laps and remaining five or six seconds apart. Oliver chased hard after Unser as both of them fell away from Redman's tail, but on the fourth lap the Shadow too pulled off when its black box packed up as the car accelerated past the pits. Another easily fixable item but again it meant that a front runner would start at the back of the field, in this case on the ninth row, just like Andretti.

With the Shadow's retirement Jon Woodner inherited third place. But only briefly. Just past the pits, with Wietzes hounding him closely, Woodner suddenly felt something break and pulled off at the end of the pits just beyond the stationary Shadow. The Talon had broken an oil pump drive belt and though the mechanics were able to change the engine, in pouring rain and without cover, bare minutes before the start of the final they discovered a broken front upright so that Woodner was unable to start. A big disappointment after going so well.

When Woodner pulled his Talon off the road, Eppie Wietzes had been in the midst of attempting to outbrake the black car so that he immediately became the next man to hold the place. Unlike the others the blue and yellow Lola stayed there to the end, holding it's gap to the first two cars over the latter part of the race. David Hobbs ran behind Wietzes for a few laps but then an injector trumpet broke off and he slipped to sixth.

John Gunn and John Morton each drove well, working past Hobbs' slowing Lola into fourth and fifth places while Randy Lewis chased Morton for a few laps only to have problems with a sticking throttle cable become complicated by a climbing water temp gauge. He came into the pits to discover cracked heads and a spare engine which could not be adapted (because of different mounting plates and oil system) to fit in the time available.

## FINAL

Although the heat had been run under a sky dotted only by the occasionl patch of cloud the wind picked up during the interval after the qualifying race and very soon the hot and humid air was being cooled by some light rain. Just as the sky thickened up so the rain grew in long, strengthening flurries and by the time of the official start the rain was pounding down and turning the red Georgia clay into a sticking, slipping swamp.

For an hour the officials stalled, hoping the weather would clear, afraid that the streaming racetrack would finish the race almost as soon as it started. Meanwhile the team managers began to talk among themselves. Some wanted to put their cars on the track immediately, others wanted to wait for more information about the weather, all wanted a short warm-up session if rain was going to remain, as it appeared it would, as the prevalent condition.

Finally, with rain still falling, although much less heavily, the stewards of the SCCA and USAC struck what they considered to be a fair compromise. They would start the race under a yellow flag. For four laps, each of them counting officially as race laps, one behind a pace car and three in single file order, the field would be compelled to remain in position. At the beginning of the fifth lap if all was going well, a green flag would be waved by the starter and the race would then begin over 35 effective laps rather than 40.

It seemed at best a confusing compromise and a number of drivers were upset about it, upset as Jackie Oliver said, because it was hardly a way for professionals to treat other professionals. More, the starting method had been presented at a drivers meeting at which both Andretti and Oliver arrived late. When they were finally told individually, about it, both men protested suggesting that it would allow Redman and Unser to pull well ahead while they were forcibly stuck behind the mid and backfield.

But they were too late for objections, the race was to be started as planned. "If we give them something like a five lap warm-up," said the SCCA's Wally Reese, "and bring them in to start the race, some of them will do more laps than others. This way it's safer and we know we'll have more cars ready to run instead of them being stuck in the bank."

So despite continued protestations, most notably from the Viceroy team manager, the small field (only 18 cars started the final) took to the track behind a pace car. They did a pair of laps behind the car and then carried on into another 'pace' lap, the first of the race's forty laps. The pace car then pulled into the pit lane and the racing cars were allowed to race on into their second lap, but still under the strictures of the yellow flag.

Redman, with no one ahead of him, was able to sprint off into the rain clear of Unser and Wietzes. But Oliver and Andretti could do nothing but trundle about hidden in the spray of the slower cars ahead of them. During the next two laps with those yellow flags staring out everywhere, Redman was able to pull as far as half a lap ahead of Oliver and Andretti.

Meanwhile, the pits were full of load arguing. It was suggested that the task of the Shadow and the Viceroy Lola had been made impossible, just as the drivers themselves had predicted. It was suggested in hard, straining voices that the race should be stopped and restarted or at least have the field brought close together again. In the face of these arguments the officials, perhaps realising that they had after all made a mistake, decided to send the pace car back out.

As Redman worked his way into his fifth lap, toward a half a minute's lead, the pace car made its way down the pitlane. The leader was signalled to slow down so that he could drop into line behind the pace car and for three laps the field shuffled back together.

At the beginning of the eighth lap, this race, although so far hardly a race at all, finally paced itself around to a green flag. Again Redman shot away, while Al Unser who had spun and dropped behind Eppie Wietzes on the third lap, again chased after the leader after retaking his second place in the wake of the pace car. Back in the heaviest spray Andretti forced his way past Oliver and the two began to push themselves toward the front.

By the tenth lap, only two after the green flag had finally waved from the starter's stand, Andretti caught *and* passed both Hobbs and Wietzes to emerge in third place barely ten seconds behind Redman. Driving extremely hard, tossing and flicking his Lola's steering wheel as he brought the car through the soaking corners in rolling, understeering-oversteering slides, Mario began now the serious job of catching team-mate Unser and leader Redman. Only two laps after snatching third place Andretti jumped past Unser for second and began to lop chunks of time off Redman's leading margin. But as he did so the rain eased to a stop and with a few more laps the sun was beginning to poke through so that the 'line' was soon showing patches of dry pavement. In these changing conditions Andretti's charge began to subside. He got no closer than three seconds to Redman and after another short of space of laps the gap began to grow.

Again, Mario was in trouble. He described it best himself, "I drove so hard to catch Brian that when I got there I said to myself, 'Now what do I do?". Even as he had played out his attack on the leader Andretti had slowly, lap by drying lap, destroyed his chances. Soon his tyres were showing all the signs of overheating and shredding.

Quickly, from behind, Al Unser started closing on his teammate. It took him only a few laps to get by Mario and as he did so and began to go away in second place it became obvious that Redman was experiencing similar problems to Andretti. Just as Mario had ruined his chances by chasing after Brian, the F5000 Champion had made the mistake of working hard – and ruiniously to his tyres – in an effort to establish the strongest possible cushion before his arch rival emerged in second.

Only four laps after passing Andretti, the other Viceroy Lola had caught Redman and only half a lap later he pulled inside the Hass/Hall Lola as they shot away from the slower corner on the track. As Redman's tyres fought raggedly for traction, Unser's pushed him cleanly into the lead.

Over the last two laps Redman, his tyre treads tearing themselves into melted, twisted lumps, tried desperately to find a way back into the lead. Pitching his car madly from wet to dry patches, looking for whatever grip, whatever balance he could find, Brian came charging out from beneath the Coca-Cola bridge and slewed sideways down the hill and across the finish line. But just a few feet ahead of him Unser remained square and straight and unmoved. He flashed past the flag to his first F5000 victory and the first defeat of the Brian and Mario Show this year. It was beautifully done.

While Unser held off Redman to win and Andretti nursed his way to a distant third, Oliver retained fourth place despite losing a lap right at the end because of a tyre change. At one point just as the track was beginning to dry out Oliver and the Shadow almost caught Unser for third only to spin while, "trying too hard."

After losing contact with the eventual winner Oliver decided he just might be able to make up all the lost distance by making a last minute change onto slicks. But his stop took longer than was hoped and when he returned to the track Jackie felt a vibration which he took to be an indication of a loose wheel. After a single lap he stopped again at his pit for the Shadow's wheels to be checked. By the time his mechanics had gone around the car, found all four wheels to be OK and waved him back out Oliver had lost a lap and all chances of any improvement.

Wietzes and Hobbs gambled at the start of the race by fitting softer, English Goodyears to their Lolas but both soon found their choice to be far from best in the drying conditions. Wietzes slipped away from an early chase of Unser with a drastically worsening vibration and when he stopped on the seventeenth lap he discovered a front tyre had grown huge, egg-shaped blisters. With no other mounted rain tyres Wietzes tried one lap with a single slick in place but stopped to change the other side immediately. That soon proved to be no good so he stopped a third time to change the rears as well. He eventually finished four laps behind in thirteenth place.

Hobbs meanwhile struggled on with his tyres, slowing right down in the closing laps but remaining only one lap behind and salvaging fifth place. Later David showed his raw hands and described physically violent vibration from the chunking tyres. Behind Hobbs, into sixth place, came Gordon Johncock who worked up well from the middle of the field, looking considerably better than he had in the heat and keeping his Lola on the same lap as Oliver and Hobbs.

Seventh was John Morton who did a good job with his T400 Lola in spite of disliking the rain, while John Gunn worked back to eighth ahead of Jerry Karl after an early tyre-checking stop. Danny Ongais pushed his way up to fifth place at one point before his F1 Firestones begn to chunk badly and he slowed drastically, driving his Interscope Lola easily to finish into tenth place.

So we have a brand new F5000 winner—the first time in ages; a brand new competitive F5000 engine – also the first time in ages; and a brand new promotion group who seem to be doing something about the lethargic state of American road racing. The next race, through the streets at Long Beach seems to have come at just the right time. Suddenly everything looks healthy.

*Mario Andretti nips into a narrow lead at the start of the heat.*

**Wrangler Grand Prix**
**August 31 — Road Atlanta**
**40 laps — 100.80 miles**
**USAC/SCCA F5000 Championship — round 6**

1, Al Unser (Lola-Falconer Chevrolet T332), 1hr 07m 54.4s, 89.34 mph;
2, Brian Redman (Lola-Chapparal Chevrolet T332), 1hr 07m 54.5s;
3, Mario Andretti (Lola-Falconer Chevrolet T332);
4, Jackie Oliver (Shadow-Shadow Dodge DN6), 39 laps;
5, David Hobbs (Lola-McLaren Chevrolet T332), 39 laps;
6, Gordon Johncock (Lola-Bignotti Chevrolet T332), 39 laps;
7, John Morton (Lola-Falconer Chevrolet T400), 38 laps; 8, John Gunn (Lola-King Chevrolet T332), 38 laps; 9, Jerry Karl (Lola-Bartz Chevrolet T332), 38 laps; 10, Danny Ongais (Lola-Falconer Chevrolet T400), 38 laps.

**Fastest lap:** Oliver, 1m 24.3s, 107.74 mph.

**Qualifying heat (15 laps):** 1, Redman, 19m 11.2s, 118.27 mph; 2, Unser; 3, Eppie Wietzes (Lola-McLaren Chevrolet T432); 4, Gunn; 5, Morton; 6, Hobbs; 7, Evan Noyes (Lola-Bartz Chevrolet T332); 8, Ongais; 9, Karl; 10, Bob Earl (Lola-TPR Chevrolet T330).

**Fastest lap:** not issued.

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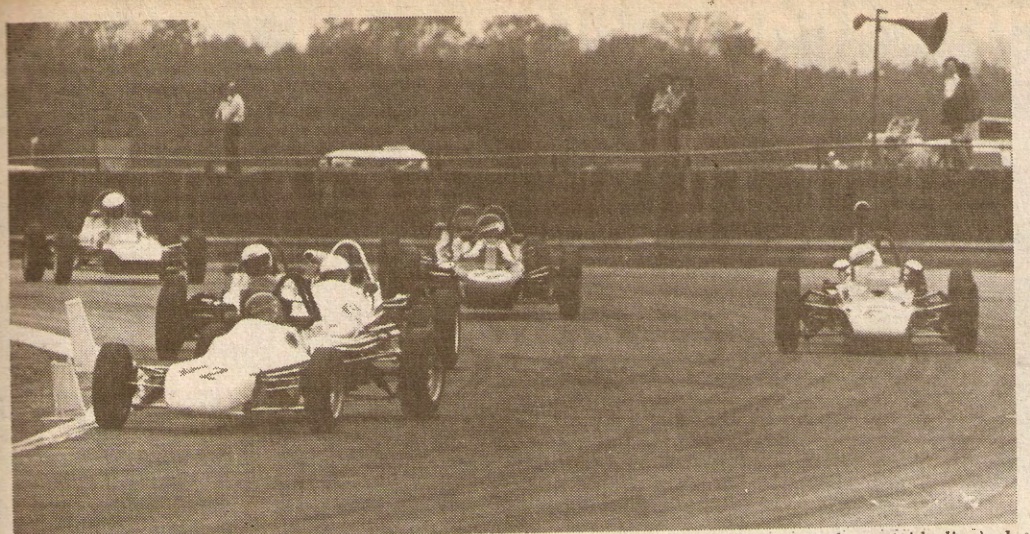


*FF final dice: Morris leads eventual winner Walsh, Lees (both hidden), King (on the outside line), de Marco, Blanchet and Skellern.*

**SILVERSTONE**

# Friswell's Autosport Trophy

**The AUTOSPORT Jubilee trophy meeting at Silverstone last Sunday proved to be a great success, not only for the several staff members who could be seen wandering around the circuit, but also for the drivers and spectators alike, as there were seven very good races. The feature event was for Clubmans cars and provided Geoff Friswell with yet another win and lap record, though not in his usual car which was written off the other week at Brands while a typically thrilling BAF FF final was superbly won by the young Northampton based Irishman Jim Walsh. The best entertainment of the day was provided by John Bettinson whose controversial Lotus 7 harried the mighty Porsche of Nick Faure throughout the Miller Organs round only to spin at the last corner and then cross the finishing line in reverse!**

The first Formula Ford heat saw a ding-dong battle between the Crompton Lighting Hawke of Jim Walsh and Mike Blanchet in his Crossle 30F. These two swapped places regularly at first and then Blanchet managed to pull out a few lengths, but Walsh fought back well and closed right up on the last lap forcing Mike onto the grass at Woodcote but still it was the Jerseyman's race. Colin Hopper could not match the leaders' pace and had to settle for third in his Royale, well clear of Paul Smith's BMRT Ltd Crossle 25F, which was challenged early on by Dave Lee in the Arian car until the latter pulled off on lap four.

Heat two was much more exciting with six cars battling furiously for the lead. Geoff Lees led the early laps in his Rob Roy Racing Royale but his attempts to pull clear were thwarted time and again by the speed down the straights and poor cornering of Mike King's Lola. King it was however, who won in the end though the issue was very much in doubt all the way through as Chris Skellern's Friar Street Insurance Brokers Crossle, Peter Krefel (Royale), Rick Morris (Hawke), a frustrated Lees and Lou de Marco (Hawke) were all covered by just over a second at the flag after much place swapping. Morris in fact was lucky to race at all as his engine had cooked itself in practice.

A gentleman by the name of Grant Dempster provided an hilarious start to the Formula 4 championship race by spinning off within ten yards of the grid!! His engine had suddenly dropped all its oil on the ground just under the rear wheels which just spun the car round as he tried to accelerate away. Fergus Tait led, as expected, the entire race distance in his works Delta, though he was pressed very hard indeed by former Mini-racer Ian Briggs in his ex-Ian Taylor March 733 and John Brown in his John Brown Wheels/Corbeau Seats Delta before Briggs was unlucky enough to have the throttle cable snap on the penultimate lap. Roy Lewington (Brabham) therefore inherited third ahead of Lorina Boughton's improved GRD and Jim Ward's old Lotus.

Geoff Friswell emphasised the fact that it is he and not his car which has been the main factor in all his Clubmans wins this summer by winning the main race of the day in fine style with a car kindly lent to him by Tim Gath. Geoff had slight braking problems in practice but found the Gath-tuned engine to be a real flier. Frank Sytner came in a distant second just holding off a late challenge from Peter Cooke's Harrison which was running a new front wing à la Hesketh for the first time. Peter Lovett (Phantom) was a fine fourth just beating Caldwell Smythe after a good dice while Martin Mansell was also battling with these two before spinning off at Woodcote. Smythe was then docked ten seconds for an alleged false start relegating him to ninth in the results behind Vernon Davies (Hustler), Brian Green (Gryphon), and the Mallocks of David Manley and Malcolm Jackson who had fought mightily throughout the race. The 'B' class was again dominated by Alex Ferrada's Ace Plant U2 though a good dice for second was resolved in favour of Arthur Mallock from Nick Adams, both in U2s and the Phantom of Chris Greville-Smith.

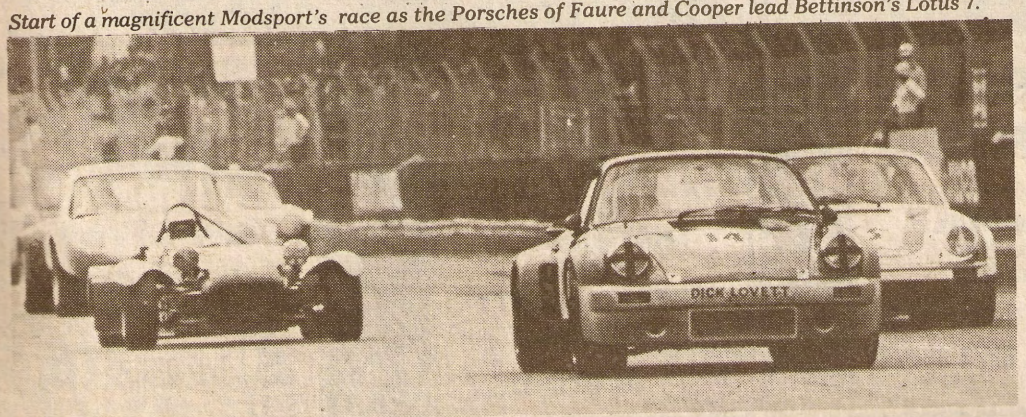
With John Pearson non-starting his XK120 due to a broken gearbox, we expected the two Porsches of Nick Faure and John Cooper to dominate the Miller modsports race. In fact John Bettinson gave everyone a real shock by making a fabulous start and then splitting the two German cars nearly all the way. The little Caterham Car Sales car would be outpowered on the straights but gained yards on the heavy Porsches under braking. The huge cheers of the crowd as Dave took the lead under braking in a do-or-die effort at Woodcote on the last lap gave way to groans as the little Lotus slid wide and spun onto the grass allowing Faure to win while Cooper also slipped by before Bettinson could cross the line — backwards! Dave's efforts earned him the APG Driver of the Day award. Jon Fletcher made a comeback in his Glazepta Elan but could not better fourth place, well clear of the class winning V12 E-Type of Guy Beddington, while Simon Packford took the small class in his Davrian from Andy Bailey's beheaded Frogeye after Ian Hall unluckily had the coil fail on his Mini-Jem.

The superb BAF Final came next with over half the field still comprising the 'leading group' after six of the ten laps. Thereafter a gaggle of eight cars detached themselves, from which Frank Bayes retired the promising Image with no oil pressure, and the remaining seven could have been covered by the proverbial handkerchief at the flag. To give a blow by blow account would take pages but suffice to say that Jim Walsh won by a nose from Rick Morris and Geoff Lees while Lou de Marco made it three Hawkes in the first four by crossing the line inches in front of the Crossles of Mike Blanchet and Chris Skellern with Mike King seventh. The racing was truly excellent as first one driver then another would outbrake his rivals into the corners while there was much weaving down the straight in a vain attempt to break the tow. Walsh's win was a fine achievement, remember that this is only his second season of racing, his car-control being well worth watching.

Gordon Mayers, who used to race motorbikes and an Arden Mini, had his first race for three years in the exotic Jaguar he has built with Tony Hazlewood and he found himself a lucky winner after Tony Strawson had retired his Capri when the condenser came loose causing a chronic misfire. Peter Shelton (Cortina V8) almost pipped the Jag on the line as the latter's bugbear of fuel surge again set in, this after Shelton had survived an enormous sideways moment on the first lap when trying to outbrake both Strawson and Mayers at Woodcote. Jeff Ward took a fine third place in his 1.0 Imp beating even Phil Winter's 1.3 Mini, while a three-car group came next in the order Tony Allies (Mini), Richard Long (Anglia), who had gearbox bothers, and Brian Prebble (Imp).

**JEREMY SHAW**

*Start of a magnificent Modsport's race as the Porsches of Faure and Cooper lead Bettinson's Lotus 7.*




**BAF Formula Ford championship round, Heat One (8 laps):** 1, Mike Blanchet (Crossle-Minister 30F), 8m 44.0s, 88.38mph; 2, Jim Walsh (Hawke-Scholar DL12) 8m 44.8s; 3, Colin Hopper (Royale-Minister RP21), 8m 48.2s; 4, Paul Smith (Crossle-Rowland 25F), 8m 50.4s. **Fastest lap:** Blanchet and Walsh,1m 04.4s, 89.89mph.

**BAF Formula Ford Championship round, Heat Two (8 laps):** 1, Mike King (Lola-Close T342), 8m 46.2s, 88.01mph; 2, Chris Skellern (Crossle-Scholar 30F), 8m 46.8; 3, Peter Krefel (Royale-Minister RP21), 8m 47.2s; 4, Rick Morris (Hawke-Scholar DL12) 8m 47.4s. **Fastest lap:** Frank Bayes (Image-Minister FF2), 1m 03.8s, 90.73mph.

**Low Cost Racing National F4 Championship Round (10 laps):** 1, Fergus Tait (Delta IRF4), 10m 18.4s, 93.61mph; 2, John Brown (Delta IRF4), 10m 19.2s; 3, Roy Lewington (Brabham BT28), 10m 36.2s; 4, Lorina Boughton (GRD 373), 10m 43.6s; 5, Jim Ward (Lotus 41C), 10m 44.4s; 6, Martin Berrow-Johnson (Brabham BT28). **Fastest lap:** Brown, 1m 00.4s, 95.84mph. **(record).**

**LEC Refrigeration Clubmans Sports Car Championship Round (15 laps): Overall and 1001-1600cc:** 1, Geoff Friswell (Mallock U2 Mk 11B/14), 14m 16.2s, 101.42mph; 2, Frank Sytner (Mallock U2 Mk 16), 14m 32.8s; 3, Peter Cooke (Harrison Mk 7), 14m 32.8s; 4, Peter Lovett (Phantom P73), 14m 43.4s. **Fastest lap:** Friswell, 56.2s, 103.00mph **(record). 1600cc FF-engined cars:** 1, Alex Ferrada (Mallock U2 Mk 16), 14m 45.0s, 91.57mph; 2, Arthur Mallock (Mallock U2 Mk 12/16E); 3, Nick Adams (Mallock U2 Mk 14). **Fastest lap:** Ferrada, 1m 02.2s, 93.07mph.

**Miller Organs Modified Sports Car Championship Round (10 laps): Overall:** 1, Nick Faure (3.0 Porsche 911), 10m 15.0s, 94.13mph; 2, John Cooper (2.8 Porsche 911), 10m 20.4s; 3, Dave Bettinson (1.6 Lotus 7), 10m 20.6s; 4, Jon Fletcher (1.8 Lotus Elan), 10m 42.0s. **Over 3000cc:** 1, Guy Beddington (5.3 Jaguar E-Type V12), 88.54mph; 2, Simon Watney (3.8 Jaguar E); 3, Ian Rothwell (3.8 Jaguar E). **Fastest lap:** Beddington, 1m 04.2s, 90.17mph. **2001-3000cc:** 1, Faure; 2, Cooper; no other finishers. **Fastest lap:** Faure, 1m 00.6s, 95.5mph **(record). 1151-2000cc:** 1, Bettinson, 93.28mph; 2, Fletcher; 3, Graeme Dodd (1.3 MG Midget). **Fastest lap:** Bettinson, 1m 00.4s, 95.84mph **(record). Up to 1150cc:** 1, Simon Packford (Davrian Mk 7), 85.23mph; 2, Andrew Bailey (Austin Healey Sprite); 3, Ian Hall (Mini-Jem). **Fastest lap:** Packford, 1m 05.8s, 87.98mph.

**BAF Formula Ford Championship Round, Final (10 laps):** 1, Jim Walsh (Hawke-Scholar DL12), 10m 49.4s, 89.14mph; 2, Rick Morris (Hawke-Scholar DL12), 10m 49.6s; 3, Geoff Lees (Royale-Minister RP21), 10m 49.6s; 4, Lou de Marco (Hawke-Holbay DL12, 10m 50.0s; 5, Mike Blanchet (Crossle-Minister 30F), 10m 50.0s; 6, Chris Skellern (Crossle-Scholar 30F), 10m 50.6s. **Fastest lap:** Lees and Morris, 1m 03.4s, 91.31mph.

**Forward Trust Special Saloon Car Championship Round (10 laps): Overall:** 1, Gordon Mayers (7.0 Jaguar XK8L), 10m 45.0s, 89.75mph; 2, Peter Shelton (5.0 Ford Cortina V8), 10m 45.4s; 3, Jeff Ward (1.0 Hillman Imp), 11m 16.6s; 4, Phil Winter (1.3 BL Mini). **Over 1300cc:** 1, Mayers, 89.75mph; 2, Shelton; no other finishers. **Fastest lap:** Strawson, 1m 01.2s, 94.59mph. **1001-1300cc:** 1, Winter, 86.41mph; 2, Tony Allies (1.3 BL Mini Clubman); 3, Fred Smith (1.3 Austin Mini). **Fastest lap:** Winter, 1m 06.4s, 87.18mph. **851-1000cc:** 1, Ward, 85.56mph; 2, Richard Long (1.0 Ford Anglia); 3, Brian Prebble (1.0 Hillman Imp). **Fastest lap:** Ward, 1m 05.8s, 87.98mph **(equals record). Up to 850cc:** 1, Clifford Watts (850 Hillman Imp), 78.91mph; 2, Dierdre Garlick (850 Morris Mini); 3, Alan Cranstone (850 Hillman Imp). **Fastest lap:** Mike Kirby, (850 Chrysler Imp), 1m 11.2s, 81.30mph.

*Moment of truth Roger Payne moves across on John Brindley to take the Radio 1 race lead.*

## BRANDS HATCH

# Perkins from Parsons on pop day

**The Brands Hatch version of the BBC Radio One "Fun Day" was much more orderly last Sunday. The really big names in the pop world were missing this time, but still masses of fans turned up to catch a glimpse of their favourite disc jockies. The racing was pretty good as well, the main event, the Polydor Trophy Formula 3 race going to Larry Perkins' Ralt quite comfortably once past Dick Parsons' Modus. Lap records were also the order of the day. Peter Baldwin and Gerry Marshall in the two bigger Special Saloon classes, Cozy Powell in the Shellsport Escort class, Jock Robertson and Simon Watson, Neville Knight and Tony Stubbs in the two smaller Production Saloon classes as well as Perkins in the Formula 3. The BRSCC coped admirably with the many incidents, and the proceeds of the meeting will go to the Roger Williamson Fund and the Muscular Dystrophy Group of Great Britain which should benefit well.**

The opening race of the two biggest classes in the BBC Radio One Production Saloon Car Championship gave us a foretaste of the way things were going to go during the course of the afternoon. All the action was happening behind the five leading Camaros (nobody was wearing black armbands). Noel Edmonds got things in motion on lap three by running wide at Paddock in the 247 Team Castrol Capri and spinning up Pilgrim's Rise, retiring to the pits immediately while two laps later the Camaros of Rob Ridgard and Brian Rice had a coming together at Druids which delayed them somewhat. However, there was a major sort out on the sixth lap: Smith's Marc and Mike in Capris went spinning along Bottom Straight. Mike's Anchor Records model having to retire to the pits with a punctute while Marc's Flowsheet Panels/Cheshire Insulation Services car continued. However, Marc Smith was later disqualified by the stewards after a protest on his driving and a yellow flag incident. He is to appeal against the decision. On the same lap, Ivan Dutton spun his Century Oils Capri at Kidney and was hit head on by Jeff Allam's Magnum, both cars being very much *hors de combat*. Meanwhile there had been a terrific Camaro battle going on for the lead with pole man Roger Payne doing the leading closely followed by John Brindley's Brindley Fabrics car and Derrick Brunt's Hendon Way Motors Camaro. Brindley took the lead at Clearways on lap 12 after a bit of autocrossing. On the last lap though Payne got inside Brindley at Kidney to win by 0.6s with Brunt a similar distance behind Brindley. Although he hadn't been fastest £1,700 to £2,299 car in practice, Gerry Marshall's Magnum led that class from start to finish.

Even without Brands regulars John Homewood and Ray Calcutt, three Imps occupied the front row for the two small classes of the Simoniz championship, the 1000 cc models of Pat Mannion and Mike Chapple and Roger Gills' 850. Mannion missed a gear at the start, and was only fifth at the end of the first lap, but he was in second place by the completion of the third tour. Mannion took the lead from Chapple at Paddock on the fifth lap, but at Kidney Chapple retook the lead. Mannion did Chapple once and for all at Clearways on lap seven and ran home an easy winner, while Gill finished a lonely third and winner of the small class.

There were no BP points at stake for the Formula Three race but Polydor Records had put up a £1000 prize fund so all the usual BP contenders were in attendance. When their one and only practice had been completed, just 0.8s covered the first three rows. Larry Perkins' Ralt on pole, 0.6s inside the Ribeiro/Nilsson/Neve lap record of 46.6s, while Bob Arnott got his Swansong Records March 743 working properly to put in a time 0.2s slower, while on the outside of the front row was Dick Parsons' hired works Modus, which put up a fine practice time. An on-form Rupert Keegan equalled Parsons' 46.4s in the BAF March 743, and he was on the inside slot on row two with Danny Sullivan's works Modus alongside. Both works Marches ran in to handling problems in practice, Gunnar Nilsson and Alex Ribeiro split by Chris Barnett's similar March 753 on the third row.

Arnott's unhappy season continued when a misfire crept in on the warm up lap, a change of plugs failing to cure the problem, but he still took his place on the grid. It was a clean start to this 25 lapper, although some observers had their doubts beforehand with Ribeiro lurking on the outside of the third row. Parsons got the best start from the outside and by lap five he and Perkins had already pulled out a gap on their chasers, who were led by Keegan and Sullivan. Arnott was just hanging on in fifth place, but the misfiring grew worse and he pitted on lap nine. On his second visit to the pits the problem was discovered, a fuel line that had rotted through. Meanwhile, Keegan had been notified of a 10s penalty for a jump start, and it made him all the more anxious to get away from the works Modus. Perkins had been sitting quite comfortably in Parsons' slipstream, but on lap 14 he got fed up of the sight of the orange Modus' tail and went through in to the lead at Paddock. That was it as far as the lead was concerned, the Ralt pulling our 4.8s on the Modus by the end. Keegan was comfortably ahead of Sullivan, although he hadn't made up the 10s deficit, but on lap 21 his clutch began to go and he lost his third on the road on the next lap, and as the BAF March went slower and slower it dropped further and further back finally retiring to the pits on the last lap. Thus Ribeiro and Nilsson finished fourth and fifth after unspectacular drives in pretty close company. Barnett was next up having lost his main rival when Pierre Dieudonne's B & O March 753 disappeared at Clearways in a cloud of dust. Don Macleod's GRD 375 slipped through the field quietly and efficiently after starting last on the grid to finish seventh ahead of Graham Hamilton's MacDonald Shand Ecurie Ecosse March 753 and a subdued Terry Perkins in the second Ralt.

Just to make things more interesting in the DJs and "Top of the Pops" stars race Noel Edmonds and Cozy Powell elected to start at the back with a ten second penalty. The drummer was the quicker and by lap six he had taken Rosko to lead. However on the penultimate lap Powell and Noel decided to take a Sunday afternoon country drive up the GP circuit. When the final car crossed the line at the end of the race they both reappeared at Clearways on monkey-bikes, crossing the line in a dead heat much to the delight of the crowd. It was, though, a clean sweep for the DJs, Rosko taking victory from Dave Lee Travis and John Peel. Leading pop star was Ann Simmons from the Pearls who showed a good turn of speed following a spin at Paddock on the first lap while leading.

With the first nine grid places made up of Mazdas for the smaller BBC Radio One round, a close race was greatly anticipated. Unfortunately this was not to be. Jock Robertson's car ran away with the race, Tony Lanfranchi being nowhere near this time, retiring with a misfire after only a handful of laps. Jean-Pierre Aux spun away second place at Clearways on the fifth lap, Bill Sydenham's A & M Records car holding down that position for one glorious lap before giving way to Mick Leary to make it a Marshall Wingfield 1-2. Simon Watson's L&G Imp carried off the small class honours with ease.

All the usual Townsend Thoresen points chasers were on the grid for the Formula Ford race with Rob Wicken's Merlyn Mk 17A on pole and Till Needell's Crossle alongside. However it was Bernard Vermilio's Merlyn Mk29 that led from the outside of the front row and his FF/F3/FF2000 experience made sure he left no gaps for the pressing Needell to go through. So Needell went round the outside of Vermilio on the tenth of fifteen laps at Paddock. As Needell extended his lead slightly so Wicken's third place wasn't so safe. David Kemp's Merlyn got through at Paddock on lap 11, while Kenny Gray's Van Diemen did Wicken at the same spot two laps later. Gray wrecked the front end of his car when he went off heavily at Clearways on the penultimate lap so Wicken re-inherited fourth.

Gerry Marshall's Repco-engined Vauxhall Firenza once again swept away all before it in the big Simoniz Championship race. Even the likes of Nick Whiting's Escort and Dave Brodie's Shellsport Capri couldn't do anything about it. In fact, Brodie only got as far as Pilgrim's Rise before it retired with a lack of gears. Marshall broke the big saloon record while Peter Baldwin's BDA engined Mini Clubman broke the 1300 record finishing fourth after having to relinquish third place to Colin Hawker's DFVW on the fourth lap.

The final race was for those Formula Fords that failed to qualify for the championship race. The Scarlett's Night Club of Croydon staff were out in force to support their car, Tony Dixon's Caterham Auto Accessories Elden, and the pilot obliged by putting it on the middle of the front row sandwiching David Wigdor's Merlyn and Ted Whitbourn's similar car. It was the latter two mentioned who dominated this consolation race with Wigdor doing all the leading and winning by just 0.4s. Divina Galica had her best FF race yet in the works Elden and finished third just a second behind the winner.

**PAUL KING**

**BBC Radio One Production Saloon Car Championship over £2,300 and £1,700 to £2,299 (15 laps): Overall and over £2,300:** 1, Roger Payne (5.7 Chevrolet Camaro Z28), 15m 09.4s, 73.63 mph; 2, John Brindley (5.7 Chevrolet Camaro Z28), 15m 10.0s; 3, Derrick Brunt (5.7 Chevrolet Camaro Z28), 15m 10.6s; 4, Brian Rice (5.7 Chevrolet Camaro Z28), 15m 33.0s. **Fastest lap:** Brunt, Brindley and Payne, 59.2s, 75.41 mph **(equals record). £1,700 to £2,299:** 1, Gerry Marshall (2.3 Vauxhall Magnum), 69.85 mph; 2, Stuart Patterson (3.0 Ford Capri); 3, Ian Deavin (2.0 Ford Escort RS2000). **Fastest lap:** Mike Smith (3.0 Ford Capri), 62.2s, 71.77 mph **(equals record).**

**Simoniz Special Saloon Car Championship 851 to 1000cc and up to 850cc (10 laps). Overall:** 1, Pat Mannion (1.0 Hillman Imp), 9m 29.0s, 78.45 mph; 2, Mike Chapple (1.0 Hillman Imp), 9m 29.6s; 3, Roger Gill (848 Hillman Imp), 9m 34.6s; 4, Paddy Loughnane (1.0 Mini), 9m 49.8s. **851 to 1000cc:** 1, Mannion; 2, Chapple; 3, Loughnane. **Fastest lap:** Mannion, 54.4s, 82.06 mph. **Up to 850cc:** 1, Gill, 77.69 mph; 2, Roger Saunders (848 Sigma Mini); 3, John Oxborrow (848 Mini). **Fastest lap:** Gill, 56.4s, 79.15 mph.

**Polydor Records Trophy Formula Three (25 laps):** 1, Larry Perkins (Ralt-Novamotor Ford RT1), 19m 35.4s, 94.95mph; 2, Dick Parsons (Modus-Brown Ford M1), 19m 40.2s,; 3, Danny Sullivan (Modus-Novamotor Toyota M1), 19m 43.0s; 4, Alex Ribeiro (March-Novamotor Toyota 753), 19m 47.0s; 5, Gunnar Nilsson (March-Novamotor Toyota 753), 19m 47.4s; 6, Chris Barnett (March-Novamotor Toyota 753), 19m 48.8s. **Fastest lap:** Perkins, 46.4s, 96.21 mph **(record).**

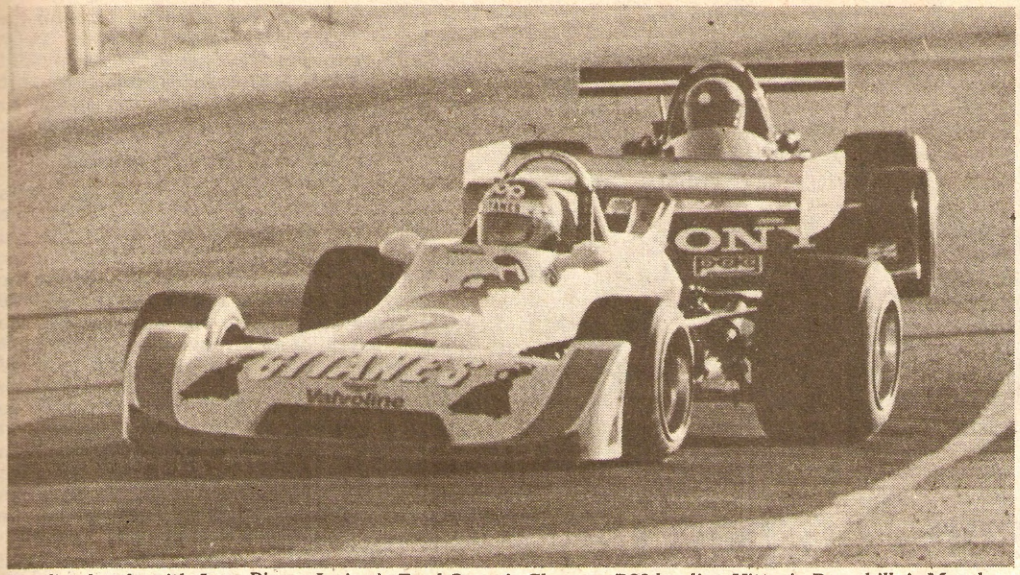
**BBC Radio One Charity Challenge Shellsport Escort Race (10 laps):** 1, Rosko, 11m 35.0s, 64.23 mph; 2, Dave Lee Travis, 11m 48.0s; 3, John Peel, 12m 09.8s; 4, Ann Simmons, 12m 15.0s; 5, Kissoon, 12m 16.8s; 6, Tim Brooke-Taylor; 12m 28.4s. **Fastest lap:** Cozy Powell, 1m 06.2s, 67.43 mph. **(record).**

**BBC Radio One Production Saloon Car Championship £1,300 to £1,699 and up to £1,299 (15 laps): Overall and £1,300 to £1,699:** 1, Jock Robertson (2.0 Mazda RX3 Coupe), 15m 46.0s, 70.798 mph; 2, Mick Leary (2.0 Mazda RX3 Coupe), 15m 54.0s; 3, Bill Sydenham (2.0 Mazda RX3 Coupe), 16m 00.4s; 4, Peter Slade (2.0 Mazda RX3 Coupe), 16m 06.0s. **Fastest lap:** Leary and Robertson, 1m 02.0s, 72.00 mph **(record). Up to £1,300:** 1, Simon Watson (875 Sunbeam Imp Sport), 67.00 mph; 2, Neville Knight (1.3 Simca Rallye 1); 3, Tony Stubbs (1.2 Lada 1200). **Fastest lap:** Knight, Stubbs and Watson, 1m 05.8s, 67.84 mph.

**Townsend Thoresen Formula Ford Challenge (15 laps):** 1, Till Needell (Crossle-Scholad 25F), 13m 14.6s, 84.27 mph; 2, Bernard Vermilio (Merlyn-Scholar Mk 29), 13m 16.2s; 3, David Kemp (Merlyn-Abbott Mk 20A), 13m 18.6s; 4, Rob Wicken (Merlyn-Minister Mk 17A), 13m 21.6s; 5, Neil Israel (Hawke-Scholar DL11), 13m 33.8s; 6, John Peters (Jomic-Stanley Mk 3), 13m 35.8s. **Fastest lap:** Kemp and Needell, 51.8s, 86.18 mph.

**Simoniz Special Saloon Car Championship Over 1300cc and 1001 to 1300cc (10 laps): Overall and over 1300cc:** 1, Gerry Marshall (5.0 Vauxhall Firenza/Repco V8), 8m 21.4, 89.03 mph; 2, Nick Whiting (2.0 Ford Escort), 8m 28.0s; 3, Colin Hawker (3.0 DFVW Ford), 9m 02.8s; 4, Peter Baldwin (1.3 Mini Clubman BDA), 9m 04.6s. **Fastest lap:** Marshall, 49.2s, 90.73 mph **(record). 1001 to 1300cc:** 1, Baldwin 81.97 mph; 2, Brain Cox (1.3 Mini Clubman); 3, Susan Tucker-Peake (1.3 Tucker Ford Escort). **Fastest lap:** Baldwin, 53.2s, 83.91 mph **(record).**

**Formula Ford (10 laps):** 1, David Wigdor (Merlyn-Wood Mk 20), 9m 10.0s, 81.18 mph; 2, Ted Whitbourn (Merlyn-Minister Mk 11/17A), 9m 10.4s; 3, Divina Galica (Elden-Scholar Mk 17), 9m 11.0s; 4, Richard Piper (Van Diemen-Rowland RF75), 9m 11.2s; 5, Ken Everden (Ray-Rowland 73F), 9m 11.6s; 6, Tony Dixon (Scarlett's Elden-Minister Mk 10C), 9m 15.2s. **Fastest lap:** Piper, 53.0s, 84.23 mph.



*Leading battle with Jean-Pierre Jarier is Fred Opert's Chevron B29 leading Vittorio Brambilla's March.*

**TROIS RIVIERES**

# Jarier's gift for Brambilla

**Story and photos by CHRIS WADDELL**

**It was a mechanic's dream come true as Vittorio Brambilla took his March 75B, damaged in a practice shunt, past the Gitanes Chevron B29 of Jean-Pierre Jarier with only five laps to go to win the Grand Prix Molson Trois Rivieres for Formula Atlantic cars on August 31 through the streets of the Quebec city.**

**Jarier who had led from the start, when pole sitter Patrick Depailler could not start in the March 75B he had driven to top spot in qualifying, became embroiled with a backmarker losing the nose of his Chevron, and the race win. He had to settle for second ahead of Gitanes teammates Jean-Pierre Jaussaud, and Jose Dolhem, the latter very tired after his first race since breaking his neck in a skiing accident in February.**

**It was an all European weekend as they dominated the results with the most distinguished North American Atlantic performances coming from Tom Klausler and Gilles Villeneuve. But the two-time race winner retired with electrical woes, while Villeneuve, who had a spirited race, eventually broke his front suspension when he lost all his brakes entering a corner.**

**As always the tight circuit, lined with concrete walls and curbs, proved hard on machinery, not the least of which was Brambilla's which, after its practice shunt, should have been confined as scrap. But a masterful rebuilding job, plus a determined performance resulted in the first victory of the year for the Doug Shierson Race Shop team.**

## ENTRY AND PRACTICE

As in 1974 the organizers of the Grand Prix Molson Trois Rivieres arranged for some European drivers to come to the event to attract a large crowd. And with the cancellation of the Canadian Grand Prix, they found themselves hosting the most important race in Canada this year. Even Jean-Pierre Beltoise was in attendance to inspect the circuit, and give it the GPDA stamp of approval. "It is quite good as all the corners are very slow. But I have made a few suggestions to the organizers for next year to make it even safer."

The European invaders did not disappoint the spectators as at the end of practice, Patrick Depailler and Jean-Pierre Jarier shared the front row of the 32 car grid.

Depailler driving a March-Hart 75B sponsored by Ramada Inns and prepared by Ecurie Canada was fastest at 1:05.3 in this, his second visit to the race. He was bothered by gear selection problems in the final session but seemed generally satisfied. "The car is better than last year's," Patrick noted, "but the engine just will not pull out of the corners." Little did he know, but that's rushing the story.

If Depailler was a little worried about his engine, Jarier was enjoying his Fred Opert Gitanes Chevron-Hart B29. "The car is very well prepared," said an enthusiastic Jarier, "and if I had known that a Chevron handled so well, I would have tried one in F2 long ago." He was only one tenth of a second slower than Depailler, but looked much more controlled than had the red March. Depailler was using every inch of the road, often almost touching the concrete walls on the exits of the corners, while Jarier seemed to get the job done just as well and stay well away from the unforgiving grey wall.

Gilles Villeneuve in his March-Swindon 75B and Tom Klausler, driving his regular Lola-Whitehurst T360, defended the honour of the regular North American Formula Atlantic contingent by sharing the second row of the 32 car grid, at 1:05.9 and 1:06.0 respectively. The problem of tyres not working on the worn roads gave everyone in the horse barn, being used as a garage, cause for long faces, and mumbling about unbelieveable understeer entering corners and equally large doses of oversteer on the exit were common, but both of the second row occupants spent some time sorting out braking problems and getting the balance just right for the 60 lap grind.

Heading the third row was the second Opert Gitanes Chevron-Hart B29, with Jose Dolhem having his first start since his winter skiing accident. At 1:06.1, like Jarier, Jose sung the praises of his crew and well prepared car, and found Atlantic racing very interesting. Beside him was Bobby Rahal at 1:06.3, achieved with a minimum of fuss and bother. Like the others he had brakes on his mind and had mechanic Wiley McCoy fit ducting to the front brakes of his Lola-McCoy T360.

Howdy Holmes was seventh fastest at 1:06.4 with his Lola-BSR T360. He had had the understeer/oversteer blues but sorted it all out in time to do a screamer near the end of the last session, held in the cool of the early evening. Another Super Vee expatriate, Tom Bagley, had the Kent Oils Chevron-Hart B27 in eighth at 1:06.5. Very impressive in his second Atlantic race, he qualified the car Jean-Pierre Jaussaud drove to second here last year, within a couple of hundredths of a second of Jaussaud's time.

Vittorio Brambilla had the ex-Woodner March-Cosworth 75B, entered by Doug Shierson, in ninth, by virtue of an opening session time. Early in the second session he hit the concrete wall at the exit of the first corner, ripping off the left rear wheel, but more severe damage was done to the front, where the tub was creased right in front of the instrument panel on the left side, and the aluminium sheet above the driver's feet had a large ripple in it.

Led by Ray Wardell, formerly of March Engineering, the Shierson mechanics lit into the job of repairing the car as best they could, a task that would take them until 4:00 am on race morning. Two new left side corners were installed and the car aligned, but the tub was still bent. Nevertheless, Vittorio went out in the warm-up and pronounced the car "perfect," which left a mechanic to state, "I guess he can drive anything."

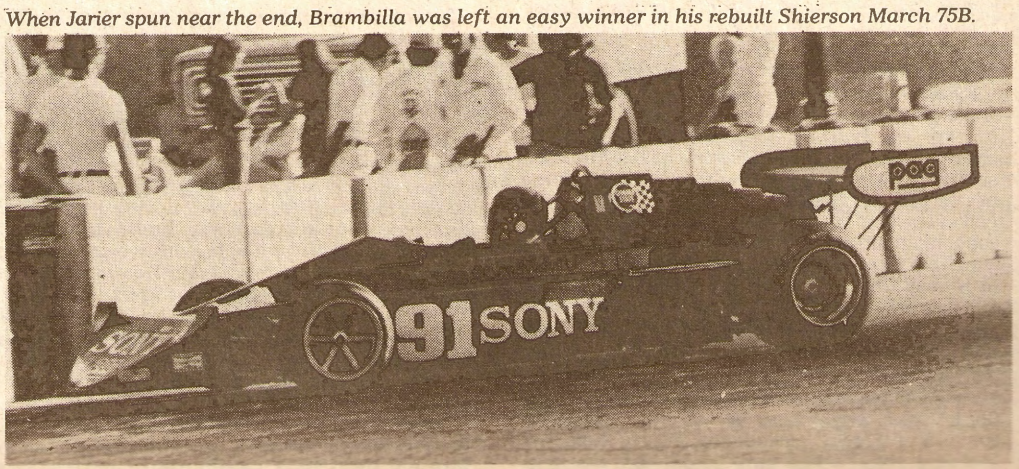
Bill Brack completed the top ten at 1:06.7, one-tenth behind Brambilla. But it was not the same Brack that had decimated the Halifax Canadian Atlantic field two weeks earlier. The emotional build-up and subsequent let-down in winning his third straight Canadian title seemed to have had its effect. Brack certainly looked less than the fastest driver in the Canadian series, as he had shown himself to be with the STP Chevron-Hart B29 throughout the summer.

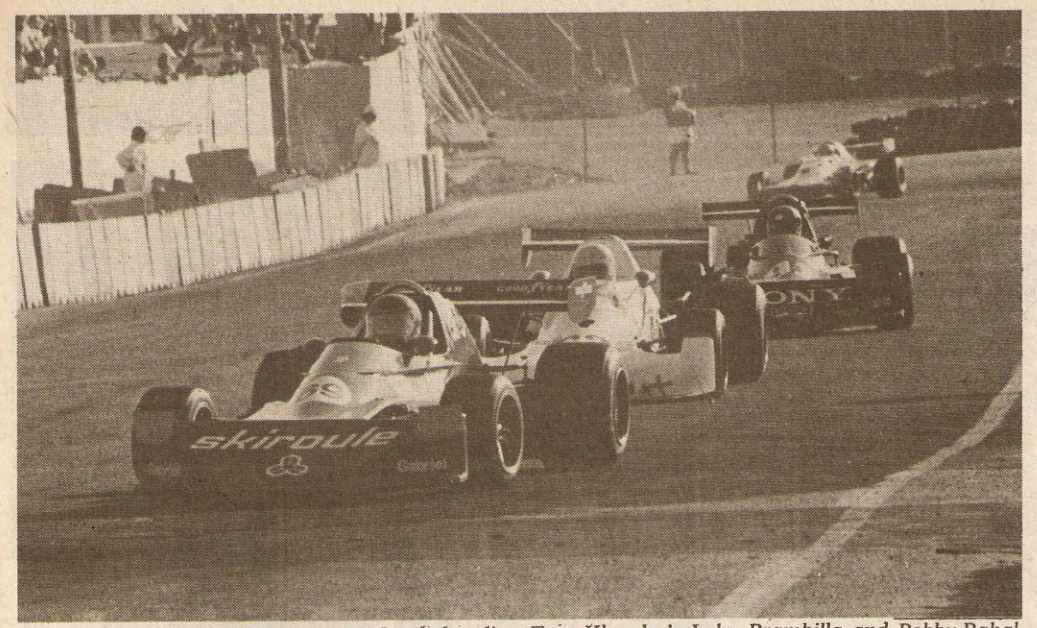
Bruce Jensen had opening session oil leak dramas but then went on to set 11th best time, at 1:06.9, to tie with Chip Mead's Lambrusco March-Cosworth 75B. Both efforts were workmanlike performances like those they have turned in throughout the year.

Jean-Pierre Jaussaud had the final Opert Gitanes Chevron in 13th spot, but would have been higher had it not been for missing the final session while his mechanic investigated a vibration in the rear of the car. Everything from the engine back was stripped and reassembled but nothing was found broken. "Maybe the vibration was just in my head," said Jaussaud. Joining him on the seventh row was the Tui-Nicholson BH2 of Damien Magee with a best of 1:06.9, just like Jaussaud. Damien was another with the confusing changes in handling but didn't let it bother him too much.

But if the understeer/oversteer switch didn't bother Magee, it had Elliott Forbes-Robinson completely at a loss. Nothing they did to the *Penthouse* Lola-BSR T360 would stop the car from making the strange handling changes in the middle of a corner, and EFR finally resigned to coping with it, as best as possible, after setting a 1:07.0, to head the eighth row. Price Cobb's March-Race Shop 75B was beside EFR on the same time, and then came Dave Walker's Quaker State Lola-Nicholson T360. The Australian initially sorted out diabolical handling and then set out to make sure his brakes would last the distance. Cliff Hansen's March-Cosworth 75B was beside Walker at 1:07.2, ahead of the Schweppes March-Hart 75B of Bertil Roos. The Swede had handling problems he thought could be solved by removing the rear bump rubbers from the dampers, but couldn't get going any quicker than 1:07.2 despite sliding the car around with gay abandon. Hector Rebaque completed the top 20 at 1:07.3 in his usual Opert Chevron-Hart B29 but sporting black instead of its normal blue bodywork this weekend.

*When Jarier spun near the end, Brambilla was left an easy winner in his rebuilt Shierson March 75B.*






*Early laps with Gilles Villeneuve's March heading Tom Klausler's Lola, Brambilla and Bobby Rahal.*

## RACE

Everyone except for Jarier, Dolhem and Depailler ran the race morning warm-up, and for the latter it would prove a costly omission. An additional five laps were allowed just prior to gridding the cars for the start, and it was here that the drama, and comedy began to unfold.

Depailler came in with noises coming from his engine, a motor fresh from Brian Hart that he had used throughout the weekend. Engine man Dave Morris had a quick listen and pronounced a death verdict. A rod bearing was about to go, and the motor would last a couple of laps at the most. While the rest of the field was rolled onto the grid for the rolling start, Depailler was put in his place on pole, but action in the pit lane was hot and heavy. As everyone waited and waited and waited, all suited up and in their cars, it was finally decided that Patrick would be put in a March-Williams 75B that Tim Cooper had failed to qualify.

The car was driven out, and the Ecurie Canada forces descended upon it, changing tyres and putting Patrick's seat in place. Meanwhile an announcement had been made that the race would start in four minutes, and a revolution began at the back of the grid. Drivers started their engines, exasperated at the long wait in their cars. But after impassioned pleas from the paddock announcer, off went the engines.

Depailler was ready and he did a lap of the 1.3 mile circuit and pulled in the pits, from which he was motioned into his pole position. That was the last straw for some, and Bill Brack got out of his car. Joined by Fred Opert they went to the front and informed the organizers that if Depailler started from pole, they would not start their cars, leaving them sitting on the rack. That ended that, and with another lap, Depailler took his place at the back.

After the required two, plus one additional pace lap, the field was off with Jarier grabbing the lead from Villeneuve. Klausler took third from Brambilla, with Dolhem, Rahal, Bagley, Brack, Jensen and Magee in hot pursuit. Depailler had moved up five places on the first lap but he was destined to get no higher, pulling into the pits after four laps. "The engine was cutting out in left handers and the ratios were wrong in the gearbox," noted the Tyrrell driver.

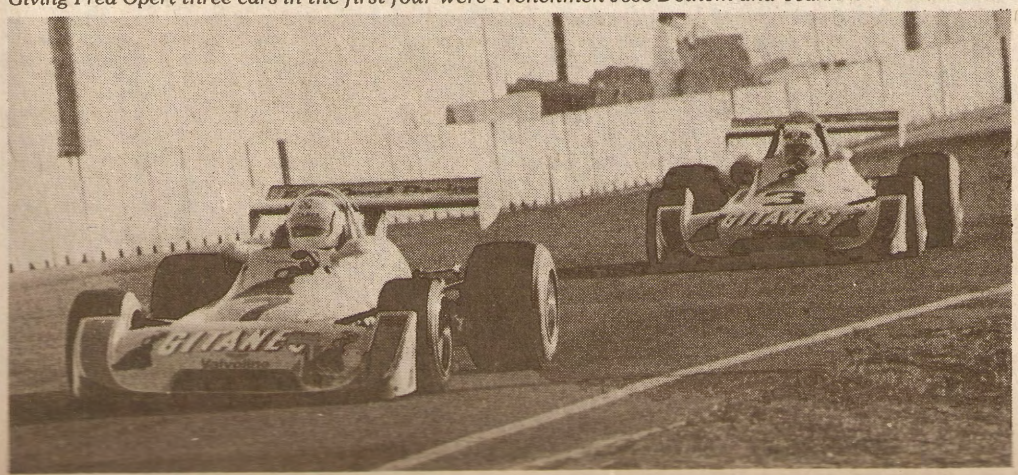
Jarier built his lead over Villeneuve to three seconds by the fourth lap, with Klausler an additional 1.5 seconds back, hounded by Brambilla. Rahal had to contend with Dolhem, while Brack, joined by a charging Magee had also joined in the scrap. Bagley had temporarily dropped back to lead Jensen, Holmes, Mead and Cobb, with EFR, Roos and a slow starting Jaussaud also in attendance.

After seven laps, Brambilla started to move, initially picking off Klausler for third, and then taking Villeneuve's Skiroule March for second a lap later. Vittorio was now in stride but was trailing plumes of blue smoke from his exhaust whenever he would get on the power on the exit of a corner. This didn't stop him from narrowing the gap from 6.4 seconds to 5.2 seconds four laps later.

But while Klausler had also demoted Villeneuve, and the battle began to shape up at the front, another skirmish ended almost as quickly as it had begun. Brack and Magee tangled in the first corner, leaving Damien sitting broadside in the middle of the track. The yellow flags flew at the corner and the start's position, and then the last corner decided they would also display a yellow flag, alternately waving and holding it steady, at the whim of the marshal. Then the white flag came out at the start as a vehicle went out to remove Brack's car from the course.

All of a sudden the marshals at the last corner decided that they would show a red flag. Cars came around the last corner, saw the flag and slowed with arms raised, only to see the confused starter, not knowing what the marshal at the previous corner had done, wave the competitors on. But things were now out of the starter's hands. The corner before the last one, seeing a red flag, decided they should display one as well, so the next time around all the cars stopped, fortunately without any rear end collisions as the cars that had been waved on by the starter arrived on the scene. All was chaos for a moment, as officials comprehended what had happened.

*Giving Fred Opert three cars in the first four were Frenchmen Jose Dolhem and Jean-Pierre Jaussaud.*




Then the field was lined up in single file for the restart, having completed 12 laps. Jarier led with Brambilla in second, followed by Klausler, Villeneuve, Rahal, Dolhem, Mead, Bagley and Jaussaud. Jensen was next in front of Holmes and EFR.

On the restart, Rahal had a throttle return spring break at the end of the straight and he continued down the escape road, to reappear at the back of the field.

Jarier and Brambilla had used this to pull out a useful advantage over a four car train of Klausler, Villeneuve, Dolhem and Jaussaud, with Bagley next ahead of Holmes, Roos and Walker. Jensen had disappeared from the race on lap 14 when a stuck throttle put him into the ever present wall on the second corner. EFR was another to retire before half distance when his car became impossible to drive. He had been controlling the car in the corners with the throttle but finally when the engine began to cut out, he quit after 21 laps. Teammate Holmes joined him on the sidelines one lap later with a broken cam belt.

Up front Brambilla would close to within a second of Jarier, only for the Frenchman to build the lead back up a bit, never getting more than four seconds in front. Klausler quit after 25 laps when the electrics failed in the car, while Rahal retired on the next lap after trying to drive back through the field, with a broken gearbox.

At half distance Brambilla was four seconds back of the blue Gitanes Chevron with Villeneuve a further 21 seconds off the pace, tailed by Jaussaud and Dolhem. Roos after a strong drive through the field had taken fifth from Bagley with Walker next, coming under strong pressure from Rebaque. James King's March 73B was on Rebaque's tail but stopped on lap 31 when the American couldn't select any gears.

Villeneuve's challenge soon began to fade along with his brakes much to the disappointment of the French Canadian fans. A wrong size master cylinder was the cause of his problems but he had been unable to find a replacement before the start of the race. Both Jaussaud and Dolhem were past, only for Dolhem to get past his teammate on lap 40, when Jaussaud hit his left front wheel against the back of Dolhem's car setting up a vibration that made his Chevron hard to drive. Bagley had recaptured fifth from Roos at the two-thirds mark with Rebaque now clear of Walker. The Australian was being reeled in by the Ferguson/Nicholson dice that had been going on since lap 28.

Villeneuve made one last effort in the closing stages of the race getting back to fourth on lap 43. Then on the 47th lap, "Going into the second corner, there was absolutely no rear brakes. I tried to throw the car through the corner, and I almost made it but the left front corner nicked the wall, breaking the suspension." Villeneuve was out.

As the race neared an end, Jarier had things well in hand even though the smoking Brambilla was within two seconds of the lead. For Fred Opert it looked like a picture finish with five of his cars in the top six.

That is until lap 56. Jarier came upon the Nicholson/Ferguson tussle and, at the end of the second straight, decided he could pass both of them before the left-hander. Then at the last minute he reconsidered, and locked up all his wheels, but couldn't avoid hitting Ferguson, sending the Canadian off the course. As well the nose of Jarier's Chevron was broken, and Brambilla was past in a flash for the lead.

An ecstatic Shierson crew saw their car in the lead and counted down the laps until Brambilla swept under the chequered flag with his repaired car. Jarier had collected everything to finish second, ahead of Jaussaud, as Dolhem, with his neck very sore, slowed considerably on the last couple of laps, and was put a lap down by Brambilla at the finish.

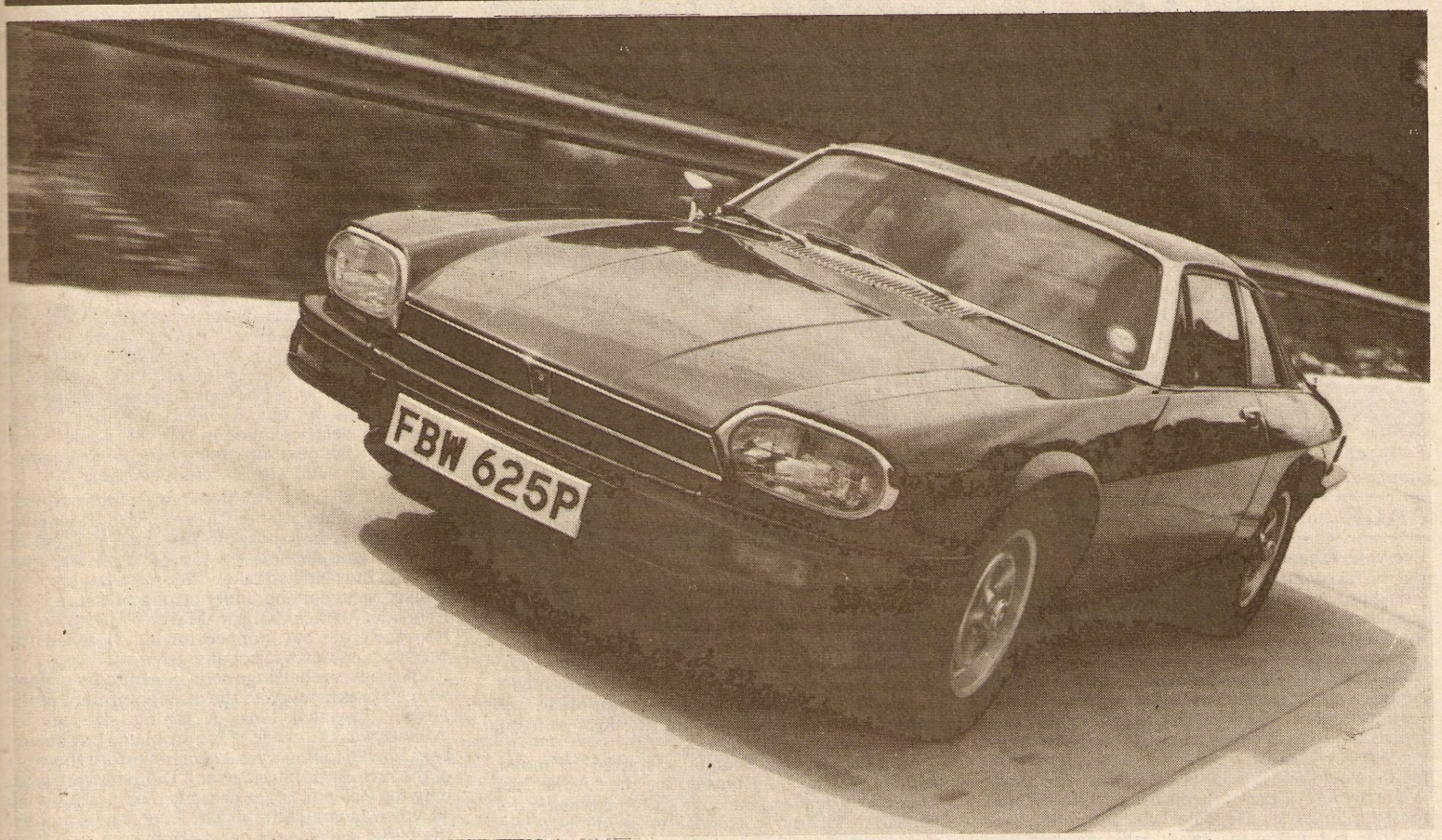
Fifth went to Rebaque in his best North American Atlantic effort, with Roos sixth ahead of Walker and Nicholson, the latter having recovered from the incident with Jarier.

Worst luck of the day went to Bagley, who after a strong performance, ran out of gas with only two laps remaining while holding down a strong fifth place.

**Grand Prix Molson Trois Rivieres**
**Quebec, Canada — August 31**
**60 laps — 78.00 miles**

1, Vittorio Brambilla (1.6 March-Cosworth Ford BDA 75B), 1h 4m 12.5s;
2, Jean-Pierre Jarier (1.6 Chevron-Hart Ford BDA B29), 1h 4m 53.7s;
3, Jean-Pierre Jaussaud (1.6 Chevron-Hart Ford BDA B29);
4, Jose Dolhem (1.6 Chevron-Hart Ford BDA B29), 59 laps;
5, Hector Rebaque (1.6 Chevron-Hart Ford BDA B29);
6, Bertil Roos (1.6 March-Hart Ford BDA 75B);
7, Dave Walker (1.6 Lola-Nicholson Ford BDA T360); 8, John Nicholson (1.6 Tui-Nicholson Ford BDA BH2), 58 laps.

by John Bolster




*Original design incorporated a lower bonnet line but safety regulations rendered this inadvisable for production cars.*

# "Exclusive" Jaguar XJ-S

There is a class of car — let's call it the upper crust — in which very high performance is combined with smooth and silent running while superb handling is allied with a very soft ride. Nothing so vulgar as money is mentioned, the price being immaterial, but compact overall dimensions are required, because even the very rich do most of their own driving nowadays. Top cars used to be limousines, with folding occasional seats and glass divisions, but now they are two-door coupés, with even more luxurious front seats than those behind.

For the first time, Jaguar have entered this exclusive market, with a 12-cylinder fuel-injection coupé capable of over 150 mph. It is not merely a high-performance car, nor is it a direct replacement for the E-Type, but it is fitted as standard with every imaginable form of luxury equipment; furthermore, most elaborate sound-proofing and heat insulation have been incorporated.

In spite of all that, the car is small enough, and light enough, to handle like a sports two-seater. It weighs 3½ cwt less than the XJ-12 saloon and is some 7 ins shorter in the wheelbase than the existing coupé, or 3 ins shorter than the E-Type. Perhaps best of all, the steering is higher-geared (lower numerical ratio) than that of previous Jaguars.

Like all recent Jaguars, the XJ-S has been designed hand-in-hand with the Dunlop engineers, who have produced a special tyre for it. In addition to the numerous requirements posed by the performance potential, a lot of work was done on wet-road adhesion and silent running, much of the testing taking place on the Jabbeke motor road.

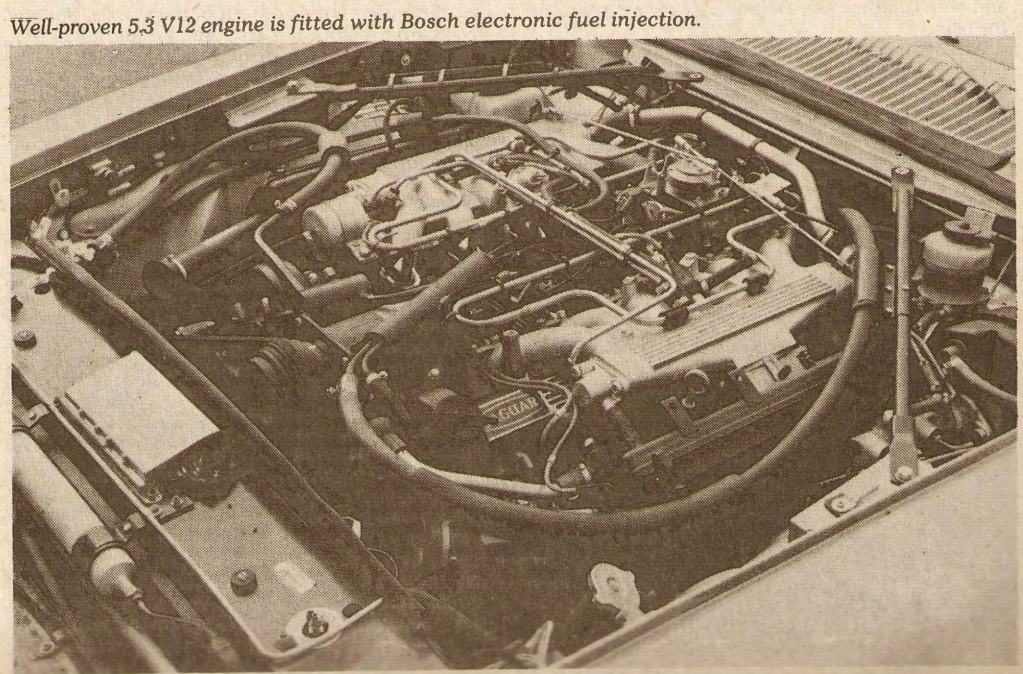
The pressed-steel body shell was largely the work of the late Malcolm Sayer, a specialist in aerodynamics, but the styling also carried the touch of Sir William Lyons — this was his last creation before his retirement. Outstanding results were recorded in the wind tunnel, both in drag reduction and improved stability. The body shell easily passes all present and forthcoming safety regulations and 5 mph no-damage bumpers on Menasco struts are incorporated. The car was originally to have had a rather lower bonnet line, but future crushability and lighting regulations rendered this inadvisable. With the majority of XJ-S Jahuars going abroad – 75 per cent to the USA alone – an insular view of foreign safety regulations cannot be taken.

The engine is the well-known 5,343 cc V-12, with one overhead-camshaft per bank and Lucas electronic ignition with a magnetic impulse distributor. The most important departure is the use of Bosch electronic fuel injection, imported and later manufactured by Lucas. As well as improved power and flexibility, this system also gives a marked amelioration in fuel economy, for the distribution problems of a multi-cylinder engine are overcome at a stroke.

The transmission is by a 3-speed automatic or a 4-speed synchromesh gearbox, the final drive ratio being 3.07 to 1 in either case. The independent suspension of all wheels is on the usual Jaguar system, with semi-trailing wishbones in front and lower transverse wishbones plus fixed-length driveshafts and radius arms behind; there are sturdy anti-roll bars at both ends. The ventilated front brake discs are of 11.18 ins diameter, the inboard rear discs, with damper rings in the periphery, being of 10.38 ins diameter. The die-cast aluminium wheels have been developed by GKN Kent Alloys.

Such a car must have heating, ventilation, and air-conditioning of the very highest standard. There is no space for a description but suffice it to say that Delaney have developed a fully automatic

*Well-proven 5.3 V12 engine is fitted with Bosch electronic fuel injection.*



*Outstanding results were recorded in the wind tunnel.*

system, which is programmed to maintain the face-level air at a lower temperature than that in the footwells, to assure the comfort of the passengers and an alert driver.

## The XJ-S on the Road

Perhaps the first impression given by the XJ-S is that it has immense reserves of power under all normal conditions, leaving almost anything behind on barely a whiff of throttle. Its low-speed and traffic manners are impeccable, with lots of torque for instant acceleration. Even a very slow driver would be charmed by the flexibility and ease of control. There is none of the brash throbbing of a V-8, for the V-12 combines the smoothness of a turbine with the torque of a double-acting steam engine.

Just as impressive is the ease of driving at high speeds and I can think of few cars which in any way compare with it for stability at velocities over 140 mph. It reaches that rate very quickly and I saw an indicated 146 mph several times on quite short straights. Given a longer run, I'm sure that the claimed 150 mph would be easily within its reach. I had occasion to make an emergency stop from maximum speed and was immensely impressed by the small amount of correction that was necessary on the steering wheel. though all four tyres were sliding somewhat.

On winding roads, the Jaguar can be flung into corners with great enjoyment, the quicker steering being a great improvement. Yet, the ride is soft enough to appeal to the man who wants comfort just as much as performance. The handling characteristic is roundabout neutral under average conditions, with very high cornering power and little roll.

*Interior is fitted with every imaginable form of luxury equipment.*

Perhaps the prospective buyer of such a car is likely to be more interested in its silence than its ultimate performance — and it is very quiet indeed. At the time of writing, the price had not been announced, but though this will be the most expensive Jaguar yet, it will be considerably less costly than its main competitors.

**SPECIFICATION AND PERFORMANCE DATA**

**Car Described:** Jaguar XJ-S 2-door coupé.

**Engine:** Twelve cylinders 90 x 70 mm (5,343 cc). Compression ratio 9 to 1. 285 bhp DIN at 5,500 rpm. Single chain-driven overhead-camshaft per bank. Electronic injection. Lucas Opus Mk II electronic ignition with magnetic impulse distributor.

**Transmission:** Single dry plate clutch. 4-speed synchromesh gearbox with central remote control, ratios: 1.0, 1.389, 1.905, and 3.238 to 1. **Or,** torque converter and 3-speed automatic gearbox, ratios: 1.0, 1.45, and 2.39 to 1. Hypoid final drive, ratio 3.07 to 1.

**Chassis:** Steel monocoque. Independent front suspension by semi-trailing wishbones. Adwest power-assisted rack and pinion steering. Independent rear suspension by lower wishbones, fixed-length driveshafts, and trailing radius arms. Coil springs and Girling Monitube dampers all round, duplicated at rear. Anti-roll bars front and rear. Servo-assisted, dual-circuit disc brakes, ventilated in front and inboard at rear. Bolt-on light-alloy wheels, fitted Dunlop SP Super steel-braced tyres, 205/70 VR 15.

**Equipment:** Full instrumentation and all normal equipment, plus air conditioning, electric windows, central electric door locking, and radio with door speakers. Complete warning lights system with major and secondary fault warning services.

**Dimensions:** Wheelbase 8 ft 6 ins. Track 4 ft 10 ins/4 ft 10.6 ins. Overall length 15 ft 11.72 in. Width 5 ft 10.6 ins. Weight 3,710 lbs.

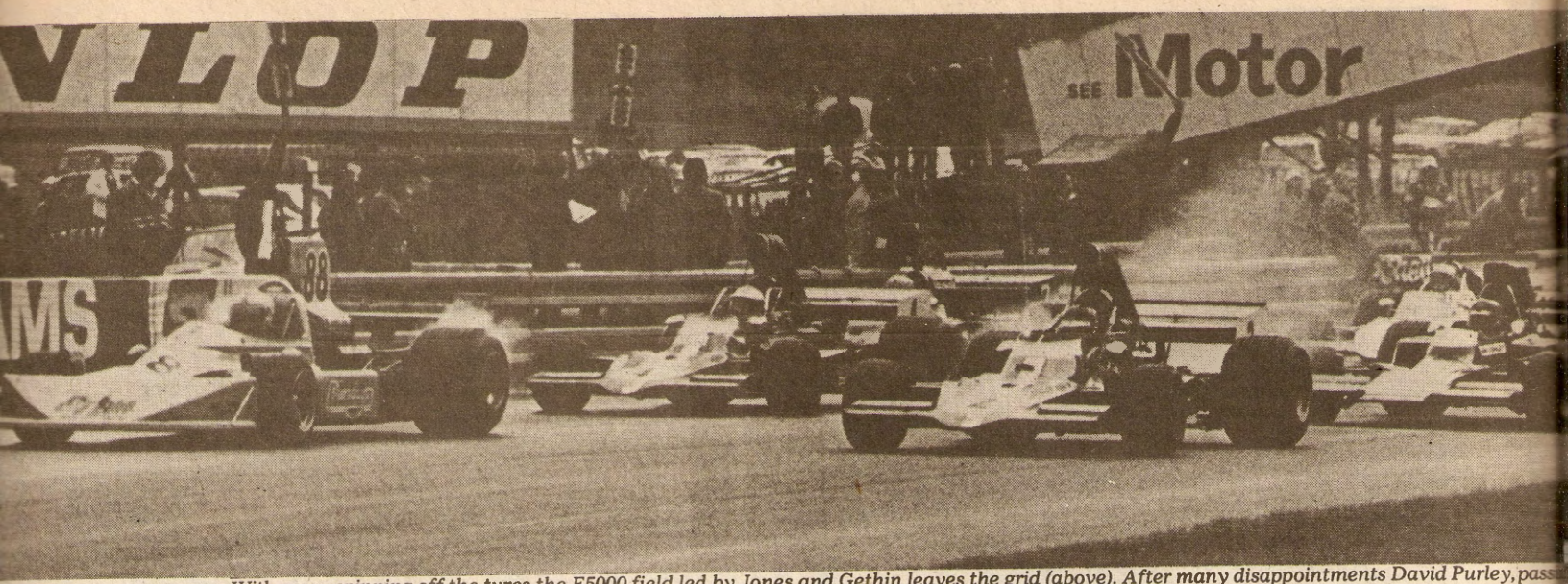
**Performance:** Maximum speed 150+ mph. Acceleration: 0-60 mph 6.8s.

**Fuel Consumption:** 16 mpg overall (maker's figures).

## Brief Impressions: Jaguar 3.4

At the time when I was sampling the XJ-S, I took the opportunity to have a run in the 3.4. This is the XJ saloon, but instead of the normal 4.2-litre engine, a 3.4-litre unit has been inserted. As the original XK120 was a 3.4, this is the daddy of all the twin-cam Jaguar power plants, though the latest version has been stiffened up here and there.

On the road, this makes a very pleasant and refined car. The engine lacks the torque of the 4.2 but seems happier to indulge in high revs. The modern body shell is a good deal heavier than the old Mark II saloon and the track is somewhat wider. In consequence, the new car does not give one the kick in the back that the Jaguars of fond memory did. However, the ride and roadholding are incomparably better. The improvement in fuel consumption over the 4.2 is quite appreciable and this is likely to be the most popular car in the Jaguar range, with good reason.




*With spray spinning off the tyres the F5000 field led by Jones and Gethin leaves the grid (above). After many disappointments David Purley, pass*

**OULTON PARK**

# Purley's devalued Gold Cup

**by IAN TITCHMARSH** **Photos by PETER McFADYEN**

**After a run of retirements which left him wondering just what he had to do to finish a race, let alone win it, David Purley was rewarded with a well deserved victory in the 12th round of the Shellsport Formula 5000 Championship last Saturday, otherwise known as the Oulton Park International Gold Cup. It was a race dominated by the Ford V6 engine, which some see as the saviour of the Formula, for Alan Jones in the Thursdays/RAM March 751 was in the lead well and truly, and easing off shortly before half distance, when a con rod let go and Purley took over in his LEC-sponsored Chevron B30. The weather played an important part in the race for it rained heavily shortly before the start, making wet tyres essential wear for everyone, but, as the track dried out, almost every car threw treads off its nearside tyres and it generated into a question of how many would last the distance on increasingly dangerous rubber/canvas, enlivened only by a late challenge by Vern Schuppan which took him into second place, at the expense of Teddy Pilette. Everyone else was lapped at least twice.**

**In the supporting races at the BARC-organised meeting, principal upsets came in the Southern Organs Touring Car round when none of the three championship leaders won their classes and only Andy Rouse finished, beaten into second place for the first time this season by another Dolomite, Brian Muir's Bill Shaw/Shellsport car. Stuart Graham and Win Percy both retired which means that the championship can only be decided at the last round in October at Brands Hatch. Willie Green brought back memories of the early Gold Cups by winning the JCB/Speed Merchants Historic Car race in Anthony Bamford's Maserati 250F, chased hard by Bruce Halford's Lister-Jaguar while Derek Lawrence consolidated his lead in the Allied Polymer Formula Ford 2000 Championship by winning in his Crosslé 31F.**

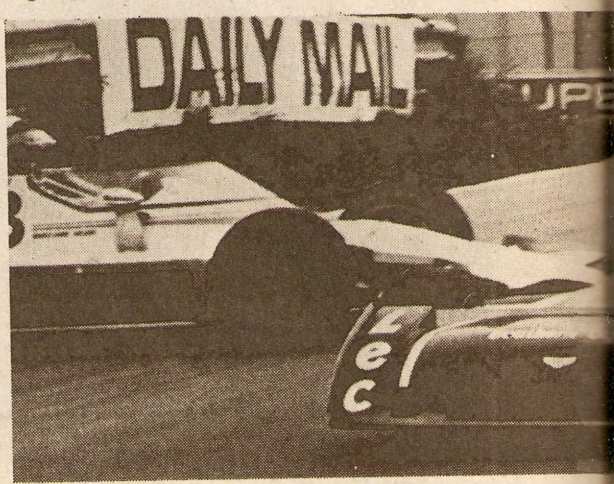
## ENTRY AND PRACTICE

There was a time, not all that many years ago, when the North of England had a premier motor race. Sometimes it was the British Grand Prix at Aintree; at others the Aintree 200; and every year we could all go to Oulton Park for the Gold Cup on that beautiful road circuit where Stirling Moss, Jack Brabham, Roy Salvadori, Jimmy Clark and John Surtees defeated the cream of European drivers to win a genuine Gold Cup. The crowds were huge, as anyone who queued to get in or out will testify, and the meetings were always delightfully relaxed affairs in the attractive parkland. Some even hoped that one day the British GP would come to Oulton Park. All that is history now. Formula One cars will never again race in anger at Oulton as long as their show is run by entrepreneurs and extraneous sponsors. The circuit has seen the trees replaced by steel barriers, catch and debris fences and is now a shadow of its former self with the diabolical Mickey Mouse section by-passing its fastest part, But surely, Motor Circuit Developments Ltd, you could offer the race goers who live north of Birmingham something better than a miserable 12 Formula 5000 cars in just another round of a shrinking championship? Half a loaf is better than no bread but at least it shouldn't be stale as well!

To make a meal out of it, the promoters decreed that practice should take place on Friday, inconvenient for the amateurs who made up much of the supporting cast in the other races, and leaving Saturday's spectators with nothing to watch until the Red Devils started falling out of the sky after lunch. With only 13 cars to deal with, the timekeepers still seemed to run into difficulties and it needed a Stewards' meeting before Alan Jones was allowed to take up pole position in the Thursdays/RAM March 751 which was still running the same Swindon-built Ford V6 which has been in the car for the last three meetings. Alterations to the front ball joints had improved the steering on full tanks, which had held Alan back at Brands Hatch, and the car now had F1 drive shafts which were losing oil in the first session. In the second, the gear ratios were not quite right but a time of 54.6s was eventually credited to him, despite queries from VDS. As usual Count van der Straaten's two Lola T400s were present and immaculately red for Peter Gethin and Teddy Pilette. It was dry throughout practice and Gethin was in fine form with the Morand-engined car, despite a dislike for the new section, and recorded 55.0s with his Belgian team mate only 0.2s slower. That was the nearest the timekeepers could get; at the F2 Silverstone a week before times were issued in hundredths.

Ian Ashley's brave effort to stay in contention for the championship despite his broken bones continued in Richard Oaten's Lola T330/332. Ian found driving not as bad as at Brands but more difficult than Thruxton. He was having to lift his whole foot to switch from accelerator to brake pedal so his time of 55.4s was meritorious. A misfire followed by a loose gear linkage which left him in neutral at times were his only problems in the first session. On the inside of row three was Australian Vern Schuppan giving the Sid Taylor/Teddy Yip Lola T332 its last European outing before it is shipped to the States for Tony Brise. A problem with the brake pads in the second session, and running out of petrol in both, held Vern back and prevented him improving as much as he would have liked. He was second fastest to Pilette in the morning but ended up fifth best with 55.8s. Alongside was David Purley's LEC Refrigeration/Southern Organs Chevron B30 which was using the less highly tuned of the team's two engines which they rebuild themselves and had only 420 bhp against the 450 bhp of Jones and the 525 plus of the best Chevvies. Hopefully all the problems of recent weeks had been eradicated but David couldn't help wondering what would go wrong next time which they hadn't thought of. His best lap was 56.0s.

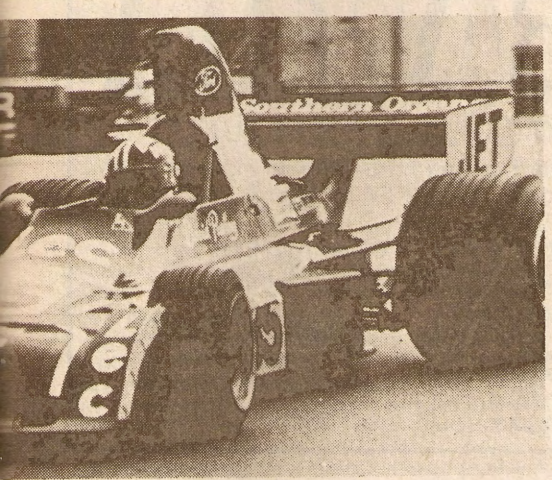
Richard Scott in the Durex/McKechnie Lola T400/332 had something fail in the top end of the engine in the second session after problems with the gearbox spigot shaft shearing in the first. A new Whitehurst engine was fitted for the race but a time of 56.4s relegated Richard to the forth row. His companion was Guy Edwards in the Encyclo-




paedia Britannica Lola T332 with which Guy had problems as the tyres were not warming up sufficiently, the suspension set-up not making them work hard enough. His time was the same as Scott's. Brian McGuire's ex-McKechnie Lola T332 should have come next at 57.0s but the Australian

*Biggest dice of the saloon race was between Brian Muir's She*

cott's stalled Lola, scored an easy win in the Chevron V6.



had sinus trouble which by Saturday made it impossible to race. The grid was completed by John Turner's Lola T330-Smith (58.8s); Brian Robinson's McLaren M19C-Close (59.2s); Dennis Leech's Chevron B24-Leechtune (1m 0.4s); and Trevor Twaites, whose Lola T330 was not ready for the first session, on 1m 5.4s.

To put the times in perspective, the outright lap record stood to the Formula Atlantic cars of Tony Brise and Nick May at 57.0s and the F5000 record from the snowy Good Friday meeting stood to Dave Walker at 1m 6.2s.

## RACE

As the Historic Cars finished their race in the rain, we wondered about the possibility of Willie Green being allowed to start with his Maseratia 250F, the rain stopped and slowly a dry line began to be seen as the cars completed four warming up laps during which Jones sat cannily behind Gethin and worked out where to pass him if necessary. Everyone stayed on wet tyres for the start although Ashley caused some last minute speculation by diving into the pits to have a flat tyre replaced, with another wet. After one more pace lap the cars were unleashed into Old Hall for the first of 50 laps in a typically thunderous F5000 start. Jones knew it was vital to grab the lead at once if he was not to be baulked by the Chevvies and some really bold driving went on at the first corner from which the March emerged in front. A little further back when the field reached the Folly, Ashley ran over the kerb and lost a couple of places while Schuppan flicked up a front spoiler. Already as the cars completed the first lap Jones was pulling away with Gethin second from Pilette and Purley up to fourth in the Chevron. Schuppan and Edwards were close together, followed by Ashley and Scott, then Robinson, Twaites, Leech and Turner. Gethin was finding his car a considerable handful on the slippery surface and immediately came under pressure from Teddy; watching at Lodge it was evident that Jones was deliberately putting the car sideways while Gethin was having to fight sudden, lurching oversteer. On the third lap Pilette was past and a lap later so was Purley while Scott got the Durex Lola completely out of shape at Lodge and spun to a sideways halt, restarting last behind Leech and Twaites who had been passed by Turner.

Team VDS fortunes plunged further on the seventh lap when Purley moved through into second place and a watching Stuart Turner was rewarded with the sight of the two Ford V6s in the first two places. There could have been three but Tom Walkinshaw's March 752 had not been allowed to qualify on Saturday after missing Friday's practice completely. As the first four cars strung out, interest turned to the lower places where Schuppan was easing away for the time being from Edwards; Twaites had passed both Turner and Robinson and was catching Ashley; and Scott had spun at Lodge once more, losing over a lap while struggling to find first gear. On lap 12 Schuppan and Edwards both caught Gethin but the Australian's Lola nudged the VDS car at the Folly and fell behind Edwards. It was not for long, though, as first Edwards and then Schuppan went by the unhappy Gethin and on lap 20 Schuppan was able to retake Edwards. Also on the 12th lap Robinson had called at the pits with a puncture and after a sojourn of several laps resumed on slicks for the track was drying on the line all the time. As every team manager's brow furrowed as he wondered how long the wet rubber would last, a few spots of rain fell again between laps 17 and 21. It was only a temporary shower but when it stopped the whole complexion of the race had changed for Jones had gone. With the gauges normal, and cutting the revs so large was his lead, Alan had a rod come through the block on lap 10 and coasted in to retire.

So now it was Purley from Pilette, Schuppan who had just passed Edwards, and Gethin. Already a lap behind were Ashley and Twaites, the Yorkshireman trying very hard to pass the handicapped championship leader, while Turner, Leech, Scott and Robinson were all still circulating. More and more the drivers were having to seek out the wet patches of track off the normal racing line and pieces of tread were beginning to fly off. Purley pressed on into an unassailable lead, but not enough to let him stop for a tyre change, while Pilette fell back into the clutches of Schuppan. Edwards was lapped just after half distance but was in no danger from Gethin who had been caught by the battling Ashley and Twaites. There was little left after that except Robinson's McLaren for Scott had given up the unequal struggle after two pit stops to change tyres: Turner's engine threw off the oil pump belt, and Leech, after fitting slicks, spun into the barrier at Druids.

With rubber flying everywhere drivers were having to gamble on continuing or stopping. Edwards, Ashley and Twaites all chose the latter course, the first two fitting fresh wets while Twaites decided on slicks. Edwards suffered most, dropping behind Gethin and Ashley, but Twaites only lost the chance of passing this pair. Pilette had lost most of the tread from his nearside tyres, and had endured a bad vibration for most of the race, but it was not until the 47th lap that Schuppan eventually found a way through, nudging Teddy wide at Lodge, to take over second place. It had been an interesting race because of the tyre problem but wouldn't it be better if Goodyear tried to devise an all-weather tyre?

t Dolomite and Andy Rouse's Broadspeed model – Muir won.

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## SUPPORTING RACES

All the touring cars were lumped together in one race in the penultimate round of the RAC/Southern Organs Championship. With a permitted maximum grid of 25 this made some classes a bit marginal for maximum points under the minimum starters rule, and in fact with Bill Sydenham's Lotus Cortina as first reserve, Win Percy only had five in the under 1600cc class.

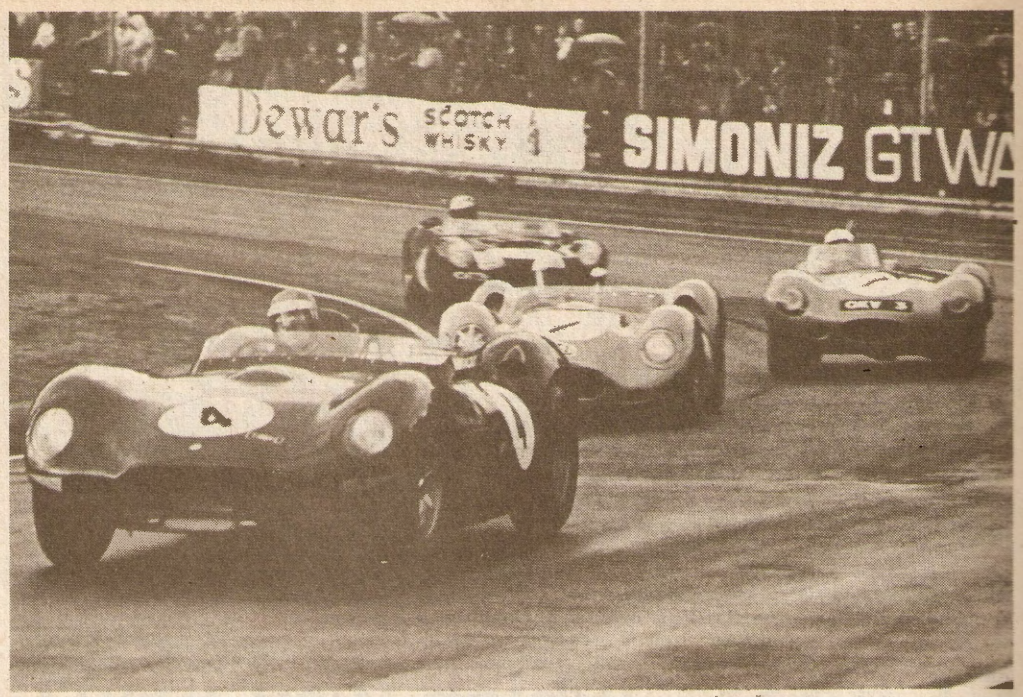
Fortified by his recent wins at Ingliston and Brands, Vince Woodman was out for a hat-trick in his 7.4 Camaro and led the first lap on the drying track although at Lodge he all but lost it, the car went very sideways, and while Vince booted the Camaro straight and then missed third gear, Stuart Graham's Brut 33 went ahead as they passed the pits at the end of the lap. It began to look like another Graham benefit for Woodman could not sustain the local driver's pace and Richard Lloyd, in the Simoniz car which he had practised with a 5.7 by courtesy of Vince, had the power steering fail on the second lap while up with the two leaders and thereafter fell back behind the duelling Dolomites of Brian Muir and Andy Rouse. Then on lap 11, Graham was overtaken by one of his rear wheels up Clay Hill; a half shaft had broken and the race was Woodman's.

Yogi had taken the Bill Shaw/Shellsport car past the Broadspeed/British Leyland ST car on the first lap and was never headed. He drove a storming race as Rouse strove to maintain his record but both cars gradually ran out of brakes and were caught near the end by Brian Pepper's 5.7 Camaro, which had earlier passed Lloyd. Three laps from the end the Simoniz Camaro ran over a kerb at Knickerbrook and Lloyd hadn't the energy to pull it back without power steering, understeering off into the barrier with minor damage. The second Think Automotive Camaro, Alistair Cowin's 7.4 car, had been pressing Lloyd hard on lap 15 when a rod let go.

Chris Craft, deputising again for Gordon Spice, in one of the Wisharts Capris, pulled out a good lead over his 4-litre class rivals, the Opels, on the first lap but the Teutonic chase was led by Peter Hanson from Shaun Jackson while John Handley accustomed himself to the new circuit. Just as the Opels were closing in for the kill Handley spun off at Lodge, Jackson faltered slightly and Hanson was left to finish one second behind the Ford. Hot on the heels of the Opels was Barrie Williams in the Mazda which had cooked its clutch at the start and then ran out of brakes as Barrie made up for lost time. He passed the second BLST Dolomite of Roger Bell, whose brakes caught fire on the slowing down lap, and set fastest lap in the class jointly with Muir.

In the smallest class Win Percy was in the wars at the start when he ran into the suddenly slowing rear of Stuart Rolt's Capri at Old Hall. After a quick stop to check the damage, Win carried on and was just about to take over the class lead from Stan Clark's Alfa Junior at Lodge when the brakes failed. Heaving on the handbrake and relishing the thought of some rallycross again, Percy pointed the Toyota round the corner just and headed for the pits and retirement. So Stan's Alfa made it after all from Brian Cutting in the second Samuri Celica.

In the rain which greeted the competitors for the first race of the day, a round of the JCB/Speed Merchants championship it seemed no one would be able to touch Willie Green in the JCB Maserati 250F but Bruce Halford in Barry Simpson's Lister-Jaguar had a darned good try. Perhaps Willie was playing around, and was able to pull out a lead when conditions were bad and there were back markers to cope with, but Halford was easily outpacing the other big sports cars and was under three seconds behind the single seater at the end. The battle for third looked tremendous in the early laps as the Listers of David Ham, John Beasley and John Harper in Robert Cooper's ex-Halford/Border Reivers car, fell in with Martin Morris's Jaguar D-type. Harper, from a poor grid position and an overnight engine rebuild at Forward Engineering, was making great progress and had just taken over third when a piston failed again and he had to give way to Morris. On the last lap Morris glanced over his shoulder to see where Ham and Beasley had gone and lost it on the straight between Druids and Lodge. The D-type hit the armco backwards but managed to cross the line with the rear wheel rubbing the bodywork, still third from Ham by 1.2s. Behind Beasley in fifth was the Costin-bodied Lister-Corvette of Roger Brierley-Jones who made up ground well after a delayed start while Simon Phillips's Cooper-Bristol was the only 2-litre car unlapped in seventh

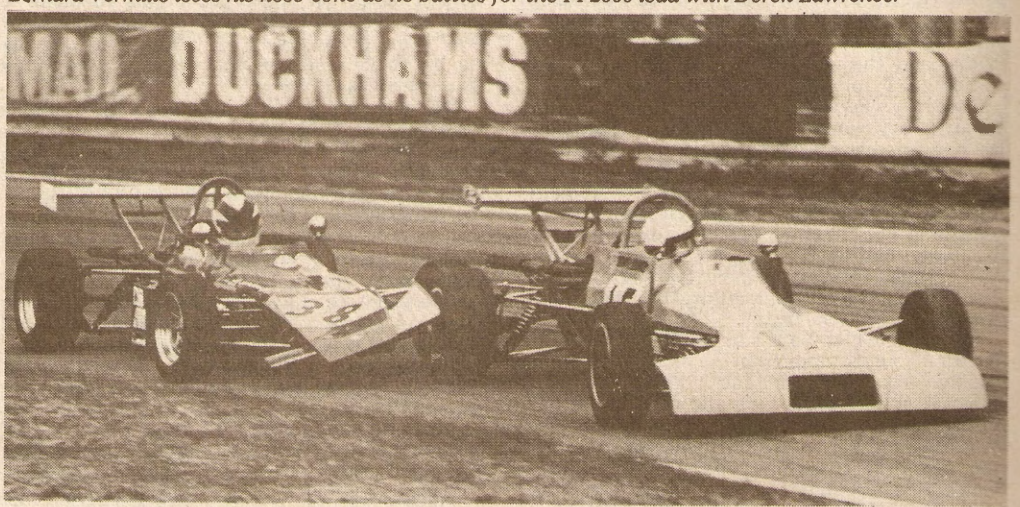



*Third place historic dice: Ham leads Greasley, Morris and Harper.*

position to give him the class win and keep him only one point behind Green in the championship.

Once again the FF2000s did themselves proud. All 18 listed runners practised and only one was a last minute non-starter. Jeremy Rossiter's Spax/*Triple C*. Reynard made the best start but pole man Derek Lawrence soon had his Crosslé 31F in front while Rossiter did his best to hold off the pack led by Tiff Needell's Hawke DL14 from Bernard Vermilio's Merlyn Mk 28, Barrie Maskell's Van Diemen and Adrian Reynard's Reynard. Vermilio was the man to watch, having won the earlier FF2000 race at Oulton from Lawrence, and he was quickly past Needell and Rossiter to take over second and chase after the Crosslé driver. At half distance Vermilio made a bid down the inside line at Old Hall but Lawrence shut the door and the result was one noseless Merlyn. Needell had meanwhile spun the Hawke at the Folly and fallen to 11th and Maskell retired when the rear suspension began to come undone. This left the two Reynards in pursuit of Vermilio, who had to give best to each in turn before the end. Syd Fox retired the Palliser with a broken throttle linkage and Ian Taylor had the clutch of his Dulon fail so Needell found himself fifth in the end ahead of Canadian Chris Mudge in the second Anglo Scottish Southern Organs Palliser team *et al* Palliser. By now it was dry so Rossiter's fastest lap was a new class record.

*Bernard Vermilio loses his nose-cone as he battles for the FF2000 lead with Derek Lawrence.*




**ShellSport European Formula 5000 Championship, Round 12**
**Oulton Park Gold Cup, September 6**
**50 laps, 82.7 miles**

1, David Purley (3.4 Chevron-LEC/Ford B30 V6), 53m 19.4s, 93.05 mph;
2, Vern Schuppan (5.0 Lola-Whitehurst/Chevrolet T332 V8), 53m 52.0s.
3, Teddy Pilette (5.0 Lola-Morand/Chevrolet T400 V8), 54m 3.0s;,
4, Peter Gethin (5.0 Lola-Morand/Chevrolet T400 V8), 48 laps;
5, Ian Ashley (5.0 Lola-Fewkes/Chevrolet T330/332 V8), 48 laps;
6, Guy Edwards (5.0 Lola-Whitehurst/Chevrolet T332 V8), 46 laps;
7, Trevor Twaites (5.0 Lola-Fewkes/Chevrolet T330 V8), 45 laps;
8, Brian Robinson (5.0 McLaren-Close/Morand/Chevrolet M19C V8), 40 laps*.

**Fastest lap:** Alan Jones (3.4 March-Swindon/Ford 751 V6), 1m 1.8s, 96.35 mph (**record**).

*less than 90 per cent race distance covered.

**RAC/Southern Organs British Touring Car Championship, Round 14**
**20 laps, 33.08 miles**

1, Vince Woodman (7.4 Chevrolet Camaro Z28), 24m 34.6s, 80.76 mph;
2, Brian Muir (2.0 Triumph Dolomite Sprint), 24m 42.4s;
3, Andy Rouse (2.0 Triumph Dolomite Sprint), 24m 42.6s;
4, Brian Pepper (5.7 Chevrolet Camaro Z28), 24m 43.2s;
5, Chris Craft (3.0 Ford Capri II), 24m 48.6s;
6, Peter Hanson (3.0 Opel Commodore GS/E), 24m 49.6s;
7, Shaun Jackson (3.0 Opel Commodore GS/E), 24m 51.8s; 8, Barrie Williams (2.3 Mazda RX3 Coupe), 24m 52.0s; 9, John Olding (5.7 Chevrolet Camaro Z28), 25m 17.0s; 10, Roger Bell (2.0 Triumph Dolomite Sprint), 25m 21.4s.

**Over 4000 cc class:** 1, Woodman, 80.76 mph; 2, Pepper; 3, Olding; only finishers. **Fastest lap:** Stuart Graham (7.4 Chevrolet Camaro Z28), 1m 10.2s, 84.82 mph (**record**).

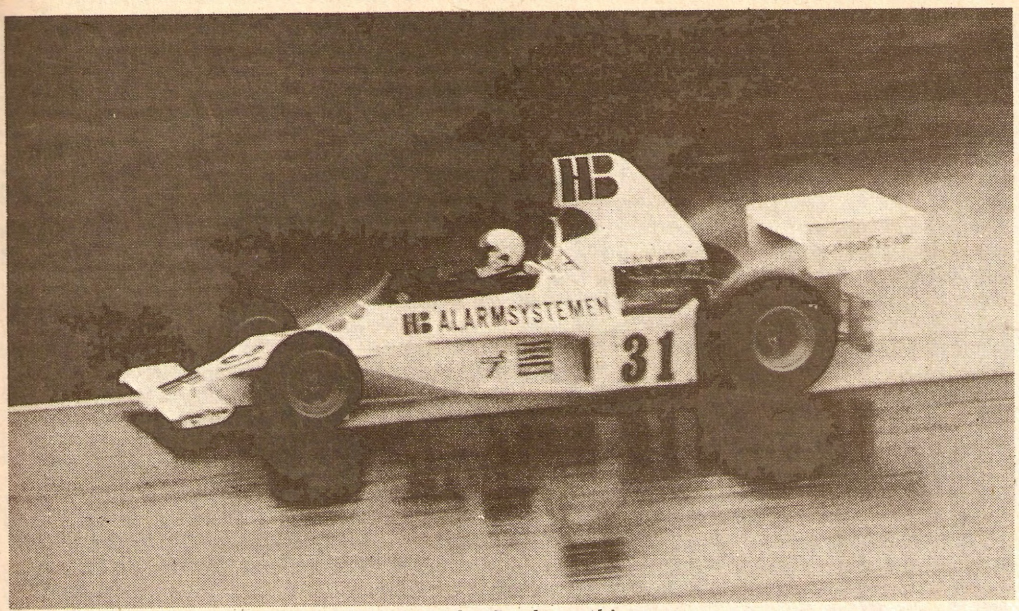
**2501 to 4000 cc class:** 1, Craft, 80.00 mph; 2, Hanson; 3, Jackson, 4, Stuart Rolt (3.0 Ford Capri I), 5, Bill Gubelmann (3.0 Ford Capri II) only finishers. **Fastest lap:** Craft, 1m 12.6s, 82.02 mph (**record**).

**1601 to 2500 cc class:** 1, Muir, 80.33 mph; 2, Rouse; 3, Williams; 4, Bell; 5, Bob Saunders (2.0 Triumph Dolomite Sprint); 6, Alan Foster (2.0 Ford Escort RS2000). **Fastest lap:** Muir and Williams, 1m 12.8s, 81.79 mph (**record**).

**Up to 1600 cc class:** 1, Stan Clark (1.6 Alfa Romeo GT Junior), 75.41 mph; 2, Brian Cutting (1.6 Toyota Celica GT); 3, Maggie Anderson (1.6 Renault 17TS); only finishers. **Fastest lap:** Win Percy (1.6 Toyota Celica GT), 1m 15.6s, 78.76 mph (**record**).

**Daily Mail Speed Merchants/JCB Historic Car Championship round (15 laps):** 1, Willie Green (2.5 Maserati 250F), 20m 20.2s, 73.20 mph; 2, Bruce Halford (3.8 Lister-Jaguar), 20m 23.0s; 3, Martin Morris (3.8 Jaguar D-type), 20m 50.2s; 4, David Ham (3.8 Lister-Jaguar), 20m 51.4s. **Over 3000 cc class:** 1 Halford, 73.03 mph; 2, Morris; 3, Ham. **Fastest lap:** Halford, 1m 19.6s, 74.80 mph. **2001 to 3000 cc class:** 1 Green, 73.20 mph; 2, Frank Lockhart (3.0 Rover Special); only finishers. **Fastest lap:** Green, 1m 19.0s, 75.37 mph. **Up to 2000 cc class:** 1, Simon Phillips (2.0 Cooper-Bristol Mk 2), 68.81 mph; 2, Edward Rollason (1.2 Lola-Climax Mk 1); 3, Roger Friend (1.1 Lotus-Climax X1 Le Mans). **Fastest lap:** Phillips, 1m 23.6s, 71.22 mph.

**Allied Polymer Formula Ford 2000 Championship round (20 laps):** 1, Derek Lawrence (Crosslé-Titan 31F), 21m 27.9s, 92.47 mph; 2, Jeremy Rossiter (Reynard-Piper 75SF), 21m 28.8s; 3, Adrian Reynard (Reynard-Oselli 75SF), 21m 39.0s; 4, Bernard Vermilio (Merlyn-Scholar Mk 28), 21m 41.6s; 5, Tiff Needell (Hawke-Holbay DL14), 21m 50.2s; 6, Chris Mudge (Palliser-Brown P 742), 21m 59.0s. **Fastest lap:** Rossiter, 1m 2.2s, 95.73 mph (**record**).




*Wet Grands Prix have presented big problems for Goodyear this season.*

*Denny Chrobak, manager of Goodyear's International Racing Division.*

# F1 tyres—which way now?

## DOUG NYE talks to GOODYEAR'S DENNY CHROBAK

Few topics in motor racing seem to be raising so much dust — or spray — at the moment as the vexed question of Formula 1 tyres. Most of the fiercely-couched arguments we hear or read seem to come from well-intentioned people with no special qualifications to hold strong opinions, and beyond protecting their own interests and options Goodyear — who now hold a complete monopoly in Grand Prix tyre production and supply—seem to be keeping a relatively low profile. Circular arguments rage around modern racing tyres, and perhaps a little bit of listening to those who really do know what they're talking about — the tyre engineers themselves — might help dispel some myths, and throw some of the more obscure corners of "Tyrology" into sharper focus . . .

Goodyear's Formula 1 tyre monopoly wasn't a situation they wanted; it was one they earned. The last non-Goodyear Grand Prix victory was scored at Monza by Emerson Fittipaldi's JPS-Lotus in 1972 and that bald fact makes Firestone's retirement from the scene at the end of last season look something like a route. But Firestone had that peculiarly half-hearted, love-hate relationship with Formula 1 racing for their final seasons, and just like their larger competitor, they had good times to mix with the bad.

The current blue haze surrounding "The Tyre Question" stems more from political manoeuvrings than from wheelspin. The CSI's controversial proposals to introduce wing and tyre limitations for 1976 sparked a considerable outcry, in this case both from the Formula 1 Constructors' Association, and from Goodyear who felt their future competitiveness might be threatened, and their technological learning curve might be flattened by such measures.

Denny Chrobak manages Goodyear's International Racing Division. He's a rugged Polish-American, a "dese, dems and dose" character with the looks and inflection of a New York cop, even if some of the jargon sounds decidedly "business school." Unlike some of the sport's big business executives he is very forthcoming. Mention of the CSI proposals makes his eyes narrow. He looks at this way: "The first we knew of this thing was when we talked to Le Guezec in Holland. He advised us that as a matter of safety Beltoise has advised the CSI that the GPDA feel racing would be safe if we could reduce cornering speed. Le Guezec said, "This means making smaller wings and tyres, do you agreed?"

"We said, nope, it's not true that making smaller wings and tyres would make racing safer. We think that's a fallacy. We think maintaining the same engine power while redoocin' wings and tyres is gonna increase terminal speeds, decrease cornering speeds (not necessarily a safe mixture), make braking less efficient because of the smaller contact area, and allow a spinning car to travel further and faster due to the reduction in tyre scrub.

"They say if we redooce cornering speeds we'll quantify the difference in drivers. We agree. But if we want to redooce speeds as such by altering wings and tyres then we wanna make 'em *bigger!* Right now the frontal area of the tyre is one of the main things that slows-down a Formula 1 car. At Kyalami March ran F2 tyres against F1 and their car was immediately quicker down the straights.

"But we've gott ask questions. One – how did we determine Formula 1 racing was unsafe in the first place? Two – if it is unsafe, how did we zero-in on corner speed reductions to make it safer? Three — if these proposals are truly safer why wait till next year? If it's that unsafe we oughta make 'em now, and we can easy make those changes *right now!*

"Nobody has given us the answers to those questions, so we think it is totally speculative move. We reckon something as important as this has to be an engineering-based decision, not a politically-based one. How do these people know we can prodooce a tyre to a regulation size which will work? We might find chassis so advanced that we run into tyre failures straight away by trying to run tyres too small.

"We feel if tyre changes have to be made then the development of the tyre must come first. Then, if we've got a tyre we know will work, OK, fine, write the rules . . . but *don't* write the rules first and hope they're gonna be safe because you better be sure . . .

"Imagine taking a street tyre to Daytona and putting it under Richard Petty and saying 'That is it Richard,' that's what the rules say is safe.

"What we could do is face the CSI and say 'you wanna write a rule? OK, but you sign this sheet of paper which says next year nobody's gonna get hurt with these tyres' . . .then we might play. But that's stupid. They don't know, and it's just too serious a proposition to settle around a table. You gotta go our and test that system on a car, on a track. The decision has to be made by engineers, not by politicians. . ."

That was the Goodyear attitude which Chrobak and Engineering Manager Bert Baldwin took into a meeting with the CSI at Ricard. The meeting broke-up wreathed in smiles. The regulations remained unchanged . . .

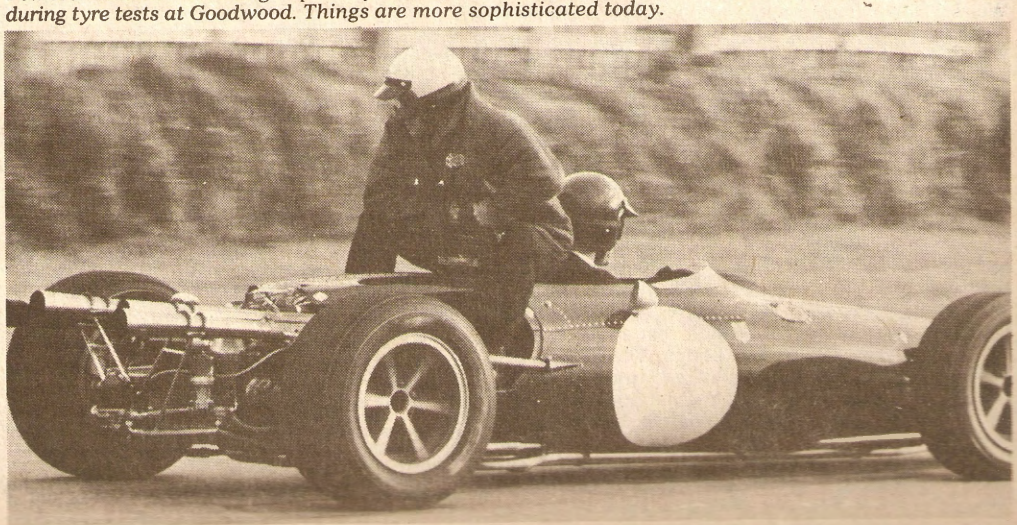
There was another feeling afoot before Ricard. It was known that Michelin were keen to enter Formula 1, with a Renault built by Alpine, and on current showing Michelin are no match in racing for the giant American concern. The turbo-Alpines have blown-off their rivals as long as they could keep running this season, a staggering 3-4 seconds per lap at Osterreichring being the margin while one driver confided it would be twice as much if Alpine had "proper racing tyres!"

Michelin's steel radials are heavy, and although their peak performance is marginally beyond that of Goodyear's lightweight bias-nylon design, they transmit poor feel to the driver, and cannot be used so effectively close to their limit.

If Michelin should adhere blindly to their steel radial, as one might expect them to since their public image hangs on that concept, then Goodyear would have no worries. But "Jacques Public" probably wouldn't give a fig if Michelin raced one tyre and sold him another. It's the name and the deeds that matter, not the technical details . . .

"The Story" continued that if a marked tyre reduction should be forced through by the CSI, the gap between tyre technologies might be narrowed. Certainly if this was so, Goodyear and the FICA might be forgiven for thinking they were taking on the French taxpayer – but that was only "The Story" doing the rounds . . . and it hasn't proved true.

*Fourteen channel recording capability. The brave Bert Baldwin risks all on Dan Gurney's Eagle in 1966 during tyre tests at Goodwood. Things are more sophisticated today.*



What was undeniably true, was that if Goodyear should be robbed of Formula 1 as an open-ended free-for-all technological proving ground, they wouldn't hesitate to examine pastures new. Chrobak: "We came to European racing to learn, and what did it give us? It gave us contacts in the industry here, it put our name before the public, but most of all it's the technology that's been of real value. In racing you get extremely rapid development, great spin-off of technology and methodology into other areas, and a terrific training ground for personnel. We can't put a monetary value on knowledge, while for personnel the dedicated ideal of teamwork towards a goal is never better seen than in competition.

"Now to act as a technological forcing ground we feel Formula 1 has to be left open. If by political rule or whatever we are deprived of the opportunity of competing fairly and also of expanding our knowledge,. then we'll just look for another field in which to do just that! We are free to race or not to race. That's our choice. Nobody invited us here. We're here because we wanna be here. We can say it's a useful game, and we wanna play, or we can say the other thing. . ."

Many people were saying the other thing about Goodyear after the Nurburgring debacle, where 26 practice punctures and twelve in the race decimated the German Grand Prix field, in comparison to 1974 when only a couple of punctures occurred. The tyres being used were little changed from last year, and the blame was placed on the circuit, plus untidy drivers, for showering sharp verge flints onto the track. Chrobak: "Most punctures were sustained at a point 5-miles out from the start-line, and the 9-miles back to the pits meant most flat tyres were pretty bad tore up when they got back there. On a shorter circuit this isn't such a problem. We figured this wasn't good for racing, for the 'Ring or for us, so we've written to the organisers to see what we can do together to improve things for next year."

Then came the Austrian race, in which tragedy became farce as the rain once more disrupted a Championship round, robbed spectators of anything like value for their considerable admission fee and put another miserable dent in the image of Formula 1 as the pinnacle of motor racing technology. As yet the precise failure which sent the Penske March careering off course has not been pin-pointed. A tyre failure is a distinct possibility, and as a safety measure Ferrari, McLaren, Tyrrell, Surtees, Lotus, Brabham and Hill all changed front tyres – which they had been sharing with Penske – for the race, until the rain came.

The loss of Mark Donohue has spurred development of a Formula 1 "Safety Shield" tyre with an internal "get you home" casing, and this should be tested within the next couple of months, and may run next year . . . regulations permitting and Goodyear considering it worthwhile to continue . . .

The World's largest rubber company has been involved in racing for a shorter time than the other "names" like Firestone and Dunlop. It wasn't until 1958 that the first tentative steps were taken into American NASCAR and SCCA racing, using modified street tyres. Into the 'sixties they were poaching successfully on what had been a Firestone preserve, and in 1964 they took their first tilt at Firestone's high altar – Indianapolis.

They weren't in the race, but Foyt tried some NASCAR covers on his roadster and the results were promising. The following year saw specially-made "Blue Streak Speedway Specials" carrying the Goodyear banner into the "500." They failed, but better things were to come, and already some success had been achieved in the white heat of European road racing.

In 1964 Goodyear shod the Shelby-American Cobras contesting the GT Championship for Ford, and they won the class at Le Mans. A pilot racing tyre production unit was established behind the huge road tyre plant at Bushbury, just north of sunny Wolverhampton, and on October 10, 1964, the first British-made Goodyear racing tyre was taken from its mould. Some 4,000 tyres were made within that first year, as 1965 saw Jack Brabham carrying Goodyear to war in Formula 1.

Brabham cars on Goodyear tyres took the World Championship in 1966 and '67, Firestone won with Lotus in 1968, Dunlop with Matra in 1969. Firestone popped back in 1970 and '72 while Goodyear took the title in 1971, '73 and '74 with Tyrrell and McLaren.

Goodyear's earliest racing tyres had narrow 5-inch treads, which grew to 7½inches by 1965. In 1966 the giant leap to 9-inch widths took place; in 1967 10-inch rears were fashionable, 11½s appeared in 1968 and for 1969 12½-inch widths became standard. Low-profiles were adopted to improve tyre stability and other areas progressed in leaps and bounds.

Racing stretches construction and compounding knowledge to the limit. It demands strength-plus-light weight, and high-mu grip-plus-durability, almost contradictory requirements which posed the wide technological challenge which all the tyre companies were in racing to meet.

You can see the effect in the changing character of the Formula 1 tyre. Before 1970 Goodyear's average F1 "boot" was 10-12 inches wide, 24-inches in rolling diameter, running 28 psi. In the following three years development produced 16-17-inch rimmed tyres, 26-inches in diameter and running 20 psi hot. Currently 27-inch tyres on 20-inch rims have been tested with just 10 psi. These developments have helped decrease the occurrence of disastrous punctures, for the larger the contact patch of the tyre the less stressed the casing becomes and the more capable it is of supporting itself at low pressure. Regulations allowing, the day of the atmospheric tyre – uninflated and so puncture-proof until it disintegrates – is not that far off!

While these changes took place, so compounding became a vitally competitive art. Sam Apticar's team of chemists had the spectre of Firestone's "secret developments' peeping over their shoulders as they worked, and tyres were taken to races by both companies which might, or might not, be too softly-compounded to work.

Some were incapable of lasting a race distance and so were used as quick-lap practice specials. The myth of "qualifying tyres" had been born . . .

Compounding was a complex science in which trial-and-error made way for educated guesswork as experience grew. Sam Apticar moved on within Goodyear and Derek Williams is now responsible for Racing's chemistry.

Both natural and synthetic rubbers are mixed to improve natural properties which might be useless in original form. Natural rubber for example has poor resistance to oil, heat, oxygen and ozone, shortcomings which could cause swelling, deterioration and decomposition. Synthetics were developed to show resistance; neoprene, nitril and thiokol (polysulphide) rubbers resisted oil; butyl, ethylene-propylene and neoprene resisted oxygen and ozone, while tracsyn, styrene-butadiene and polybutadiene had good abrasion and wear characteristics. Polyputaketlon is still be evaluated . . .

Twenty materials may go into some compounds, the choice including something in the order of 30-40 different polymers, 15 different carbon blacks (fine-particle fillers to increase strength and tear resistance), unlimited oils, 20-odd antiflex-cum-age resistors, 20 types of waxes, two sulphurs and many accelerators which speed-up the suring process and help change the mix chemically into an elastic resilient, strong and heat-resistant "rubber."

The final choice of compound is interlinked with the construction of the tyre carcass and must cater for the internal heat it will generate. In the bad old days cotton carcasses were used, very fatigue-resistant but poor under impact. Rayon fabric reinforcement was introduced in LSR tyres in 1938-39, and wartime cotton shortages brought rayon and more particularly nylon to the fore.

Nylon carcasses appeared in racing tyres, where construction has primarily to include the right fabric, with the right flexibility, right angularity, right stretch, right pressure and a totally reliable adhesive system retaining the rubber compound covering. These factors of tensile strength, hardness, resilience and the degree of vulcanisation each affect the compound's coefficient of friction. There is far, far more to producing the great black blobs on a racing car's four corners than meets the eye . . .

Goodyear introduced a G-number compound code system in 1968, starting in South Africa with G1 and ending the season with G9 — nine types developed within one season. Graham Hill, Lotus and Firestone won the title from Stewart, Matra and Dunlop, and Hulme, McLaren and Goodyear. But for their common use of Ford engines, what a competitive season that was!

Goodyear fortunes dived in 1969, when they were behind Firestone and Dunlop in matching compounds to given circuits. Bert Baldwin recalls: "Then we took G18 to the 'Ring and Jacky Ickx in the Brabham blew-off Stewart. G16 had been a step in the right direction at Silverstone, but now we had arrived. G20 for the North American races gave Ickx another win, in Canada, and Hulme won on it in Mexico. . . ."

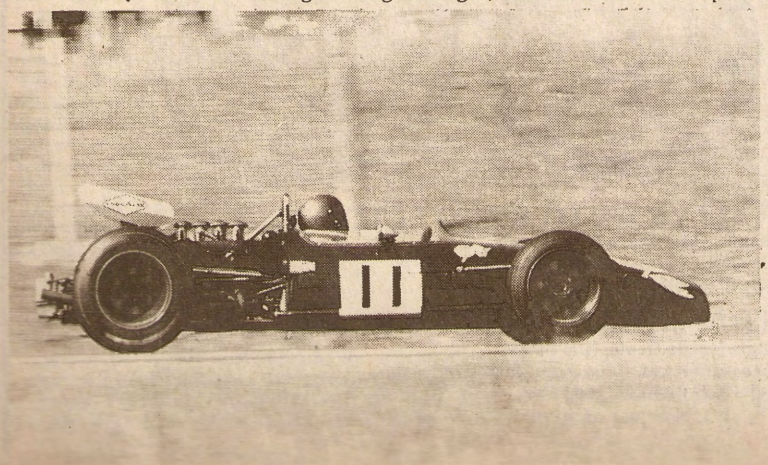
During 1970 however, "We seemed to stop thinking." In 1971 they signed Tyrrell and Stewart ". . . the most outstanding test driver in the World" and the thinking began again.

Baldwin: "At that time everybody had vibration problems, and perhaps this is where we moved ahead because we cottoned-on to it quite quickly. Vibration arose when a lightly-loaded inside tyre was dragged sideways across the surface as the car began sliding under power. The tyres were too flat to the road to be dragged without complaining. The effect was similar to windscreen wipers juddering across your screen in the dry.

"To remove this effect we eased the shoulders on our tyres, and gave a smooth lead-in which let the tyre slide without intermittent grabbing. Stewart helped a lot. He was totally dedicated to racing and winning, and to him that meant testing. In the past we'd had to chase people to do testing, now Stewart and Tyrrell were chasing *us* . . ."

By conquering the dreaded vibration before Firestone, they won another World title that season, but in 1972 their Akron rivals came back: "I think they were doing it on compounds, until the French GP at Clermont when we hit 'em with a new tyre . . ."

*Jacky Ickx revived Goodyear's fortunes in 1969 with wins in Germany and Canada (left). Bert Baldwin, who has been with the European Racing Division since its inception, he's now Engineering Manager, talks to Emerson Fittipaldi.*



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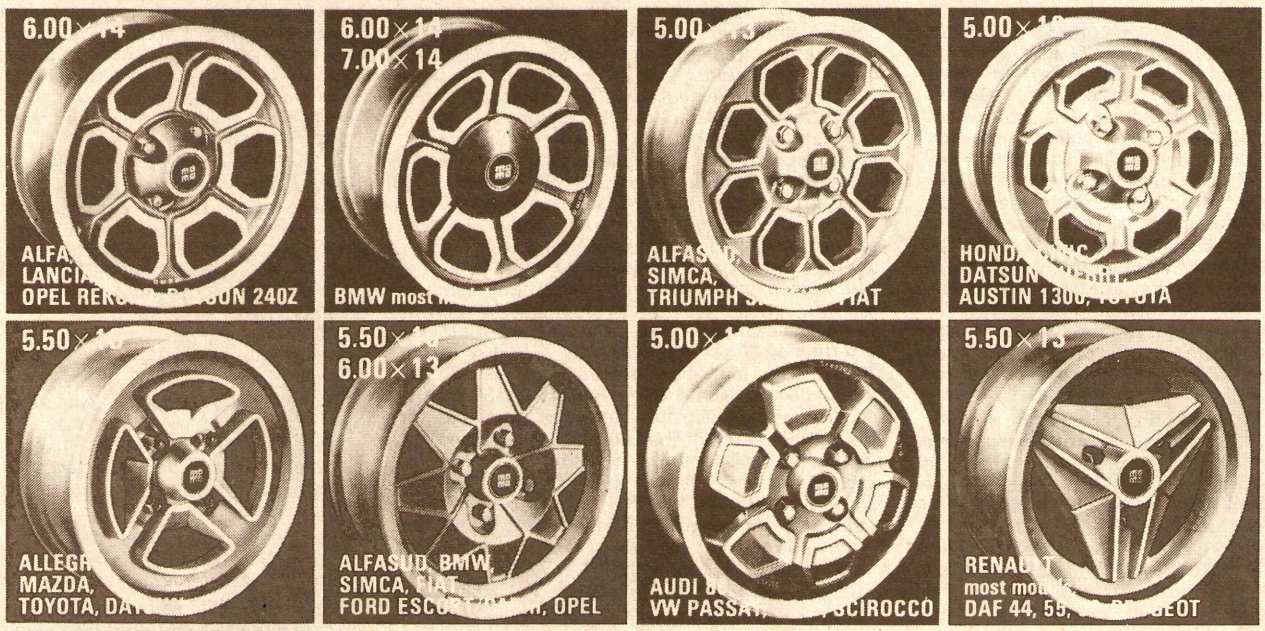


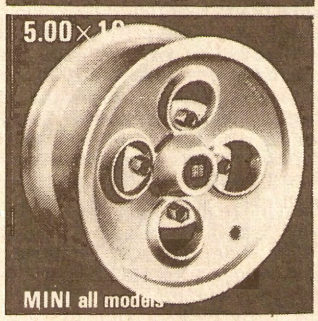


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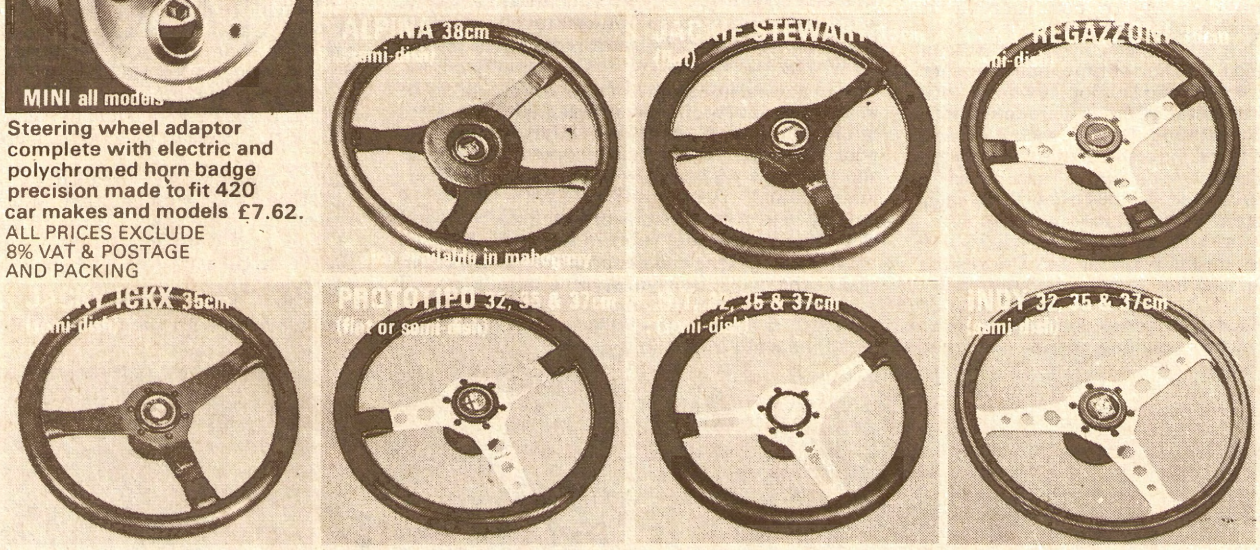


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After the Belgian race at Nivelles, Goodyear made prototype 14-inch wide rear tyres to replace their year-old 13-inch size. Constructors laid-in 17-inch wide rims in preparation as tests at Goodwood and Silverstone were promising, but Clermont was a very different kind of circuit and fingers were crossed as the circus headed for the Auvergne. Amon, Hulme and Stewart out the new tyres 1-2-3 on the grid, and after a race marred (or made) by punctures, Stewart won and the new Goodyear took first, third, fourth, fifth and seventh places.

At this time Goodyear in America were building dragster tyres for 16-inch diameter wheels with 13-14-inch rims. They were 33-34 inches in rolling diameter, and threw-out to 39-40 inches at 100 mph. Running only 4 psi these tyres' very flexible sidewalls deformed with wheel-spin, the carcass winding-up like a huge spring and literally catapulting the dragster off the line. This wrinkle-wall effect was tested for tight-circuit races, where traction out of slow corners would be more vital than lateral stability in fast sweeps.

In February, 1972, Kyalami tests saw prototype 26x13 rears on Amon's Matra. Back in 1968 26-inch tyres had been tried on 15-inch rims but their inherent instability made other developments more attractive. Through 1972 this programme reached fruition and the "26x13 Revolution" began in Canada where Peterson's March carried the first pair, started from the front row and battled for the lead.

The winter of 1972-73 saw Firestone's dithering bringing new customers, such as Lotus, to Goodyear's door. Testing showed the spring-like effect of the 26x13 gave most cars so much rear-end stiction that compensation was vital at the front. The Lotus 72s were notably spectacular, but their lap times tumbled. By Kyalami all Goodyear runners were on the new size, and at Silverstone in April a modified construction 26x13 was available for Formula 5000.

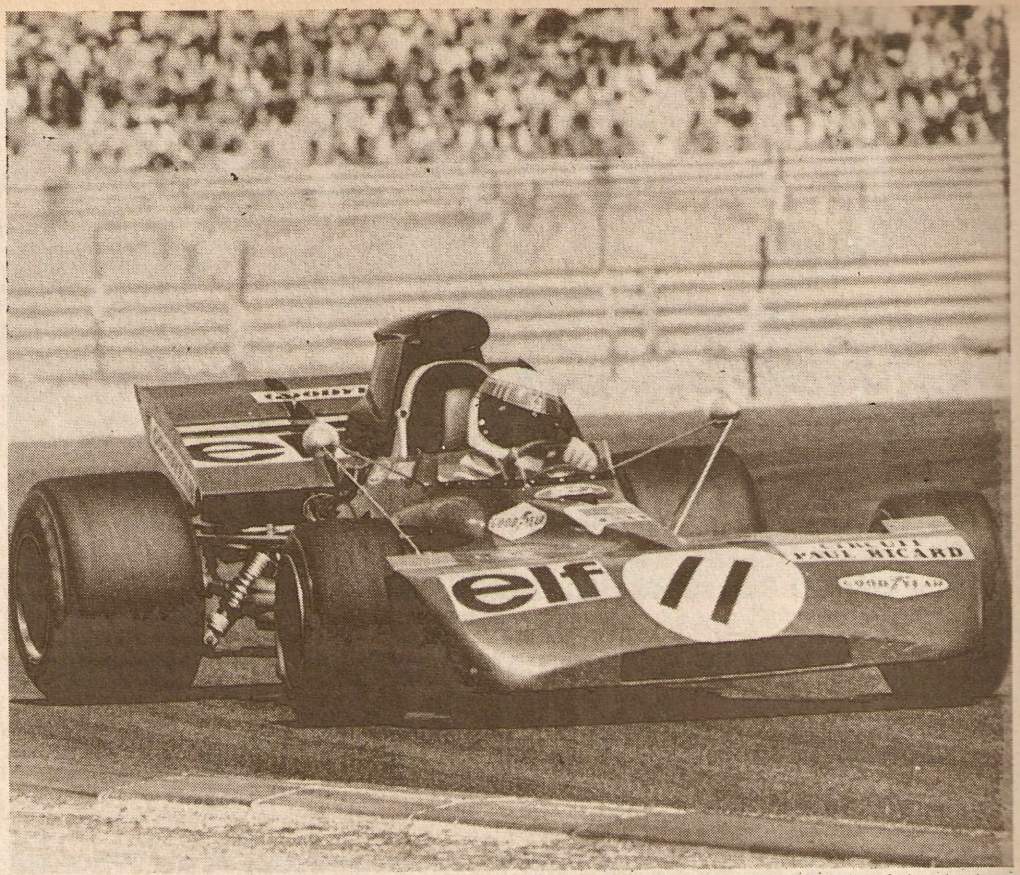
Into 1973 a tailoring programme was underway, the first four runners in Sweden for example all running different sets of Goodyear tyres to match chassis to conditions. Zolder's peeling surface was matched by special tyres, and so this custom-building programme continued, Goodyear winning all 15 Grand Prix races of the season, despite Firestone's late resurgence with James Hunt in the Hesketh-March and Pace's Surtees.

Sports car racing posed its problems, particularly in three 24-hour tests sessions run with Matra prior to Le Mans. They had tread separations, heat failures, all kinds of problems, finally licked when they made stronger carcasses to withstand the sports car's extra weight and aerodynamic downthrust. They then realised speed was also vital, and tiny 21x12 fronts and 15-inch rears were adopted — for aerodynamic reasons mainly — on which Matra began their winning spree at the Sarthe.

Meanwhile a rain tyre programme was also in hand. Derek Williams: "Firestone were way ahead in the wet. They went the whole way, and made a compound which could only live in the wet. We made a compromise, and were wrong. So then *we* went the whole way, made a full-wet tyre and at the rainy Race of Champions our quickest runner lapped the quickest Firestone runner in ten laps . . ."

The first all-wet Goodyear had been tested in October '73 at Ricard, where Niki Lauda — who had shone in the wet at Mosport with his Firestone-shod BRM — pronounced the new tyre far superior to its rival. Unfortunately the early winter months were very dry, limiting testing, but Ferrari had their test facility at Fiorano where a sprinkler system simulated wet weather. Consequently, when Jacky Ickx plumed round the outside of Lauda's Ferrari on Paddock Hill to win the Race of Champions, the Austrian felt justifiably robbed, for he had done most of the development work on the winning tyres, only to have a bump-stop let him down! Wear rate was enormous on the new tyres, but they had such an advantage that some grip was sacrificed in later production for added durability. The tyres used in the wet-start Spanish GP that year could have survived the whole two hours had the circuit not dried.

Currently the Goodyear engineers are working on a two-tier development programme, some looking ahead two weeks to the next race, others looking ahead two years to study long-term technology. Chrobak: "Our programme now is to work with the vehicle designer to optimise performance by using the tyres as the key and vital member of the suspension. We are running onboard instrumentation with up to 14-channel dynamic recording capability with Shadow and Ferrari, trying to evaluate the basic physics of racing tyres and suspensions as a package. We hope to draw a baseline for a mathematical model so that we might be able to recommend a tyre for a race on a track yet to be built with a car not yet designed. We reckon that is gonna be the pay-off for our development programme, and the pay-off in what we can do for the average motorist . . ."




*We signed Jackie Stewart ("the greatest test driver in the world") and Tyrrell in 1971, "and the thinking began again."*

So you work with every designer? "Aaaarr-rummm, we . . . aah . . . talk . . . to every one of them. Some are keener than others to work with us. The barrier is competition. There is a fear of possible betrayal of secrets, because some must think "Hey if Goodyear realise we're being real smart here are they gonna betray us to the other designers?" Now using our equipment gives nothing away, because those squiggles on the read-out are meaningless until Forghieri or Tony Southgate get together with Karl Kempf and interpret them on the basis of their joint knowledge . . ."

Karl Kempf, Physics PHD at the Institute for Polymer Science, Akron University, is charged with this long-term investigation, and he suggests other reservations: "Not many people can take the time to use the equipment to delve into the physics of the race car and the race tyre. It's not something to give an immediate half-second a lap. It just gives a basic comparison which might help us to understand the physics of car/tyre behaviour. The teams who participate are bound to have an edge in two years, but most teams want the edge in two days . . ."

Some teams certainly feel that the fewer who share their secrets the better chance they have of keeping them, particularly at a time when Formula 1 is so ferociously competitive that helpful quotes like "the car is unchanged" regularly cloak both minor and major modifications. Others feel they arleady know *more* than Goodyear, so why lose their advantage and waste time? Certainly MIRA has test equipment similar to Goodyear's, although Kempf claims a "night and day comparison" for it operates in a totally different performance range.

Meanwhile the tailoring programme continues to match chassis to circuits, and one by one the difficult combinations, such as a front tyre for a Ferrari at Osterreichring, are being achieved.

At Silverstone the CSI controversy seemed to have evaporated, and so a new one was spotlighted; the behaviour of wide slicks in flooded conditions, and the red flag farce which produced a result in which (at its horrifying worst) the 2nd, 3rd, 4th and 5th place men could all have been in the mortuary. Should intermediate tyres be made mandatory to avoid a repetition?

Bert Baldwin represents his company when he points out that this is a solution suggested by well-meaning bystanders with no knowledge of tyres and the way they work. "The tread of a wet tyre is only there to channel away the water, and as the tread blocks squirm the compound temperature rises. A harder compound has to be used to guarantee the tyre's survival in the dry, and when it rains this compound is cooled so much it loses its efficiency, loses its inherent grip irrespective of the drainage the tread gives, and you might as well be on slicks. While a dry tyre runs best at 220F and loses its grip if it's run cooler — as in the rain — a wet operates at 170F, and can hit 300F or more if conditions dry out completely. So, your driver's back in the pits for another tyre change . . ."

The CSI's reaction to this viewpoint is uncompromising. Are the tyre companies saying they are *incapable* of making the tyres they used ten years ago? The response to that would fill a book, but a much simpler answer is available for the old chestnut about that possible relevance can a slick racing tyre have to road tyre development?

Goodyear's GT50 certainly reflects racing practice in its low-profile, wide contact patch shape which allows the use of a true racing compound from just a few years back. The G8 Custom cross-ply also reflects racing practise in many respects, but allying Goodyear's racing developments purely to road tyres is taking a narrow-minded view. The company don't only make tyres, and material and method development has progressed by leaps and bounds in the white-heat of free-formula Grand Prix competition. Just like a mini-NASA Space Programme all kinds of unlikely products have been developed from lessons learned in Formula 1, making this the one real area in which current Grand Prix racing really does improve the breed . . . if not necessarily the breed which *we* are interested in. Is what's good for Goodyear, bad for motor sport?

After the bad joke of the British GP, the chaos of the German GP and the tragic farce in Austria, the limitations of Formula 1 as a high-pressure laboratory became apparent. Modern technology seems to have overbalanced a game as crude as Formula 1 racing — has exposed its limitations to the detriment of the sport, and of the spectator who pays the bills. Goodyear had a lot going for them after the one joke race at Silverstone, but after three in a row the question must be "Can Grand Prix racing afford to be used much longer as a technological forcing ground? . . .," or, of course, "Can it afford not to be?" Perhaps the CSI aren't the bunch of reactionary old bureaucrats they have sometimes been painted . . . but now that we all know a little more of "Tyrology," objectively, what do *you* think?

*At last it all came right for Laurie Richards and despite troubles, he scored a well-judged win.*

**MARINA HOLIDAYS RALLY CASTROL/AUTOSPORT ROUND 8**

# Richards comes in from the cold

**By PETER NEWTON**

**Among the imploring bill boards, the vainly queuing despondent families and the recalcitrent animal population of Flamingo Park, it is difficult to be serious about anything, but Laurie Richards was well aware that despite his almost inevitable problems, this rally could be his for the taking. Hardly daring to believe that good fortune still continued to smile on him, he maintained his consistency and in doing so again revealed his very considerable talent for loose road driving. He was never allowed to relax the pressure and in the afternoon he drove almost faultlessly and with great panache to the finish. At 11.30 pm, as the dwindling company waited interminably in the dim smoke-filled air of the 'after rally party' ('somewhere on Dunnington Common') for the results to become final, he was still anxiously looking about him, half-sensing that even at the 11th hour something might yet rob him. This was a triumph of which everyone has always known he was well capable, but which everyone has come to doubt after so many critical retirements. No. 7 won the York MC's Forest Rally last year; the number did the trick again this year, and in the opinion of the remaining stalwarts who still braved the bedraggled, wretched atmosphere imparted by the surroundings, "it could not have happened to a nicer or more deserving bloke."**

**The Yorkshire forests are very fast, smooth and wide. On Saturday they were dusty as well and the rally was expected to be a power struggle from the start. Virtually the only twisty stage, where the lesser powered cars were able to get on terms, was Kilburn, it was obvious from the start that the competition was going to be close and fierce . . . no one was disappointed, and the results threw to prominence another name who does not often figure at the head of national status forest rallies, one Gordon Batchelor. Gordon drove probably the best rally of his career to finish just six seconds ahead of Tony Fowkes in third place. The pace was exciting indeed and with huge sections of the forests disolving arrow straight into a distant tree-lined horizon, the BDA-powered cars were often at 9000+ in fifth ,swaying uneasily on the crown of the road, their crews staring out towards an empty horizon, a cacophony of mechanical madness, held on the track by the fraility of fallible humans; it was heady stuff to watch and it is in these circumstances that it is so easy to appreciate the shere depths of car control that are the fundamental pre-requisites of the rally driver. . . .**

The York MC's Forest Rally was this year supported by Marina Holidays travel firm after the withdrawal of last year's sponsors, Armstrong. It all happened very much at the last moment for Clerk of the Course Peter Williams and his hard working team; thus the experience and the professionalism of the organising club was heavily leant upon for the rally to happen at all. York in September is teeming with tourists and its hotels are bulging at the seams with eager culture-seeking guests, so there is a fundamental problem to solve immediately, namely where to hold the finish of the event? In November the town gives itself over to the RAC Rally readily indeed; but in September the proprietors do not want to know, accomodation is at a premium, and a suitable finish venue in keeping with the high standards set by the operation of the rally itself, is something which the Club have not yet found and which they will need to do, should the rally be uprated to RAC status in the future. Last year the rally climaxed not with a shout but with a wimper in the cold confines of the cattle market, much to the surprised amusement of the winner, Pentti Airikkala. This year the situation was nothing more than a further retrograde step, and an ill-lit tent, reeking with the pungent odour of a corner hamburger stall was no place for competitors after an event of this calibre.

Tony Fowkes has been steadily reeling in George Hill in the Castrol/AUTOSPORT championship, eroding the vast lead of the Martin Group driver, first through the clashing RAC rounds, and latterly, when the possibility of winning the championship became a conceivable proposition, through all the qualifiers. Last Sunday the two of them started the rally as joint leaders, and although the London crew professed interest only in beating the Vauxhall; to the cognoscenti, there appeared some doubt as to whether Tony would allow himself to be beaten by others in order to make certain of his professed intentions. With the BTRDA and *Cars and Car Conversions* championships also interestingly poised, this rally was indeed a critical one for points scorers.

## ENTRY

At one was the Porsche Carrera of Piggy Thompson, skilfully refettled after its Burmah activities and with a David Sunderland rebuilt motor following piston ring failure after the "Tarren" stage event the previous week. As Mike Greasley was in the hands of Brian Culcheth for the day on the Lex Rallye, Swindon; Martin Welch was in the left hand seat. Tony Fowkes was next away and the third spot was vacated by the 'resting' John Taylor. Bob Bean, still with his Lakeland-style primered Escort, was at four and Chris Wathen followed with the venerable ex-Norman Anstis car, which these days looks very much in need of an old age pension but whose speed belies its appearance. Since Tony Drummond lives but a few miles away, it was not surprising to find him in the entry list. Many were expecting him to dominate the event whose wide fast stages are very much to his liking, but preparation of the car was very much a rushed last minute affair, for as he explained "I've been selling meat all week!" Laurie Richards was given start number seven. He was not very happy about the preparation of the car and an annoying electrical fault meant that he was continually having to push start the Escort, something which he was eventually forced to do all day in the end. George Hill/Phil Short were seeded eight. George, having become increasingly disillusioned with the irratic behaviour of the Magnum this season, eventually sought some solace at the factory the previous week, and came away seemingly much happier about the prospects of making the Vauxhall really competitive with the Fords. The car, after months of fruitless on event experiments by George and the hard-working mechanics, was now back to its Mintex Dales suspension settings, and for the first time was equipped with a 5.1 differential, a decision which George was later to regret on the fast straights for with the red line at 7500 the Vauxhall was running out of breath too quickly and losing out on top speed to the quick Fords. Nevertheless there was a mood of cautious optimism in the Martin camp. Jeff Churchill/Roger Jones came up from Wales to occupy number nine, their car still with 1800cc power but with the return of the two litre imminent. Completing the top ten was Mike Dodds Marina sponsored Mini from the Channel Islands. Of the crews following, Reg Mullenger added another non-start to his ever growing list. Batchelor started at 12 in the Robinson Racing powered Team Avon Tyres car, the last time he will be using the 'big' engine for the present as a 1300 Robinson prepared unit is taking its place for the Aberystwyth/Castrol '75 in a week's time. Richard Iliffe was another non-starter so Colin Grewer's Opel was the first G1 car away at 15. Meanwhile some rather questionable seeding meant the likes of David Stokes, Dennis Pelling, and Clive Holker started at 28, 32 and 41 respectively, while quick Triple C crews like Malcolm Smith and Terry Kaby started at 39 and 54. The surfaces were so hard however that a low start number was not the disadvantage that it might have appeared. Australian David Lang was out again in Terry Hoyle powered Escort at 22 ("the engine's the only good part about it!") and Paul Martin made the treck across the Irish sea to start at 26 with his 1800 TC Escort. The redoubtable Martin also brought together a cast of talented Irishmen to wait upon his every need, not to mention the car's and these Bacchanalian buccaneers were presided over by the ice cool Eric Silbermann; an equipe to conjure with indeed.

## RALLY

Under foreboding leaden skies and amid tight security, Piggy Thompson led the field away towards the first complex of stages in Langdale, and the 80 stage miles on the agenda.

As usual with daylight sprint events these days, there was immediate drama in the opening stages as the quicker crews strove to assert their stamp on the event. Chris Wathen, trying as hard as ever, misjudged a moss-covered right after a brow on Wykeham 1 and went off tail first into a bank, stoving in the right rear threequarter panel and slightly damaging the left front corner, the car ending up on its side. More serious, Chris injured his right hand in the accident and although a severe cut was attended to in hospital after the finish, Chris felt that a bone in his hand may have been cracked in the impact. Having lost about four minutes through this indiscretion, he had righted the car, and with typical fortitude resolved to continue. His eventual 11th overall including two subsequent fastest times while in considerable pain from his hand, is a tribute to his determination and skill. Further down the field poor Tom Roberts, the owner of the winning car on the Tour of Britain, had little chance to sample its new-found power for he rolled heavily at the same spot, destroying the front crossmember and a track control arm. The battered car landed on its wheels after the inversion and staggered drunkenly off the stage, but there was no way it was going to continue. As the opening stages unfolded, Richards and Batchelor began to prise open a lead on the pursuing crews; Bob Bean rolled very gently in Dalby, and though putting him out of contention, scarcely damaged the car at all. He continued 'practising' for the remainder of the day.

At the head of the field, Richards was giving a fine exhibition, with Batchelor chasing hard, while other favourites were being outpaced. Tony Drummond was almost through Staindale when one of his 'unbrakable' halfshafts cried enough. He had been having gear selection problems right from the start, giving himself a box full of neutrals, co-driver Mike Nicholson a few anxious moments . . . a similar problem was also afflicting Robin Langford's Fiat, both he and Graham Freeman

*Chris Wathen on Cropton 1. Had there been one available, his fightback must surely have earned him a Man of the Meeting award.*

having to hang onto the gearlever to hold second gear which had started to jump out occasionally and got consistently worse as the rally progressed.

After a first visit to the Langdale/Dalby complex, the rally turned west for Cropton forest before trekking back to a late 'lunch' halt at the incongruous Flamingo Park. It is hard to know whether to laugh or cry in such a place. Piped music beckons from tree-mounted loudspeakers in a feeble attempt to create a convivial air, the faded Graham Greene style atmosphere totally lives up to expectations and "everything's off" in the factory-like canteen. Outside, the ensnared animals show understandable disinterest for the dated promotion and its moon-faced inmates while most rally crews were of the opinion that the food, such as there was, might equally have been fed to the animals as to them. Nevertheless the Park does at least provide plenty of space within which to work on cars for an hour or so. At this stage, Laurie Richards led by 18 seconds from a charging Batchelor, who, surprisingly perhaps, was beating an uncharacteristically subdued Tony Fowkes by a further 14 seconds; was Tony really driving 'to orders' or was it just one of those days when he was not quite fully attuned to the car? The man he had set out to beat certainly had a fraught morning. George Hill was discovering yet more secrets about the car. From Pandora's box it now appeared that the roll centre of the Watts linkage was too high which resulted in chronic roll oversteer. This meant that when he lifted off while sideways, the unco-operative Vauxhall would spin instead of straightening up; and spinning is something which George could not remember last doing in a rally car, so long ago was it. By the afternoon he had worked out a cure – right foot down! It seemed to work well and the Vauxhall made spectacular though somewhat committed progress in the afternoon, making up some 30 seconds on Churchill and overtaking him for an eventual fifth place. However the morning's spins, coupled to a misfire within one and a half miles of the finish of the third Dalby, which almost gave the apprehensive Eric Dixon, fearing the worst, a cardiac arrest, could not be totally recouped. The problem in fact turned out to be with the soldered plug leads which had sheared at the distributor owing to vibration.

Laurie Richards was quietly confident. He had been coping with two familiar problems during the morning, rear brakes which locked on alarmingly, and even more unnerving clutch bothers. Every so often, as Laurie swept into bends and changed down a gear, the clutch would allow the selection, and then fail to take up the renewed drive, leaving the frantic driver stabbing the pedal in an effort to regain the gear. It was all tense work, and Laurie had been in the ditch twice during the morning while coping with it. By the afternoon, he had sorted the brakes, but the obstinate clutch refused to respond to treatment, and is thus now to be pensioned off. Gordon Batchelor was understandably happy with the way things were going and felt sure it had something to do with the unusual make of tyre on which he was running.

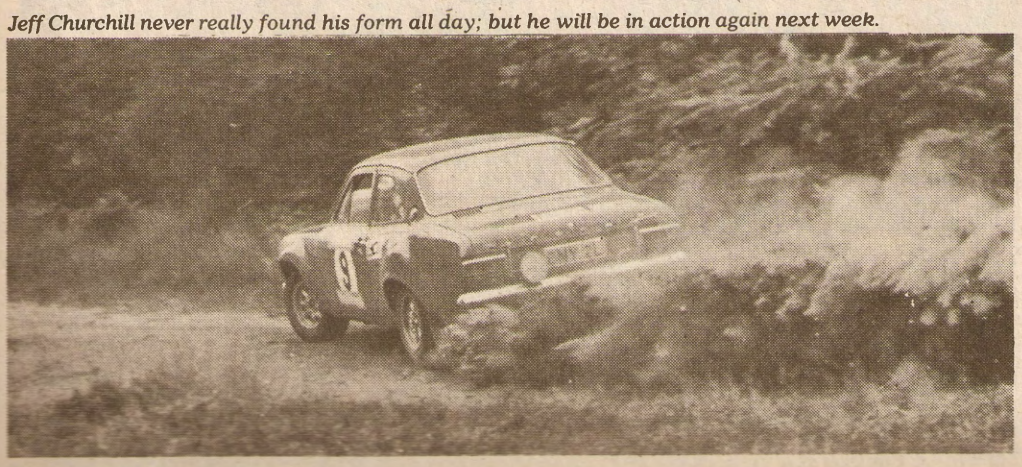
In group one Ian Lawless, celebrating his new support from Sky Radiophones, was in charge of proceedings. He had had to start the event with a 3.5 differential ratio, having broken the 4.1 on the Burmah. This apparent chronic disadvantage did not seem to be as bad as he had feared however and as he said, "its great for the straight bits!" Chris Field went down a precipice on Kilburn and was hauled back to the track, Roman-style, by about 30 spectators and a rope. Bernard Banning managed to go off into the hole left by Bob Bean in Dalby where an irate farmer was becoming increasingly truculent about the rally cars, Batchelor among them, who were forever coming through his hedge at the end of a long straight. Banning replaced his very soft Bilstein rear shock absorbers with Armstrongs during the afternoon and cured some of the waywardness of the tail. Meanwhile Paul Appleby continued serenely on his way, confident of more points. Jill Robinson had perhaps the most miserable morning of all. From the very start of the event the G2 RS2000 maintained a mystery misfire which defied all the ministrations of David Sutton's mechanics. They changed virtually everything there was to change in the engine room while Jill remained convinced the problem lay with fuel starvation. She was right. When the union at the top of the fuel tank was inspected, a piece of absorbant paper kitchen towel was discovered; it was this that had restricted progress to a frustrating maximum of 3000 rpm in top all morning!

As the afternoon wore on and the stages were tackled in reverse, so the initial speed of BTRDA contenders eased somewhat. The light breeze that accompanied the morning session had now dropped completely and the forests lay uncannily quiet in the still air. One could hear a BDA at five miles. The problem now was dust, which hung in choking clouds along the tracks, cutting visibility down to a premium. (Though Piggy Thompson, without need of long servicing, could run first car and avoid most of the trouble). It may have been the restricted visibility which accounted for Dick Rowland's accident in Piggy Thompson's old Escort. He had been flying during the morning and was just two seconds behind the pig farmer himself at lunch, but he ended his rally by doing the car a serious mischief. As the last stages unfolded, Fowkes began closing in on Batchelor whose last miles were very spectacular indeed as he strove to defend second place. No one was going to catch the flying Richards who was driving beautifully and confidently at the head of the field.

Randolph Whittal-Williams, in the Crickhowell Caravans RS was putting in another impressively solid performance in his search for championship points. He had had a couple of 'moments' in the morning getting used to Andy Butt's enthusiastic encouragements ("he thought he was still in a Mexico!") but a steady drive netted him seventh overall just half a minute down on quick local man Dennis Pelling, co-driven on this occasion by none other than Phil Cooper. Behind these two, came a chastened Churchill, who though pleased to finish was far from happy with his performance which must have suffered through lack of practice as much as Batchelor's had gained from it. David Stokes got himself and REV into the top ten, feeling by the end more at home in the car and getting used to the idea of revving BDAs to 8500+ to get the power out of them. He suspected that a head gasket might have been on the way out and the exhaust manifold was cracked but the car, whose purchase from Pat Bartlett had been the subject of much wrangling, was now beginning to be reliable.

All that remained after a really enjoyable and well run event was the farce of the presentations and post rally celebrations. The whole affair had an amateur, village fete air about it, and amid the gloom under the canvas awning, onlookers drifted disconsolately away as the minutes ticked by, the bar summarily closed, and the results still did not appear. The results in fact were ready at 10.30pm, but it took the stewards until after midnight to decide whether to exclude Paul Appleby for failing to get a signature at a passage control. This they eventually did. The entire saga was an unfortunate one as there were some 23 passage controls on the route and only six of them were allegedly manned. More than a handful of competitors were known to have bypassed certain controls and it seems that there is some ambiguity in the regulations here, although of course the onus is on the competitors to check each post. The answer must be standardised set of regulations which are so worded as to legislate for a number of events with different characteristics; one hopes that that day will not be far off. The unfortunate incident left a further discordent note to the evening, and was sad also for Laurie Richards, who had but a handful of well-wishers looking on when he finally hit the stage. One is left to hope also that Marina Holidays were satisfield, but they cannot have been over-impressed either with the venue for their promotion, or the way in which the last rights were handled.

*Jeff Churchill never really found his form all day; but he will be in action again next week.*



**Marina Holidays Forest Rally**

1, L. Richards/J. Tew (Escort RS) 4453;
2, G. Batchelor/R. Laying (Escort RS) 4502;
3, T. Fowkes/B. Harris (Escort RS) 4508;
4, D. Thompson/M. Welch (Porsche Carrera) 4564;
5, G. Hill/P. Short (Vauxhall Magnum) 4599;
6, D Pelling/P. Cooper (Escort RS) 4603;
7, R. Whittall-Williams/A. Butt (Escort RS) 4633; 8, J. Churchill/R. Jones (Escort RS) 4637; 9, D. Stokes/B. Andrews (Escort RS) 4681; 10, M. Rawson/S. Davey (Opel Acona) 4686.

**Group one:** 1, I. Lawless/G. Coleman (RS2000) 12th overall) 4726; 2, C. Grewer/P. Welch (Opel Acona) 16th overall) 4794; 3, R. Badham/B. Fawkes-Underwood (RS2000) (18th overall) 4823.

**Special Stage Times:**

**Wykeham 1:** 1 Richards 156; 2 Wilkes 160; 3=Bean and Batchelor 161; 5= Thompson and Lang 162.

**Langdale1:** 1, Thompson 414; 2, Richards 415; 3, Batchelor 422; 4, Bean 425; 5, Wathen 426.

**Staindale 1:** 1, Richards 338; 2, Wathen 339; 3, Churchill 341; 4= Thompson, Bean and Evans 342.

**Dalby 1:** 1, Batchelor 102; 2, Fowkes 103; 3= Wathen, Richards, Churchill, Farrington and Rowland 105.

**Dalby 2:** 1= Richards, Batchelor and Lang 155; 3= Thompson and Fowkes 158; 5= Pelling and Nelson 159.

**Dalby 3:** 1, Lang 231; 2, Batchelor 233; 3, Fowkes 234; 4= Rowland and Martin 238; 6, Churchill 239.

**Cropton 1:** 1, Richards 132; 2, Batchelor 134; 3, Simpson 135; 4= Hill, Fowkes, Lang and Stokes 136.

**Cropton 2:** 1= Fowkes, Batchelor and Simpson 267; 3, Richards 268; 4= Whittal-Williams, Farrington and Lawless 270.

**Kilburn:** 1, Wathen 189; 2= Lawless and Fox 190; 4= Richards, Grewer, Dale and Rawson 191.

**Boltby:** 1, Richards 234; 2, Wathen 236; 3= Whittal-Williams and Lang 237; 5, Fowkes 238.

**Cropton 3:** 1, Lang 408; 2, Richards 411; 3, Wathen 417; 4= Fowkes and Hill 418; 6, Batchelor 419.

**Dalby 4:** 1, Lang 242; 2= Richards and Fowkes 245; 4, Pelling 246; 5= Wathen and Batchelor 247.

**Dalby 5:** 1= Fowkes and Wathen 158; 3, Richards 159; 4, Pelling 160; 5, Batchelor 161.

**Dalby 6:** 1, Richards 98; 2= Hill, Wathen, Farrington, Pelling, Rowland and Ward 100.

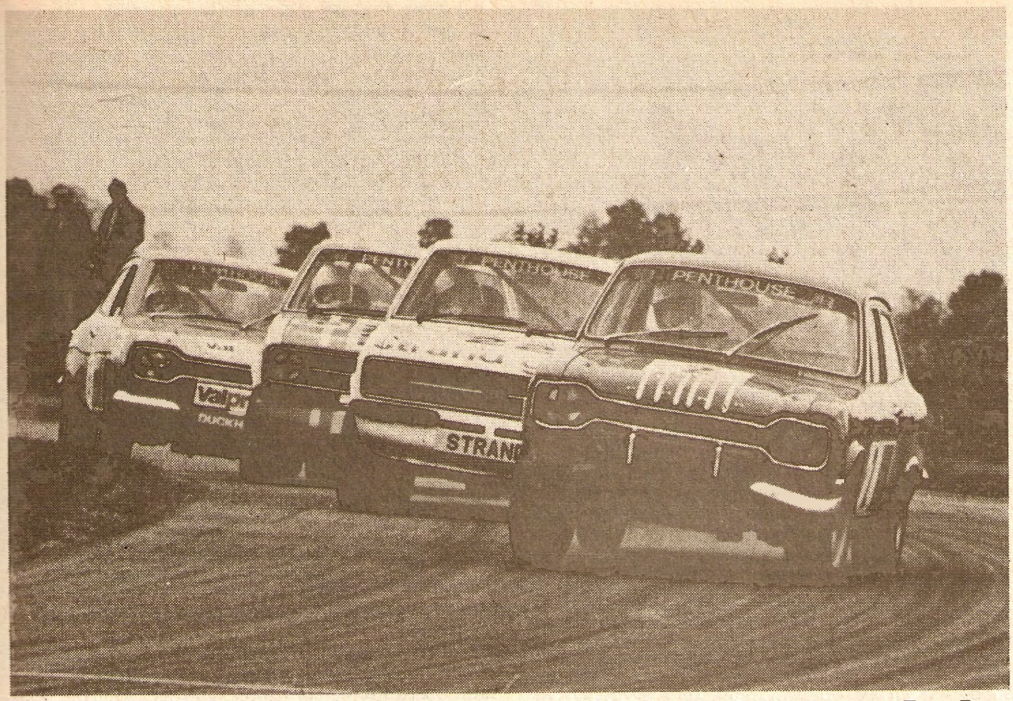
**Staindale 2:** 1, Richards 329; 2, Batchelor 332; 3= Fowkes, Wathen and Whittal-Williams 333; 5, Hill 334.

**Langdale 2:** 1, Richards 376; 2, Fowkes 378; 3= Hill and Batchelor 384; 5= Thompson and Pelling 385.

**Broxa:** 1, Batchelor 235; 2, Fowkes 236; 3, Richards 238; 4, Hill 241; 5, Thompson 242.

**Wykeham 2:** 1, Richards 158; 2, Batchelor 160; 3= Thompson and Fowkes 161; 5, Whittal-Williams 162.

**Wykeham 3:** 1, Richards 203; w, Whittal-Williams 204; 3= Hill, Wathen and Batchelor 205; 5= Thompson and Fowkes 207.




*Race-long dice for third place in the Penthouse Escort race was between Mike Freeman, Tony Dron, Gordon Bruce and David da Costa.*

## CASTLE COMBE

# Tremendous season closer

**The fifth and final race meeting at Castle Combe for this year had all the ingredients of an end of season cliffhanger. The BRSCC SW Centre had the mammoth task of running ten races to schedule after twelve starts and an extraordinary number of shunted cars. Most of the racing was superb to watch with outstanding victories being taken by Woodie Harris in the Varley Monoposto race and Pat Mannion in the smaller Special Saloon car event. Harris' Genie had an average race speed which was faster than the old lap record as the Californian sped to the first 100mph victory of the day. Richard Mallock and John Morrison kept up the pace in the Clubmen's and Super Vee events respectively while other notable winners included Phil Lloyd, Terry Richards, Steve Thompson and Ian Moore.**

Super Visco Championship leader Bob Davis held a tentative lead in the Formula 1300 race as Alan McBeath's Gopher and Phil Lloyd's successful Nomad Mk2 searched for a way by. The Davis still had its practice misfire and McBeath took the lead at Quarry on lap three with Loyd shadowing him. Vic Waterhouse's Mallock could not quite catch the leading twosome but he was comfortably ahead of the dice for third involving Brian Cocks' Elva, Jim Ravenscroft's beautiful rear engined Messer 2A and a stricken Davis. Cocks spun the overweight Elva at Quarry on lap six and could not get restarted while Davis edged away from Ravenscroft. Up front Phil Lloyd stormed into the lead after a delicately judged passing manoeuvre at Old Paddock and although McBeath regained the lead on lap eight, a spin at Quarry left Lloyd an easy victor in front of Waterhouse, Ravenscroft, a chastened McBeath who just failed to catch the Messer, and Davis, who had compounded his difficulties by spinning at Camp on lap six.

The first Formula Ford heat featured a dice for the lead all the way between Terry Richards' elderly ex-Ray Allen Mk11a and John Peters' Jomic. Richards hugged the inside line at Camp on the last lap as Peters tried the impossible outside line. The Jomic careered along the grass, luckily missing the man holding the chequered flag and then spun across the track into the infield. The waved yellow flags prevented any last lap heroics from Dave Lowe's Lotus 61 or Dave Buttigieg's Dulon MP17 which were tucked right behind Peter Maydew's Alexis 18B.

Like the first Formula Ford heat the second developed into a two car struggle with Ian Moore's Dulon MP15 leading all the time but being closely watched by David Warwick's Hawke DL12. Mike Wallaker's twitchy Jomic had latched onto these two to make it a trio dicing for the lead but he fell away to finish a comfortable third ahead of Nick Foy's Reynard.

Unfortunately the Formula Fords acted like lemmings as they charged into Quarry on the first lap of the final. The race had to be stopped while the fibreglass and broken cars were tidied away and on the restart Derek Warwick made a great start to lead Richards, Wallaker, Maydew and Moore who had been slow away. Moore soon forced his way into third behind his rival for the BRSCC SW Championship, Richards, as Wallaker and Maydew dropped away. Moore crashed at Quarry on lap eight forcing the race to be stopped while he was taken out of the car with shoulder injuries. Although Warwick led Richards over the line he was dropped to sixth in the results after the addition of a ten second penalty for a push start. Wallaker was thus promoted to second ahead of Peter Maydew who had his hands full holding off Dave Buttigieg with Dave Lowe only a short distance behind in fifth should they make a mistake.

The other race to be restarted was the over one-litre Special Saloon event after Nigel Clarke inverted his Mini right in the middle of Quarry. Chris Sims' new Blydenstein single cam Vauxhall Magnum, with sponsorship from Newquay Publicity Associates, again led the restart but only as far as Dean Straight where the smart Vauxhall peeled off into the paddock with a broken gearbox. This left John Morgan's venerable Jaguar Mk1 with a large lead which he maintained to the end. The dice for second between the Ford Escort TC of Steve Phillips, the Wolseley Hornet of Dave Williams and the Mini of Mike Fry kept everyone interested with Phillips holding off a last lap challenge from Williams as the entertaianing Fry lost ground with his twitchy Mini.

Apparently the Varley Batteries Monoposto Championship leader, Trevor Scarratt, was in Germany playing football but as his lead was only one point over Alan Baillie his hopes of holding such an advantage were obviously very slim. Indeed it was the Viking of Baillie which led the high speed train of Woodie Harris (Genie), Jim Yardley (Beagle) and Nigel Howard Jones (RTW) for three laps. On the fourth lap Harris stormed by at the difficult Old Paddock bend to take a lead he was not to lose. Baillie and Yardley had a magnificent dice in second with the two going side by side through Old Paddock and then Yardley, the new lap record holder, stealing by at Quarry on the last lap. Baillie was not finished and he retaliated by doing a "Harris" to Yardley at Old Paddock and holding on to second until the flag.

The Pole Position Clubmen's race kept up the pace even though Geoff Friswell was absent. Richard Mallock led all the way in Creighton Brown's Team Camborough Mallock Mk17 but his victory might not have been so easy if Malcolm Jackson's Mk14 had not been held up by backmarkers towards the end of the race. Richard Groombridge's Hustler managed to hold onto third as each challenger dropped away; Keith Norman's Gryphon with a loose wheel; John Davies' Gryphon with the tyres going off and a lack of oil; and Bob Deverill who lost a place on the last lap to Steve Russell's Mallock Mk15/17 as his similar car coasted over the line with a boiling radiator. A clean sweep was secured by Team Camborough as Nick Adams won the Formula Ford engined class easily in his familiar Mallock Mk 14 after Andy Houston's rapid Gryphon expired on the second lap.

A six car train disputed the lead of the one litre BRSCC SW Saloon Car Championship with Pat Mannion's lap record holding Imp usually in control from the one litre Minis of John Routley, Allan Parfitt, George Constantine and Alan Hawkes together with the class leading 850 Westover Mini of Reg Ward. Routley confirmed his Championship lead by cheekily passing the Revolution Wheels Imp at Camp on lap six. Mannion was back in front the next lap and was never headed again. Routley outfoxed Parfitt to take second while Constantine and Hawkes dropped back. Reg Ward hung onto the small class lead despite Roger Saunder's efforts to close the gap, the Sigma Mini of Saunders being held up in the first lap barging match.

Championship winner Mike Young was absent from this Silver Cup Super Vee race because his Modus is still not repaired following its Silverstone practice shunt. Peter White has sold his car so this left John Morrison with no established opposition. The Daghorn-powered Supernova BH4 led all the way but Morrison was forced to break the lap record as Simon Kirby gave game chase in the Team Camborough Supernova SS75. Bruce Venn's third place had looked secure but once David Warwick had got away from Barry Hopwood's Royale RP18A on lap twelve the Crossle began to reel in the Elden. Venn in the Elden got very crossed up coming out of Camp for the last time, allowing Warwick to dive inside and snatch third place on the line. Behind Hopwood

*Pat Mannion scored the first win of his weekend double in the BRSCC championsip round.*

was Mike Catlow's Supernova BH3, the former Formula Ford driver just beating Mike Tobitt who is forced to rely on his Lola T250 as Morrison seems pleased with his repossessed BH4.

The *Penthouse* Escort Championship race was again dominated by the Opposite Lock Club Escort of new Champion Steve Thompson who stayed comfortably ahead of Graham Hollis. The real dice was for third with Mike Freeman, Tony Dron, David Da Costa, Gordon Bruce, Geoff Evans, Simon Alterman, Nick Weir and Chris Witty all nose to tail for the opening laps. As the group broke up following a couple of spins, Freeman established his claim to third by keeping ahead of the Sport of Tony Dron and a sideways Da Costa with Bruce waiting for his chance in sixth. The Strand Glass car of Dron kept fourth while the Toric Racing Escort Sport of Bruce demoted Da Costa on the last lap. Then there came a small gap to Chris Witty, who was in John Waterman's Continental scarred car, who'd come up from sixth row. The Sports Editor might have been in a position to challenge for third toward the end if he had not been so intent on keeping ahead of Nick Weir but following the spins of Evans and Alterman and his own altercation in his Adlards Sport at Snetterton a couple of weeks ago; Chris was satisfied to finish a competitive seventh.

**COLIN MASTERMAN**

**Super Visco Formula 1300 Championship Round (10 laps):** 1, Philip Lloyd (Nomad Mk2), 12m 06.6s, 91.16mph; 2, Vic Waterhouse (Mallock Mk14 Holbay), 12m 18.4s; 3, Jim Ravenscroft (Messer 2A), 12m 24.8s; 4, Alan McBeath (Gopher), 12m 25.0s) 5, Bob Davis (Davis), 12m 27.0s; Pete Skellorn (Mallock U2), 12m 40.8s. **Fastest Lap:** Davis, 1m 10.4s, 94.09mph.

**Special Saloons over 1000cc (10 laps): Overall:** 1, John Morgan (3.8 Jaguar Mk1), 12m 37.4s, 87.45mph; 2, Steve Phillips (1.6 Ford Escort TC), 12m 47.6s) 3, Dave Williams (1.3 Wolseley Hornet), 12m 47.8s; 4, Mike Fry (1.3 Mini), 12m 50.4s; 5, John Wright (1.3 Mini Ford), 13m 34.6s; 6, Terry Sheppard (3.8 Jaguar Mk1), 13m 36.2s. **Over 1300cc:** 1, John Morgan; 2, Steve Phillips; 3, Terry Sheppard. **Fastest Lap:** Morgan, 1m 13.8s, 89.75mph. **1001 to 1300cc:** 1, Dave Williams, 86.27mph; 2, Mike Fry; 3, John Wright. **Fastest Lap:** Williams, 12m 47.8s, 86.27mph.

**BRSCC SW Formula Ford Championship heat one (7 laps):** 1, Terry Richards (Merlyn Mk 11A Rowland), 8m 22.8s, 92.21mph; 2, John Peters (Jomic Mk3 Stanley), 8m 23.6s; 3, Peter Maydew (Alexis 18B Kenny), 8m 28.4s; 4, Dave Lowe (Lotus 61 Holbay), 8m 28.8s; 5, Dave Buttigieg (Dulon MP17 Abbott), 8m 29.6s; 6, Peter Krefel (Royale RP21 Minister), 8m 31.6s. **Fastest Lap:** Richards, 1m 10.0s, 94.62mph.

**BRSCC SW Formula Ford Championship heat two (7 laps):** 1, Ian Moore (Dulon MP15 Rowland), 8m 19.0s, 92.92mph; 2, Derek Warwick (Hawke DL12 Kinister), 8m 19.2s; 3, Mike Wallaker (Jomic Mk2 Rowland), 8m 23.8s; 4, Nick Foy (Reynard 74F Minister), 8m 32.0s; 5, Chris Williams (Jamun T3C Scholar), 8m 42.0s; 6, John Blackwell (Ray 75 F AJB), 8m 44.2s. **Fastest Lap:** Moore and Warwick, 1m 09.8s, 94.85mph.

**Varley Batteries Monoposto Championship (10 laps):** 1, Woodie Harris (Genie Mk3), 10m 56.4s, 100.91mph; 2, Alan Baillie (Viking Mk1A), 10m 59.6s; 3, Jim Yardley (Beagle Mk3), 10m 59.8s; 4, Nigel Howard Jones (RTW), 11m 07.8s; 5, Anthony Ford (Emberton Mk 2A) 11m 36.6s; 6, Robin Strange (Brabham BT23), 11m 57.8s. **Fastest Lap:** Jim Yardley, 1m 04.4s, 102.85mph **(record).**

**Pole Position Clubmen's Championship (10 laps): Overall:** 1, Richard Mallock (Mallock Mk17-Close), 10m 44.0s, 102.85mph; 2, Malcolm Jackson (Mallock Mk14-Holbay), 10m 51.8s; 3, Richard Groombridge (Hustler SS4-Davron), 11m 00.0s; 4, Steve Russell (Mallock Mk15/17-Davron), 11m 07.8s; 5, Bob Deverill (Mallock Mk14-Holbay), 11m 17.0s; 6, Alan White (Mallock Mk11B/14-Davron), 11m 24.6s. **Fully Modified Engines:** 1, Richard Mallock; 2, Malcolm Jackson; 3, Richard Groombridge. **Fastest Lap:** Mallock, 1m 03.2s, 104.81mph. **Formula Ford Engines:** 1, Nick Adams (Mallock Mk14-Close), 11m 49.2s, 93.40moh; 2, Keith Stanbury (Haggispeed Mk6B-Davron); 3, Keith Money (Mallock Mk16-Davron). **Fastest Lap:** Adams, 1m 09.4s, 95.44mph.

**BRSCC SW Special Saloon Car Championship under 1000cc:** Overall: 1, Pat Mannion (1.0 Hillman Imp), 12m 56.8s, 85.26mph; 2, John Routley (1.0 Longman Mini), 12m 58.2s; 3, Alan Parfitt (1.0 Mini), 12m 58.4s; 4, George Constantine (1.0 Mini), 13m 03.6s; 5, Alan Hawkes (1.0 Mini), 13m 12.2s; 6, Reg Ward (850 Mini), 13m 16.0s. **851 to 1000cc:** 1, Pat Mannion; 2, John Routley; 3, Alan Parfitt. **Fastest Lap:** Mannion, 1m 15.4s, 87.85mph. **Up to 850cc:** 1, Reg Ward, 83.21 mph; 2, Roger Saunders (Sigma Mini); 3, Francis Taylor (Clements Mini). **Fastest Lap:** Ward, 1m 17.6, 85.36mph.

**VW (GB) Ltd Silver Cup SuperVee Championship (15 laps):** 1, John Morrison (Supernova BH4 Daghorn), 15m 53.8s, 104.17mph; 2, Simon Kirby (Supernova SSV75 Heidegger), 15m 58.8s; 3, David Warwick (Crossle Heidegger), 16m 19.8s; 4, Bruce Venn (Elden Heidegger RS), 16m 20.0s; 5, Barry Hopwood (Royale Heidegger RP18A), 16m 22.8s; 6, Mike Catlow (Supernova Heidegger BH3), 16m 33.4s. **Fastest Lap:** Morrison, 1m 02.8s, 105.47mph **(record).**

**Penthouse Escort Championship (10 laps):** 1, Steve Thompson 13m 54.8s, 79.34mph; 2, Graham Hollis, 13m 56.0s; 3, Mike Freeman, 13m 58.8s; 4, Tony Dron, 13m 59.0s; 5, Gordon Bruce, 13m 59.4s; 6, David da Costa, 13m 59.6s. **Fastest Lap:** Freeman and Da Costa, 1m 22.2, 80.58mph.

**BRSCC SW Formula Ford Championship Final (9 laps):** 1, Terry Richards (Merlyn Mk11A-Rowlands), 10m 41.4s, 92.94mph; 2, Mike Wallaker (Jomic Mk2-Rowland), 10m 42.4s; 3, Peter Maydew (Alexis Mk18B-Kenny), 10m 47.6s; 4, Dave Buttigieg (Fulon MP17-Abbott), 10m 48.0s; 5, Dave Lowe (Lotus 61-Holbay), 10m 50.0s; 6, Derek Warwick (Hawke DL12-Minister), 10m 50.4s. **Fastest Lap:** Ian Moore (Dulon MP15-Rowland), 1m 09.4s (95.44mph).

**RUFFORTH**

# Hesketh excluded

**After the Battle of Britain meeting at Croft on Bank Holiday Monday, the 'circus' moved to Rufforth on August 31 for the BRSCC Battle of Britain meeting which has long since become a regular spot in the motor racing calander in the North of England. Seven races for Formula Ford, Special Saloons, Prodsports, Clubmen's and Modsports, Renault 5s and *Libre* were on the programme, together with two gliding displays and a model aircraft demonstration to entertain the crowd. The racing was rather like the curate's egg — 'good in parts,' although one man who could grumble was Kelvin Hesketh who was excluded from the Formula Ford results for passing under the yellow flag.**

Under a cloudy sky the Formula Fords lined up to do battle in the first event which was the Tate Trophy race. Kelvin Hesketh was on pole with the Crossle and had John Simpson (Nike) and Mick Starkey (ATS Merlyn) alongside, but it was the Lotus 69 of Peter Harrington which made the running for the first three laps. On lap four Hesketh had taken the lead and went on to win by 5.4s from the Lotus driver, although Hesketh ran into his disqualification much later in the evening. Strong challenges for the lead came from John Simpson, who was in second place for two laps, and then mysteriously dropped down the field to finish an eventual sixth, and Mick Starkey in a steady fourth place until a spin at the hairpin on the fourth lap dropped him off the lap chart. Starkey recovered sufficiently to climb up to twelfth at the finish. While all the front row were either in the lead or having problems, Eric Horsfield (Alexis) and Nigel Haywood (Merlyn) were placed just right to take over and come home in third and fourth places. The circuit was reported to be very bumpy and set out considerably tighter for this meeting, in fact Boundary bend proved this by having no less than six spinners/incidents in this race.

When the single seaters had finally been cleared away the saloons came out to run in the Troy Tyres and Auto Centre's race which, contrary to the programme, also contained some of the big boys as well as the Mini 7 and 1000cc cars. Brian Whiting was the winner overall in the Escort but first had to catch the small fry who were started first. This took all of one lap before the Escort was up to fourth and soon it was in the lead with the similar car of Chris Wray coming in second. The real reason for this event, the small classes, saw a tremendous tussle between the Minis of W. M. Barrett, E. Stansfield and Simon Davey which was resolved in favour of Barrett from Stansfield when Davey retired after five laps. In the Mini 7 class Colin Hesford took the honours after Graham Templeman and David Lapworth had crawled all over each other to finish in that order only a whisker apart.

In direct contrast to Croft the previous week the Production Sports car race boasted a good gridful of cars with all the usual contestants putting in an appearance. Colin Blower (TVR) was off to a good start but was overwhelmed by the 208 Europa of Chris Meek who as usual led for the rest of the race, won by 10.4s and set up a new lap record of 1m 26.6s into the bargain. Behind Chris, an early second place man Andy Roughton (Europa) fell back into third behind the Morgan of John Britten, these two holding their positions at the finish. A real ding-dong was in progress for fourth spot for most of the race between W. Hopkins (Morgan), Rod Gretton (E Type), Martin Dawson (E Type), Colin Blower (TVR) and the Europa of Dave Allan which was decided in that order at the flag after Dave Allan had retired on lap nine and the TVR and E Type had entertained everyone with numerous moments and spins all round the circuits. Class C provided a runaway win and eighth overall for Terry Grimwood (MG) who set up a new record for his class as well. Valli (MG), herself and the car no worse for going over the bank at Oxo at Croft last Monday, toured steadily to third in class behind C. H. B. Wadsworth (Austin-Healey).

The Special Saloon race followed the model aircraft with most of the runners from event two being joined by Jim Evans (Jet Turbo) who only followed Brian Whiting (Escort) for one lap before easily passing him on the straight. What promised to be a very good fight between these two fizzled out when Brian lost all drive to the rear wheels on the third lap and pulled off. Interest in the race was however sustained by a splendid struggle which took place for third place after Gerald Clark (Mini) had claimed second after Whitings retirement. The protagonists in the third place scramble were asking and giving no quarter but were scrupulously fair. Owen Corrigan (Mini) came out on top ahead of Graham Wood (Mini) and R. Tomlinson (Mini) who were both given the same race time after the 3.8 Anglia of David Holmes dropped back.

Event five was for a combined Clubmen's and Modsport field and as expected the Clubmen's cars made the running at the front but with Davrian sports car of Jim Adamson hounding them to third overall and fastest lap in class – not bad for 998cc. David Orbell (Stallwood U2) and John Holroyd (Mallock) filled the first two spots after Tim Wood (Magnum) had spun at Boundary on his second lap and Caldwell Smythe rolled a tyre off the nearside rear wheel at the Hairpin on lap one; neither car was damaged but Tim found the Magnum reluctant to restart. After the charging Davrian, the next Modsports car home was the Jaguar of John Oxborough back in seventh. Colin Hesford came a creditable ninth in John Britten's Prodsports Morgan – his class was given in the results as "None."

Neil McGrath was a start to finish leader of the ten Renault 5 cars which made their way to Rufforth for a round in the Elf championship. Dave Hedges took over second place when Mick Hill retired on lap nine and set a new record for the class as well. The usual leaning – on each other at times – tyre squealing and barrel bashing went on and the spectators seemed to enjoy it as much as the drivers, but where are all the other contestants? Is the journey too much or the points not worth it?

Nine cars came to the grid for the final race for *Libre* cars and with three F5000 entries and Andy Barton's March, there was no doubt that this was to be the fastest race of the day. Again one car led every lap, this time the Chevron of Tony Dean, originally ahead of Richard Simms (Chevron) until Andy Barton got into his stride and demoted Simms to third. There was no way that Andy could catch the other F50000 car however and Dean's off circuit problems were not going to force him into a mistake either and so at the finish the order was Dean, Barton and Simms with Joe Applegarth (Brabham) one lap down in fourth place. Unfortunately the F5000 Trojan of Bill Wood expired in a cloud of smoke at the Hairpin on lap three when in third place and robbed the race of some of the expected competition.

**PAUL BOOTHROYD**

**Tate Trophy, Formula Ford (12 laps):** 1, Peter Harrington (Merlyn 25A), 16m 14s, no speed given; 2, Eric Horsfield (Alexis), 16m 19s; 3, Nigel Haywood (Merlyn Mk II), 16m 29s; 4, Philip Tingle (Van Diemen), 16m 34.4s) 5, John Simpson (Nike), 16m 36s. **Fastest lap:** Hesketh, 1m 19.4s, 77.08 mph.

**Special Saloons up to and over 1,000cc, Mini 7 (10 laps):** 1, Brian Whiting (1.9 Escort), 14m 19.6s, 72.86 mph; 2, Chris Wray (1.8 Escort), 14m 54.2s; 3, William Barrett (1.0 Mini), 14m 13.4s; 4, Eric Stansfield (1.0 Mini), 15m 23.4s. **Over 1,000cc:** 1, Whiting, 72.86 mph; 2, Wray; 3, Ian Rogerson (1.3 Mini). **Fastest lap:** Whiting, 1m 20.6s, 75.23 mph. **Up to 1,000cc:** 1, Barrett, 67 mph; 2, Stansfield; 3, John Tully (1.0 Mini). **Fastest lap:** Simon Davey (1.0 Mini), 1m 29.8s, 68.15 mph. **Mini 7:** 1, Colin Hesford 60.79 mph; 2, Graham Templeman; 3, David Lapworth. **Fastest lap:** Hesford, 1m 38.4s, 61.94 mph.

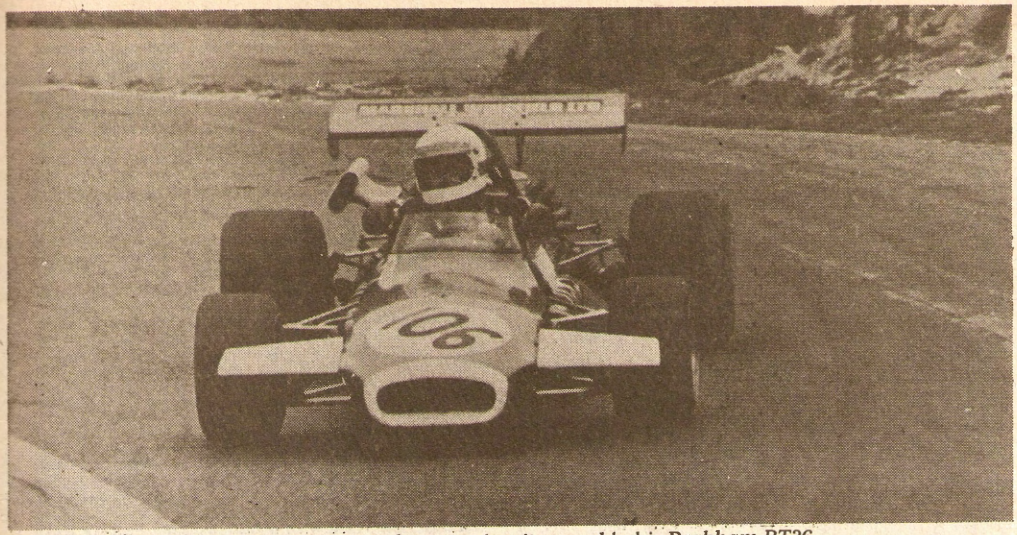
**D C Cook (Datsun) and Direct Tapes Production Sports Cars, £2,250 to £4,000, £1,400 to £2,250 and up to £1,400 (10 laps); overall and £2,250 to £4,000:** 1, Chris Meek (Lotus Europa), 14m 52.8s, 68.54 mph; 2, John Britten (Morgan Plus 8), 15m 3.2s; 3, Andy Roughton (Lotus Europa), 15m 12.6s; 4, William Hopkins (Morgan Plus 8), 15m 39.8s. **Fastest lap:** Meek, 1m 26.6s, 70.66 mph **(Record). £1,400 to £2,250:** 1, John Targett (MGB), 60.79 mph; 2, Gerald Vaughan (Triumph TR6); 3 Chris Alford (1.6 Morgan). **Fastest lap:** Vaughan, 1m 37.8s, 62.57 mph. **Up to £1,400:** 1, Terry Grimwood (MG Midget), 62.37 mph; 2, C. Wadsworth (Austin Healey); 3 Valli (MG Midget). **Fastest lap:** Grimwood, 1m 36.2s, 63.63 mph **(Record).**

**BRSCC Northern Centre Special Saloon car championship round, over 1300cc, 1000cc to 1300cc and up to 1000cc (10 laps:** 1, Jim Evans (2.0 Ford Turbo Escort), 14m 6.6s, 72.28 mph; 2, Gerald Clark (1.3 Mini), 14m 41.8s; 3, Owen Corrigan (1.4 Mini), 15m 7.8s; 4, Graham Wood (1.3 Mini), 15m 8.4s. **Over 1300cc:** 1, Evans, 72.28 mph; 2, Corrigan; 3, David Holmes (3.8 Ford-Jaguar Anglia). **Fastest lap:** Evans, 1m 20s, 76.50 mph. **1000cc to 1300cc:** 1, Clark, 69.40 mph; 2, Wood; 3, Ray Tomlinson (1.3 Mini). **Fastest lap:** Clark, 1m 27s, 70.35 mph. **Up to 1000cc:** 1, Colin Hesford (Mini), 59.95 mph; 2, William Barrett (Mini), no other finishers. **Fastest lap:** Barrett, 1m 26.6s, 69.08 mph.

**Clubmen's modified 1600cc engines and FF engined and Modsports up to 1150cc and over 1150cc and class none (10 laps):** 1, David Orbell (Mallock U2), 12m 46.4s, 79.85 mph; 2, John Holroyd (Mallock U2), 12m 49s; 3, Jim Adamson (Davrian), 13m 59.4s; 4, Geoff Lambert (Mallock U2), 9 laps. **Modified Clubmans:** 1, Orbell, 79.85 mph; 2, Holroyd; 3, R. Bailey (Mallock U2). **Fastest lap:** Orbell, 1m 14.6s, 82.03 mph. FF engined Clubmans: 1, Lambert, 71.12 mph; no other finishers. **Fastest lap:** Lambert, 1m 24.4s, 72.51 mph. **Modsports over 1150cc:** 1, John Oxborough (4.5 Jaguar E), 68.50 mph; 2, Ian Wilkinson (Sprite); 3, Mike Taylor (Sprite). **Fastest lap:** Oxborough, 1m 26.4s, 70.83 mph. **Modsports up to 1150cc:** 1, Jim Adamson (Davrian-MP), 72.90 mph; no other finishers. **Fastest lap:** Adamson, 1m 22.4s, 74.27 mph. **Class None:** 1, Chris Alford (Morgan Plus 8), 67.93 mph; no other starters. **Fastest lap:** Alford, 1m 28.2s, 69.38 mph.

**Renault 5 Elf challenge round (10 laps):** 1, Neil McGrath, 17m 58.4s, 56.75 mph; 2, David Hedges, 18m 4.2s; 3, Stuart McCrudden, 18m 6.2s; 4, Trevor Peckham, 18m 8s; 5, Jeff Williamson, 18m 23.4s, 6, T. Shearman, 18m 31.8s. **Fastest lap:** Hedges, 1m 45.8s, 57.84 mph **(Record).**

**BRSCC Northern Centre Formula Libre championship round (10 laps):** 1, Tony Dean (5.0 Chevron B28), 11m 48.4s, 86.39 mph; 2, Andy Barton (2.0 March 74B), 12m 11.4s; 3, Richard Simms (5.0 Chevron B24), 12m 42.4s; 4, Joe Applegarth (1.6 Brabham BT23C), 9 laps; 5, Rick Wyman (March), 9 laps; 6, David Winstanley (MRE), 8 laps. **Fastest lap:** Dean, 1m 7s, 91.34 mph.



*John Wingfield on his way to victory and a new circuit record in his Brabham BT36.*

**CADWELL PARK**

# Wingfield's outright record

**A superb finale last Sunday to the Cadwell Park season — a new circuit record — was provided by John Wingfield, Brabham BT36.**

The BRSCC Northern Centre organised meeting opened with the proverbial bang when the FFs tangled after just 50 yards, eliminating the front row and two back markers. Nigel Haywood, Merlyn, emerged in a lead he was never to lose. A queue quickly formed behind Mike Burdett and the runner-up positions were decided by how quickly one could force past the ill-handling Ray, shod at the front with Torinos! John Simpson (Nike) succeeded first to claim second, being followed by Tony Barley (Merlyn), and the hard working Burdett.

Like the FFs the Prod Sports had a round of one of the Northern Centre's championships. This was dominated by Chris Meek (Lotus Europa). Twenty seconds behind came the similar car of Andy Roughton well clear of Colin Blower (TVR), and the class-winner Chris Alford (Morgan).

The closely fought Mini 7 qualifier was won by Terry Pudwell, who quickly overhauled initial leader Jim Mancey. An excursion by Mancey on the last lap also let through John West, these three finishing well ahead of an eight car battle in which Ian Mittell finally triumphed.

The depleted Clubmen's and *Libre* fields were combined and gave John Wingfield an easy win. A stirring dice for the Clubmen's points although resolved in the order Ray Edge (Mallock U2), from Dave Orbell (Stallwood U2) on the road, the positions were reversed when Edge was later penalised for a push start on the grid.

Just reward for Paul Rhodes, neat, controlled drive in his 1.9 Escort was a Special Saloon win. Geoff Byman (GBD Mini), just kept ahead of arch rival Bob Morey (Mini) all the way. Small class winner, despite a spin, was Duncan Kirk's Mini.

A dust cloud was the only indication of the Renault 5s progress through the Elf Challenge. Kerb cutting was again the order of the day and, as Mick Hill won from Dave Hedges, it was the thick layer of marbles thrown on the track that caught out Tony Shearman at Hall bands, resulting in the only injured driver of the day.

With only five other starters John Wingfield had an empty, if somewhat dusty and oily, track for his lap record attempt. He succeeded by 0.6s before a broken wing support stopped his fun on lap eight.

**ANDY LEEDER**

**Tate Trophy Race for Formula Fords (12 laps):** 1, Nigel Haywood (Merlyn Mk 25-Scholar) 20m 45.0s, 78.07 mph; 2, John Simpson (Nike-Scholar), 20m 52.2s; 3, Tony Barley (Merlyn-Neil Brown), 20m 57.8s; 4, Michael Burdett (Ray-Neil Brown), 21m 00.6; 5, Mick Starkey (ATS Merlyn-Scholar), 21.05.2s; 6, Patrick Davies (Midian), 21m 33.2s. **Fastest lap:** Simpson, 14.4s, 79.88 mph.

**D. C. Cook (Datsun) and Direct Tapes Production Sports cars (10 laps). Overall and £2250 to £4000:** 1, Chris Meek (Lotus Europa), 18m 38.8s, 72.39 mph; 2, Andy Roughton (Lotus Europa), 18m 59.6s; 3, Colin Blower (TVR), 19m 45.0s. **Fastest lap:** Meek, 1m 50.2s, 73.50 mph **(record). £1400 to £2250:** 1, Chris Alford (Morgan), 67.19 mph; 2, Doc Griffiths (MG); 3, Gerald Vaughan (Triumph). **Fastest lap:** Alford, 1m 58.6s, 68.29 mph. **Up to £1400:** 1, Dave Karaskas (Austin Healey), 62.06 mph; 2, Sid Leader (Austin Healey); 3, Dave Dalton (MG). **Fastest lap:** Karaskas, 2m 07.6s, 63.47 mph.

**Troy Tire and Auto Centre's Mini 7 (8 laps):** 1, Terry Pudwell (Lawrence Mini), 16m 04.8s, 67.16 mph; 2, John West (BMC Mini), 16m 16.0s; 3, Jim Mancey (Jimini), 16m 42.6s; 4, Ian Mittell (Mini 7), 16m 56.6s; 5, B. Dutson (Morris Mini), 16m 56.8s; 6, Colin Hesford (BMC Mini), 16m 58.4s. **Fastest lap:** Pudwell, 1m 58.4s, 68.41 mph **(record).**

**BRSCC Northern Centre Clubman Championship and Formule Libre (10 laps):** 1, David Orbell (Stallwood U2), 16m 03.4s; 2, Raymond Edge (Mallock U2), 16m 06.4s; 3, Tim Wood (Magnum), 16m 47.4s; 4, Barry Smith (Mallock), 16m 57.2s. **1000cc to 1600 cc:** 1, Orbell, 84.07 mph; 2, Wood; 3, Smith. **Fastest lap:** Orbell, 1m 32.4s, 87.66 mph. **Up to 1000 cc:** 1, Edge; 2, 2, Chris Hart (Mallock); 3, K. Brown (Mallock). **Fastest lap:** Hart, 1m 42.2s, 79.25 mph;. **Formule Libre:** 1, John Wingfield (Brabham), 15m 28.0s, 88.23 mph; 2, Brian Toft (Anco-Ford), 3, R. Peacock (Merlyn); 4, R. A. Whyman (March). **Fastest lap:** Wingfield, 1m 28.6s, 91.42 mph.

**BRSCC Northern Centre Special Saloon Car Championship race (10 laps): Overall:** 1, Paul Rhodes (Ford Escort), 17m 33.2, 76.90 mph; 2, Geoff Byman (GBD Mini), 18m 07.2s; 3, Bob Morey (Mini), 18m 07.2s; 4, David Muter (Mini), 18m 45.2s. **Over 1300 cc:** 1, Rhodes. No other finishers. **Fastest lap:** Rhodes, 1m 42.6s, 78.94 mph. **1001 to 1300 cc:** 1, Byman, 74.50 mph; 2, Morey; 3, Muter. **Fastest lap:** Byman, 1m 46.2s, 76.27 mph. **Up to 1000 cc:** 1, Duncan Kirk (BLMC Mini), 18m 52.4s, 71.52 mph. No other finishers. **Fastest lap:** Kirk, 1m 49.8s, 73.90 mph.

**BRSCC Renault 5 Challenge Race (8 laps):** 1, Mike Hall, 17m 50.2s, 60.54 mph); 2, Dave Hedges, 17m 52.6s; 3, Stuart McCrudden, 18m 03.8s; 4, Trevor Peckham, 18m 04.4s; 5, D. Dickson, 18m 30.0s; 6, I. Richards, 18m 37.6s. **Fastest lap:** Hill, 2m 11.2s, 61.73 mph.

**BRSCC Northern Centre Formule Libre Championship race (10 laps):** 1, John Wingfield (Brabham), 15m 35.0s, 86.63 mph; 2, John Holroyd (Mallock), 16m 25.8s; 3, Brian Toft (Anco Ford), 16m 00.0; (9 laps); 4, Timothy Wallwork (Titan), 16m 25.4s; 5, Roger Heath (Merlyn), 17m 02.4s; 6, Rick Whyman (March), 17m 03.6s. **Fastest lap:** Wingfield, 1m 27.8s, 92.25 mph **(outright record).**

**SNETTERTON**

# Big needle match blunted

**With Clive Skilton and Dennis Priddle going into the final round of the TOR-line Funny car championship with 250 points, the old needle match was assured, with both drivers out to win in their funnies after years of Top Fuel confrontation.**

On Saturday at Snetterton, Skilton ran a best ever 7.2s at 200 mph with his Donovan/Vauxhall, which fired up Dennis Priddle for a strong 7.3s 196 mph blast on Sunday morning. Not content with holding the number one spot, Clive replied with a stunning 6.91s at 211 mph shortly after, the fastest times seen yet outside Santa Pod.

Third fastest was Liam Churchill at 8.0s, 171 mph, so close to the seven he has been chasing all year, with Swede Ake Ryman fourth at 8.5s with the Canon Cameras Toyota/Chev.

Qualifying in Pro Comp was led again by Gerry Andrews in the Stones Chevy rail at 7.48s, 189 mph, with Mike Hall next, 8.11s; James Rowat 8.43s; Lars Jakobssen from Norway with a very nice blown Chrysler rail at 9.25s on one of its very first runs, and Pat Cuss's injected 354 Hemi just behind at 9.26s.

Dennis Priddle did not in the end bring his rail to the meet and as Roz Prior had oil pressure trouble all day with her new engine, it was left to Trevor Young to put on two fabulous Top Fuel runs, both at 6.8s, 215 mph, the best the car has ever gone.

In Pro Stock, the field was whittled down with Gary Goggin on holiday, while Mike Churchill ran his bearings on Saturday and pulled out. Dave Rose also had bearing and transmission trouble, but in the end he was running with a 12.0s qualifier. John Ledster was close with his Mustang, while Tony Dickson took the lead with a 10.8s with his Camaro. A round-robin match for the three was laid on, with Dickson beating Rose 10.8s, 131 mph to 11.5s/128 mph in the first run—a better time for Rose, who really seems to have the power now, but not the launch, while he also beat Ledster with a slower 11.0s to 12.2s. In the third run, Ledster stole a beautiful lead over Rose with another 12.2s to 11.9s at 128 mph again.

Gerry Andrews had the measure of the Pro Comp field without much trouble, though Mike Hall was running strongly and looking for a win in the 208 Championship.

With an odd number of entries and four spots to fill the first runs were mostly byes, but Pat Cuss went out to Lars Jakobssen's car to get the Norwegian into the field. He ran his quickest ever against Mike Hall, at 8.9s, but this was not enough to match Hall's 8.0s, while James Rowat was outpowered by Gerry Andrews with a 7.5s to 8.6s.

For the final, it looked like Andrews all the way, but Hall hung on well from the start and only started to drop back at the top end as Andrews ran his best ever at 7.2s, 196 mph to 8.1s at 167 mph.

And so to funny cars, and the first round, Skilton v. Churchill, with both really laying down smoke screens during the burn-outs. Churchill was away with Skilton slightly ahead even, but soon the big Donovan, fitted with a new crank for the meeting, was away to a 7.7s to 8.0s, Skilton saving his engine for later. Not so Priddle though, for he powered it on to hit 208 mph in 7.23s against Ake Ryman's 8.19s at 185 mph. Unfortunately Ake damaged something on this run and was unable to meet Chirchill for the run off for third, but Churchill put on a great show anyway to make his magic number at 7.92s, 180 mph.

After this great build up, the final was a let-down. Both cars looked and sounded really "loaded for bear", but as Skilton tried to stage, the white stage bulb kept flickering. His reverser had just packed up anyway, and for over a minute the marshals attempted to get him in stage as the bulb kept flashing on and off. Priddle was ready and getting hot and a flag marshal was rushed out to start them, but as it seemed obvious to Skilton and most others present that the lights were at fault, Skilton was not ready as Priddle left on the flag. Clive charged after him, hands still not on the wheel, but shut-off as he crossed the centre line. Priddle's time was a strong 6.9s at 208 mph again, but all was not well when the drivers returned to the start line. At the end of the meeting, Dennis Priddle stood as winner, but a protest has been lodged to sort out responsibility for the unfortunate occurence, but this was withdrawn later.

*Al O'Connor performs a mighty wheelie in Al's Gasser.*

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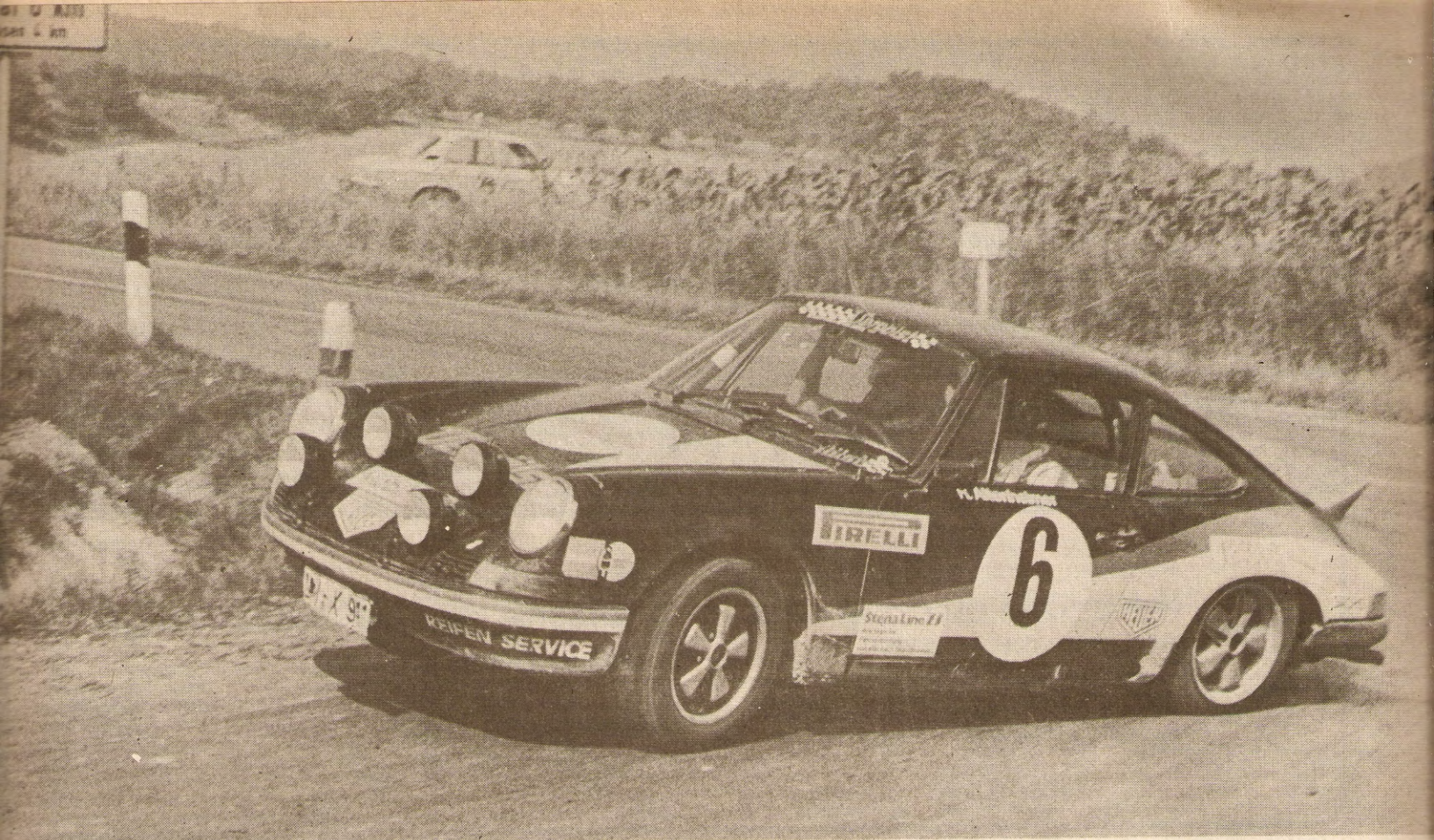


*Just like the "Circuit" – Reiner Altenheimer and Hanno Menne hard at work with their Porsche Carrera.*

**SACHS RALLYE BALTIC**

# Achim's Baltic debacle

**By JOHN DAVENPORT** **Photos by HUGH BISHOP**

**Despite an ending of unutterable confusion, heated language and no results, the Sachs Rallye Baltic was not all bad. This long event spread over two and a half days and going from Copenhagen to Schweinfurt in Central Germany, produced an epic battle for the lead which saw several changes but eventually refined into a fight between Achim Warmbold/John Davenport in a KWS Renault Alpine 310 and Walter Smolej/Willy Pitz in an Irmscher prepared Opel Ascona which resulted in a very close finish with the Alpine just ahead by the margin of 19 seconds. What happened next is one of those things that is peculiar to German rallying — or at least some sections of it. Various reports stemming from two journalists employed by DPA and widely diffused by them said that the Alpine had taken a short cut on the stage held in the military area in Hammelburg. When the results were published later in the evening, they showed Warmbold as the winner but after they had been on display for more than one hour, they were removed and some considerable time later re-displayed with Warmbold now in fourth place in class and about 10th overall. To say the least of it he was dismayed, especially as no official reason had been given for this extra penalty. He was much more displeased when the stewards refused to accept his protests — on the grounds that they were not signed by the entrant, KWS — and the evening ended with him announcing his intention to appeal the stewards rejection to the Germany motor sport authority, the ONS.**

This last farce was not typical of the whole rally though it had been beset with problems along the way. Not the least of these was the high incidence of forest fires in the last two weeks that had caused the cancellation of many of the stages that the rally had been planning to use. The Clerk of the Course, Walter Börner, had worked flat out for the last few days before the rally completely revising the road book and organising re-routes where necessary. The difficulties of organising a long virtually non-stop event with its start and finish at the furthest ends of the route were all too easily discernable; local clubs were often haphazard at organising stages and no two stages had the same system of direction indication, delays were frequent, marshals badly briefed, and results very slow in coming out along the route so that the only thing that the Sachs press officers could distribute at their press conferences was hospitality and good wishes. To sum up it could be said that this was a typical rally of the 1950s run for the men and machines of the 1970s.

Among the machines, was a pretty impressive selection of all that is best in German rallying today plus some notable Scandinavian gentlemen. Heading the interest at scrutineering late Wednesday evening was the new Toyota Celica of Ove Andersson/Arne Hertz complete with its new Schnitzer 16-valve two litre engine and an anxious group of supporters including David Farquhar, Toyota competition press boss, and a mechanic from Schnitzer's factory on the Austrian border, in addition to the usual complement of Swedish mechanics. Also entered by Toyota was Marktredwitz man, Harald Demuth and Peter Witte in the right-hand drive 1600cc Corolla, twin of the one that Mikkola won with in Finland. Warmbold was there again in the works Alpine being run this season for him in German events by his sponsor, KWS Autotechnik, though the familiar bearded team-chief, Carlo Wolff, was in bed with a fever.

Porsches were there in large numbers with Walter Schewe heading the list of aspirants to the victor's circle with Andreas Hänsch in his familiar three litre Carrera. Reiner Altenheimer/Hanno Menne were looking for more points in Group 3 to confirm their lead in the German championship while the top private entry was likely to be the husband and wife team of Hans and Ulla Stuck in their Group 3 Carrera. Altenheimer is sponsored by Vergölst Reifen Service which is a remould firm run by his dad but he uses Pirelli tyres on the rally! Last year's winner, Reinhard Hainbach was teamed with Peter Linzen in a Suhr-Ford Escort RS1600 but they were unable to start as the car started to consume water on the motorway up to the start and a quick trip to the premises of one Terence Hovle in Maldon, Essex, revealed that the cylinder head was warped.

Top Group 2 man was most likely to be Walter Smolej with Willy Pitz in the Irmscher Tuning semi-official Opel Ascona, but Sweden had some notable entries in this category. Hans Avelin was driving his immaculate Ascona while Swedish BMW had a 16-valve Schnitzer engined 2002 for Ingvar Carlsson and a more normal Group one car for Arne Allansson. Then there was the well rallied Fiat Abarth Spyder of Andrzej Jaroszewicz who on this occasion was teamed up with Janusz Wojtyna to represent the Fiat Polski team although their normal production cars are somewhat more prosaic than the Spyder. Lurking at the back of the field were John Haugland and Fred Gallagher fresh from a second place on the Rallye Barum in Czechoslovakia the weekend before, and their Skoda was one of four works cars in the rally. Their low seeding was something of an error on the part of the organisers as Haugland was worthy of better than number 108 as his seventh place on the 1972 Baltic Rally should have indicated. Of the Danish entries, Alex Nielsen/Ib Hildebrandt in the Team Volvo A/S 142 S were perhaps the best known while the Valvoline sponsored Mazda of Mogens Johanssen/Peter Juul were well prepared to offer a challenge to the German Group one Escorts and Asconas. Volkswagen were again showing more than a passing interest with a Golf S entered by the Formel V Europa team for Freddy Kottulinsky. The VW connection to rallying was made even stronger by the use of Wolfsburg for the halfway point of the rally and VW also laid on their previously well-guarded test facility outside the town for two excellent tarmac stages.

To describe the Baltic as a marathon event would normally be misleading but consider the following: the scrutineering started in Copenhagen at seven o'clock on Wednesday evening and it was not until this was completed that competitors could draw their road books and retire to their hotels to plot the route and organise their service crews. In any case the special stage details were not available until before the start of the next morning. Few of the major teams got to bed until the small hours and even then their job was not finished and would have to be stitched together during the rally which was likely to lead to service misdemeanours and public annoyance. The start was at six o'clock in the morning which meant that heads which had hit the pillow at 01.00 were lifted from it about 04.30. The rally then took all day to pass through Denmark doing nine undistinguished stages and spending four and a half hours on a single ferry crossing merely to have all the competitors on one boat. The serious

stuff started once the German border had been crossed and lasted until first light which made an excellent night's rallying but put the rallymen at their tiredness peak onto the public roads (motorways etc) just when everyone was going to work. There was time to re-coup a little lost sleep in Wolfsburg but in the middle of what would have been a reasonable halt by the standards of European rallying, the crews were dragged out to do the tests on the VW test grounds and then sent back into town just as the factories were emptying at the end of a working day. The re-start, well organised by the VW people, and starring their new performance version of the Golf, was at nine o'clock in the evening and saw continuous rallying until mid-day on Saturday.

First test was a 90 right, 90 left affair, on a tarmac area outside Roskilde where Horst Rausch was fastest in his ex-works BMW Schnitzer, after knocking down every single pylon and recording a time of 1m 11s. Warmbold did 1m 41s on roughly the right route with Altenheimer on 1m 43s. It was the Group 3 Porsche that then went into the lead but at the ferry after four stages, a surprised Altenheimer found himself second to Holger Bohne in the Frawitt KG Opel Ascona by a margin of just one second. Schewe, Warmbold and Andersson trailed some 15 seconds behind this pair while the rally had already lost Demuth who had a king-sized accident on stage three, launching the Corolla from a stone and assaulting a telegraph pole in mid-air at 70 mph. The car was a write-off but the occupants emerged practically unscathed except for scrapes and bruises.

After the ferry, the rally did some laps on first the Djursland Ring and then the Jyllands Ring where Warmbold pulled out a nice lead despite having to pass people on the tests. Poor Haugland tried to nip past the inside of an Escort and inverted his Skoda at the Jyllands Ring but it was very little damaged and he continued. The last tests in Denmark were not really worth wasting an afternoon on and indeed one of the airfields used had a two mile straight on it! Once over the German border and into the night, things were much better with stages following one after another and it was here that Smolej asserted himself and pulled up to pass Schewe and lean heavily on Warmbold who lost 26 seconds to him on a single stage where, as leading car, he overshot an unmarked turn and had to reverse. Perhaps incensed by this, the Alpine driver hurled himself through the next stages to pull back all he had lost to the Opel but in doing so lost part of his exhaust which had to be repaired in Wolfsburg and left his machine a bit short of torque in the meantime. The deciding factor in the three-way struggle for the lead between Opel, Alpine and Porsche was the long tarmac test at Schulp where fog obscured the vision and led to Warmbold recording 5m 15s compared with Smolej on 5m 35s and Schewe on 5m 56s. The next stages were mainly dirt and saw Smolej re-asserting himself largely to the detriment of Schewe who found that dust was even less to his liking than fog and went off home most disgruntled that he could not stay with the leaders. Altenheimer was more at home with the torque of the Group 3 Carerra and his regular co-driver and kept third place behind the other two so that at Wolfsburg, Warmbold held the lead by some 87 seconds from Smolej while Altenheimer was two minutes behind them with Jaroszewicz in fourth having just displaced Bohne.

*Debut appearance of the 16 valve, 2 litre, Toyota Celica. Andersson cocks a wheel at Ford.*

The Swedish BMWs had lost Carlsson who had the springs disintegrate in his distributor and took too long to sort them out to be able to continue in the rally while poor Ove Andersson had retired the Celica at the Jyllands Ring with a suspected broken camshaft. The car was immediately popped on a trailer and headed south for Schnitzer's workshop. Rausch had disappeared with broken transmission in his BMW and the other KWS entry of a Group One Escort RS 2000 for Dieter Günther /Achim Kowalski had also gone missing with transmission and suspension problems. Hans Avelin had blown up his Opel engine and started the long trailer ride back to Sweden.

*Roger Ericsson looks one way while co-driver Berglund keeps an eye on the other. One advantage of this driving style.*

From Wolfsburg, the rally headed south on the autobahn for nearly the whole night just stopping for two tarmac tests on the way and passing all those that had had to be cancelled. At four o'clock in the morning the cars arrived at the military area of Hammelburg just outside the home town of Fichtel and Sachs, Sweinfurt. There was a rest of about an hour while the drivers sipped coffee or hot soup and wondered whether the fog that had come down would lift in time for them to do the stage in clear conditions. It was not to be and in poor visibility, they were set off with a sketch of the stage, a tulip road book and the arrows on the road to guide them. Sometimes these did not accord and it was difficult to tell which was the correct route and first man Warmbold found himself faced with a barrier of straw bales while still doing over 80 mph. Fortunately they were as soft as the front of his Alpine and he continued by driving over the grass back to the road but Bohne in the Opel was less fortunate and hit a steel barrier and broke his windscreen. Offs and ons were frequent but Smolej was in great form and recorded 18m 08s to pull back 18 seconds of Warmbold's lead. Eager for the kill, he took 10 each on the following two stages but them had in quick succession a rear wheel puncture and then a brief off which practically returned the two cars to their previous positions, 87 seconds apart.

Less fortunate were the Stucks, whose Carrera came to rest off the road on the stage before Schweinfurt, while just two bends earlier John Haugland slid into a ditch and despite Gallagher getting an enterprising lift into town with the police, and returning promptly with the service crew, the car was too damaged to continue. The cars did the same test in Schweinfurt as had been used on the Marktredwitz Winter Rally and which Sachs hope to turn into a permanent circuit, and then it was back to Hammelburg for what was to be virtually the final fling of the rally. The weather had cleared quite a lot by now and in places at least, sunshine had replaced the fog. Warmbold was content to drive slowly and lost 10 seconds to Smolej who improved his time to an incredible 16m 48s. The Alpine took it easy over the last three short tests and was greeted at the finish by gallons of champagne provided by thoughtful Sachs press officers and everything in the garden was fine — for a while — and then the rumours started that he had not passed one point in the Hammelburg test. The fact that the journalist who was most vociferous in repeating the rumour had not even been present to witness Warmbold's progress through the stage did not seem to matter. It was a long way from the champagne at lunchtime to the acrimonious session in the small hours, but the loser would again seem to be rallying, for the whole episode cannot fail to have impressed Sachs who could scarcely be blamed if they take their money next year and sponsor a chess championship.

*Moral winners Warmbold and Davenport with the KWS Alpine. Warmbold has appealed to the ONS.*

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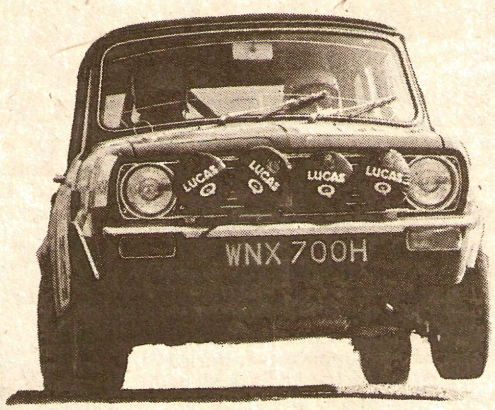


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| **GROUP ONE** | | Keith O'Dell | 79 pts |
| Paul Appleby | 79 pts | Ken Carter | 39 pts |
| Ian Lawless | 59 pts | Alex Walker | 38 pts |
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# Correspondence

The editor is not bound to agree with readers' opinions

## F2 "unknowns"

In response to your *Editorial* in last week's issue, I have several comments to make regarding Formula Two from a spectator's point of view.

No matter what you may say, to most interested people in this country F2 has not got the drivers necessary to draw the crowds. The phrase "a bunch of unknown Frenchmen" has been used in this connection in the past and express the essence, no matter what AUTOSPORT'S opinion may be, of the Formula. It is the drivers, not the cars, that really make the race a *race*. The only competitors worthy of attention in the Silverstone race (to the general public) were the first three rows of the grid, plus the other English drivers. (Patriotism!)

It is interesting to gauge the standard of F2 by noting that at an early (and close-fought) stage of the race there were three converted Atlantic cars among the first six places. I follow the Atlantic series in this country very closely and the Silverstone race confirmed my opinion that F2 is superior in Atlantic in cost only. Atlantic is a young Formula yet, and will undoubtedly proceed to a strong international position given the correct promotion.

To attend the race with my fiancee cost approximately £10 — two public enclosure entry fees at £2 each, £5 worth of petrol, and food costs, and it would have been very easy to have spent significantly more had I chosen to enter either paddock or grandstand. Certainly acceptable value for money.

I will continue to attend as many single-seater races as possible, and hope that British promoters continue to organise as many as they now do.

CROYDON, SURREY. M. A. BOYCE

## No trains

As a mere paying spectator over the past 15 years at various race meetings, may I suggest a reason why the Silverstone F2 race was a failure as far as spectator participation was concerned. As a non-car owner to all intents and purposes, it was the impossibility of going by train from Southend to Silverstone.

I might suggest to the management at Silverstone that they provide themselves with a fleet of buses to ferry people from Northampton station to Silverstone, as this, as far as the average spectator is concerned, is where the whole operation falls down.

Last year for instance, I went to the Access Tourist Trophy, train fares cost approximately £5, taxi to and from the circuit cost £8 (I know I could have booked through on the special tickets but did not have time) plus entrance fee. In all about £15 for one race meeting, all due to the fact that the bus service is non-existent.

This year I went to the Grand Prix practice, again the non-existent bus service which deterred me from going on Saturday, thus Silverstone Circuits lost my entrance fee.

I would have loved to have gone to the F2 race, however knowing that there are virtually no buses to and from the circuit on any day, especially Sunday, and as I did not want to get stranded I did not bother. Let's face it £15 is as much as you pay for some continental race trips.

The difficulty of the journey is the one thing that turned me off of Silverstone.

WESTCLIFF-ON-SEA, ESSEX. D. J. CUNDY

## Unspectacular

I have been moved to put pen to paper, following the request in your *Editorial* of September 4 for readers' views on motor racing. Ten years ago, I would scan the pages of AUTOSPORT for details of weekend entertainment and would make the weekly pilgrimage to Mallory Park or Silverstone or Santa Pod. The entrance fee was cheap and the cost of transport equally cheap. Slowly my financial resources were left behind by inflation, resulting in my choosing only the more spectacular forms of motor racing. These included Super Saloons, Modsports, Drag Racing and Formula One. Why these four classes in particular? Modsports because Austin Healey cars are my main passion and the sight of John Chatham and Stewart Hands driving their 3000s twice as fast as I would attempt to is sheer pleasure. The other three classes present a spectacle of power that is almost unequalled. To feel the ground shaking as a big V8 thunders past brings a feeling of awe. Other formulae just don't bring about the same sort of spectacle and empathy is totally lacking, except perhaps for Group One. How many people have ever driven a single seater? How then can people who haven't driven one imagine themselves in the cockpit. Combine this with the fact that single seater racing is rarely attempted by those without ability and therefore the expertise with which it is participated in results in it looking all too easy.

So many people complain about lack of spectator facilities at motor racing circuits, but on the whole, enthusiasts including myself go to see the racing and don't worry too much about the trappings. Part of the fun of going to Brands Hatch is making a spectator platform for one out of beer cans due to the lack of visibility at a crowded major meeting. (It's fun emptying the cans as well!) Only one circuit have I vowed never to go to again and that's Silverstone. Everything that is pathetic in presentation and spectator appeal is embodied there; inaudible loudspeakers, "couldn't care less" attitude of ticket sellers and programme sellers and, most important, the ability to get into and out of the circuit.

I hope my views will be of help to you in giving British motor racing a boost in the right direction. As for AUTOSPORT magazine, don't change a thing; it's perfect as it is.

ROSS-ON-WYE, HEREFORDSHIRE. M. J. DAYKIN

## Our fault

By the time I had read to the second paragraph of last week's *Editorial*, I had made my mind up to write and tell you why I, at least, did not go to the Silverstone F2 meeting.

The fault lies with you, yes AUTOSPORT. You see, you have conditioned our minds to thinking that most types of racing are second class to F1. 'Rubbish' you say. But maybe you haven't done it consciously. So many, many, times you have criticised, quite rightly so, that F2 has been poorly attended by cars and drivers. Next there are upsetting things going on between constructors and circuit owners. That one particular engine wipes the floor, it was so much better than everything else which makes for boring racing.

But the worse thing of all, and this is so typical of F2 and proved at this meeting. Drivers not appearing. I actually read in your last issue that Brambila was going to be there. And can you believe it that after I read your editorial I find in *Pit and Paddock* that Brambila was after all racing in Canada. That's why I didn't waste my money, and drive such a long way. Just to be disappointed when I got there. You have to admit that the F2 meeting at Silverstone was a bloody fluke that it was good – when you look at the past F2 races of course some are good. *But . . .*

Why don't I go to F5000? Because people like Nick Brittan encourage the sport so much by saying: quote "He and Alan Jones . . . of the tedious and unreliable also-rans who earn a regular living at it." Who the hell wants to go F5000 racing when people like Brise and Jones aren't there. Sorry to go on. Of course motor racing is the very best sport, even if it does rely heavily on those magic words Formula One.

GUILDFORD, SURREY. P. RAKE

## Self promotion

I am writing mainly in reference to your *Editorial* of August 21 which refers to the current problems of lack of decent cars, moans about money etc. I would not pretend to know the answers, but I would agree that the drivers are not used enough for promotion. Formula 5000 is the Formula that concerns me the most and once again it is starting a rough period. Therefore I was extremely interested to read the regulations for the American F5000 race at Long Beach, California.

To start with an entry costs $200, and a late entry costs $400, so immediately you keep out the time wasters. Prior to qualifying practice, there is a Concours D'Elegance which the team attends under the terms of the entry form. The cars are on display for three hours and the drivers are required to attend for the last 45 minutes to sign autographs. The best presented car and driver wins $1,000 and points are deducted for late arrivals. Now this must be a good thing for promoters, sponsors and drivers and give the public a chance to have a good look around.

My point to the promoters is don't wait for the drivers to get motivated, tell them and as for the teams the chance of money always motivates, or they would not be in racing. As for the £5000 first prize, I am sure that somebody would back such an event if the promotion was right.

As for your "prima donnas," could it be that continuous hero worship in the comics has led them to believe that they are pretty important. Perhaps journalists should check their favourites more closely prior to promotion, since characters are what are required for the public and they seem to be disappearing fast.

Finally as I am in the writing mood, I cannot let Mr Lello's letter on the iniquities of smoking pass without comment. Until recently I would have had a good laugh at such a letter, but one suddenly realises with horror that people with this mentality are starting to get their way and that it is not so funny. Freedom of choice is the issue Mr Lello, not motor racing safety. No one is forced to smoke and through smoking, according to Mr Lello's statistic, over half of us can enjoy many sports and activities at no cost to ourselves. As a non-smoker I consider that a good system, but on a more serious note, when the "filthy weed" has been exterminated we all know who will pay the loss of revenue.

BIRDHAM, SUSSEX. PATRICK SUMNER

## Cut F3 costs . . . .

The quite ridiculous costs of F3 must be curtailed if this very exciting university of racing is to survive the ravages of current costs.

Two hundred and twenty pounds for a set of tyres that last three races, £300 for an engine overhaul that is good for 500 miles, who on earth can afford to pay such outrageous prices to possibly win £250, if he survives the practice and wins the race?

If someone develops a tyre that costs £5,000 a set and cuts two seconds off each lap, I can still win the F3 Championship, because I have more money than Alex Ribeiro or Gunnar Nilsson – what on earth does that prove? Only that their undoubted skills and expertise can be swamped by money — big deal! I want to see the best man win, not the richest.

Just about every F3 driver agrees with me that we must cut the costs of this Formula. Tyres are a major item and we must insist that a hard compound that is universal and lasts a lot of races, is specified by the RAC next year.

Exotic metals in engines should be banned, let us have a standard of build that we can all afford, not just the works teams and the odd millionaires — a lot of privateers are entitled to match skill with skill and not be dominated by the cheque books of their opponents. It will be a poor sport unless we take positive action now and give everyone a real chance to win based on their skill and determination as the sole criteria.

Let us all take positive action and write to the RAC, that is assuming you all agree with my ideas. The Motoring Press could well help, if they have a mind to do so, but I am sure the majority of F3 people agree that this is the approach we should make.

SOUTHEND-ON-SEA, ESSEX. T. D. KEEGAN

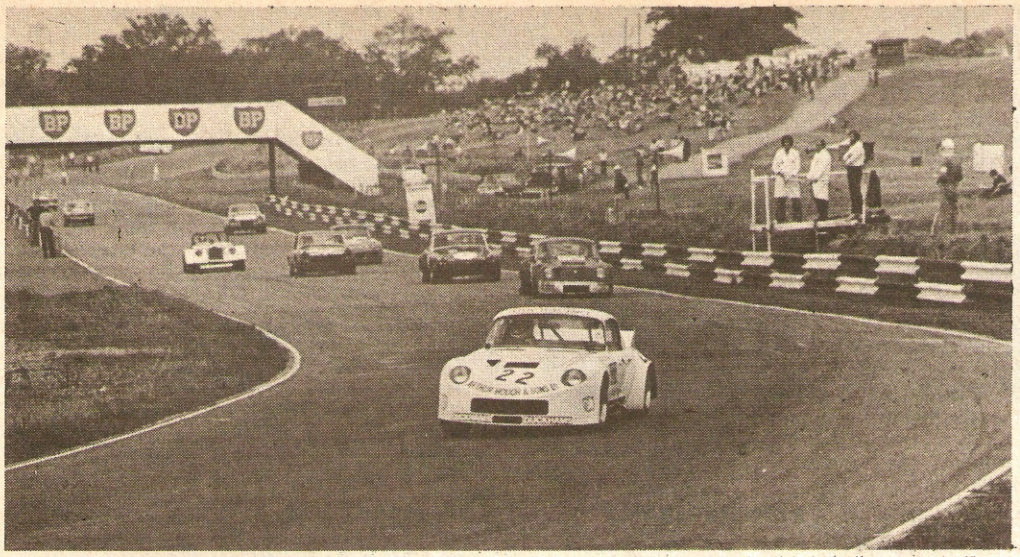
*(Chairman, British Air Ferries).*

## ...Formula Vee are

As a Formula Vee driver may I inform you of one club that is trying its utmost to cut costs. That club is the FVee Association. At this moment in time the tyres used in FVee are slicks and wets, costing over £225 a set. The club is now in the process of changing to one tyre, ie intermediates and are in touch with one manufacture who can supply a set for £75.

I have always believed that FVee is the way to start "cheap" single seater racing and as such I see the above as another "feather in its cap." The racing has really come of age this year with full grids and close racing. Next year is going to be even better with a full calendar already arranged.

NORTHFLEET, KENT. M. G. BAKER



*John Evans has a lengthy lead over Ian Clark's Elan as they head into Gerards in the first modsport race.*

**MALLORY PARK**

# Curnow takes crown

**An almost totally incident-free day on Mallory Park's short circuit, impeccably organised by the BRSCC's Midland Centre (who else), enabled Alan Curnow to claim the 1975 Miglia Crown and provided the small crowd of spectators with nine extremely entertaining races and the marshals with an unbelievably quiet day.**

Opening the proceedings was the first of three Formula Ford races, which proved to be a real cracker. John Bright's 'new' Royale RP21 led from the flag until Grahame Tilley's *Game* sponsored Crosslé 25F dived inside at the Esses but a couple of laps later the pair collided, dropping Tilley to sixth. Bright went on to score his third win of the season with the Ashtune Van Diemen of Pato Nunez close up at the finish.

In the first BRSCC Modsports qualifying round John Evans (Ark Racing Elan 75M) barnstormed to his expected win but most of the interest lay with the progress of Max Payne's Elan following a tardy start. He overtook Richard Gamble's supercharged JDM Midget on lap 3 and although Payne finally caught Ian Clark's Elan he decided against taking the chicane alongside him and finished third.

Saloon car racing at its best was demonstrated in the centre's special saloon round for the "baby" classes. Ex-hillclimber Don Hardman in his sophisticated Mini diced with the ex-Ward Imp of Malcolm Johnstone for the whole race and just crossed the line first as Johnstone took to the grass past the chequered flag; such was the pressure! A homeric dice between the 850 contestants finally gave victory to Mike Blyth's Mini, by all of 0.2 seconds.

Argentinian Pato Nunez reappeared to drive a beautifully controlled race to win the second FF race in his rebodied Van Diemen RF75 trailed by the just-repaired Palliser WRF3 of Andrew Peach. The spectacle however was provided by Wilhelm (anti-vivisection) von Tighelm clouting the armco by the start line and Paul Morton who spun into the pits entrance after losing control leaving the chicane!

The Longman-sponsored Mini of Alan Curnow merely had to win to take the "Peter Collins Trophy," but he had to fight off an extremely determined Steve Harris (who is only in his first full season) and who finally finished inches adrift. Dices throughout the field were led by Rick Cutting (Becspeed Mini) who leap-frogged past the third-placed group to reach the position.

The only 15-lap race, for *Formule Libre* cars, featured an extremely tense tussle between Evan Clements' ex-Alan Jones Brabham BT28, John Bowtell's March 73B, and Dennis Welch's ex-F3 Merlyn Mk 14. Although Bowtell could challenge through the corners he lacked the speed to overtake so the trio remained in this order trailed by the inexperienced Jim Kelly putting up a brave effort with his ex-Magee Trojan T101.

While Brian Murphy's ancient E-type had the second Modsports round sown up the blown E-type of John Oxborough was first harried by John Finch's Midget, then Peter Richings' similar car and finally by the Arkley of Peter May as well. Though positions seldom changed, the bunching behind the E-type in the corners was certainly entertaining, as the three 'tiddlers' almost climbed over each other.

The only really processional race of the afternoon was the large capacity saloon round. Bill Cox powered his WRC Red Rovers Capri into an easy lead followed by Fred Heaney (Motospeed Mini) and Phil Clarke's Continental Wine Experts/Kingsway Firenza. The Irish Mini pilot not only claimed the championship but made the only entry in the record book too.

The day's finale proved to be another incident free FF race with Javelin designer and builder John Lipman keeping Stu Baird's Brook Hire Merlyn Mk 24 in his mirrors from lap 2 onwards. The rest of the field followed in well-ordered pairs to close an extremely interesting (and inexpensive) day's entertainment.

**PHIL BLAND**

**Formula Ford (10 laps):** 1, John Bright (Royale-Whitehurst RP21), 6m 29.8s, 92.83 mph; 2, Pato Nunez (Van Diemen-Moore RF75), 6m 28.4s; 3, John Lewis (Hawke DL11), 6m 31.2s; 4, Charlie Wills (Hawke DL11), 6m 31.6s. **Fastest lap:** Grahame Tilley (Crossle 25F), 37.2s, 96.78 mph.

**BRSCC Midland Centre Modsports championship round, 1151 to 2000cc (10 laps):** 1, John Evans (1.8 Lotus Elan), 6m 43.2s, 89.29 mph; 2, Ian Clark (1.6 Lotus Elan), 6m 46.4s; 3, Max Payne (1.6 Lotus Elan), 6m 46.8s; 4, Richard Gamble (1.3 MG Midget), 6m 58.2s. **Fastest lap:** Payne, 38.6s, 93.27 mph.

**BRSCC Midland Centre saloon car championship, 851 to 1000cc and up to 850cc (10 laps); overall and 851 to 1000cc;** 1, Don Hardman (Cooper S), 6m 51.6s, 87.46 mph; 2, Malcolm Johnstone (Imp), 6m 52.6s; 3, Martin Edwards (Cooper S), 7m 7.2s; 4, Rodger Tebbutt (Imp), 7m 22.6s. **Fastest lap:** Hardman, 39.8s, 90.45 mph. **Up to 850cc:** 1, Mike Blythe (Mini), 74.28 mph; 2, Dee Haigh (Mini); 3, Ted Smart (Mini). **Fastest lap:** Haigh, 46.4s, 77.59 mph.

**Formula Ford (10 laps):** 1, Pato Nunez (Van Diemen-Moore RF75), 6m 27s, 93.02 mph; 2, Andrew Peach (Palliser-Scholar WRF3), 6m 37s; 3, Roy Prescott (Van Diemen-Scholar RF74), 7m 00.2s; 4, Ian Stevens (Crossle-Rowland 16/20F), 9 laps. **Fastest lap:** Nunez, 37.8s, 95.24 mph.

**Mini Miglia championship round (10 laps):** 1, Alan Curnow, 7m 0.6s, 85.59 mph; 2, Steven Harris, 7m 0.8s; 3, Rick Cutting, 7m 7.4s; 4, Phil Spurling, 7m 9s. **Fastest lap:** Curnow, 40.6s, 88.67 mph.

**Formula Libre (15 laps):** 1, Evan Clements (1.6 Brabham BT28/35 BDA), 8m 58.8s, 100.22 mph; 2, John Bowtell (1.6 March 73B BDA), 8m 59s; 3, Dennis Welch (1.6 Merlyn-Marks Mk14A), 9m 1.6s; 4, Jim Kelly (5.0 Trojan-Chevrolet T101), 9m 16.8s. **Fastest lap:** Bowtell, 34.4s, 104.65 mph.

**BRSCC Midland Centre Modsports championship round, over 3000cc, 1150 to 2000cc and up to 1150cc (10 laps):** 1, Brian Murphy (4.4 Jaguar E), 6m 51.2s, 87.55 mph; 2, John Oxborough (4.5 Jaguar E), 7m 8s; 3, John Finch (1.3 MG Midget), 7m 8.2s; 4, Peter Richings (1.1 MG Midget), 7m 8.6s. **Over 3000cc:** 1, Murphy, 87.55 mph; 2, Oxborough; no other finishers. **Fastest lap:** Murphy, 40s, 90 mph. **1151 to 2000cc:** 1, Finch, 84.07 mph; 2, Robert Jones (1.3 MG Midget); 3, Richard Ward (1.3 MG Midget). **Fastest lap:** Finch, 41s, 87.81 mph. **Up to 1151 cc:** 1, Richings, 84 mph; 2, Peter May (1.1 Arkley S3); 3, Mark Hales (1.0 Ginetta G4). **Fastest lap:** Richings, 41s, 87.81 mph.

**BRSCC Midland Centre special saloon car championship round, over 1300cc and 1001 to 1300cc (10 laps):** 1, Bill Cox (7.6 WRC Capri-Chevrolet), 6m 29.8s, 92.36 mph; 2, Freddie Heaney (1.3 Motospeed Mini), 6m 33.8s; 3, Phil Clarke (2.3 Vauxhall Firenza), 6m 40.4s; 4, Gordon Line (1.3 Mini Cooper S), 6m 42.4s. **Over 1300 cc:** 1, Cox, 92.36 mph; 2, Clarke; 3, Dick Adams (2.3 Vauxhall Viva). **Fastest lap:** Cox, 38s, 94.74 mph. **1001 to 1300cc:** 1, Heaney, 91.42 mph; 2, Line; 3, Colin Thomas (1.3 Motospeed Mini). **Fastest lap:** Heaney, 38.4s, 93.75 mph **(record).**

**Formula Ford (10 laps):** 1, John Lipman (Javelin-Scholar JL2), 6m 25s, 93.52 mph; 2, Stuart Baird (Merlyn-RE Mk 14/25), 6m 25.6s; 3, Robin Maydew (Alexis-Kenny Mk18), 6m 35.4s; 4, Dave Lowe (Lotus-Holbay 61X), 6m 35.8s. **Fastest lap:** Lipman, 37.4s, 96.26 mph.

**PRESCOTT**

# Voigt strikes gold

**The penultimate round of the RAC hill climb championship and the Woking Motors Leaders series at Prescott, coupled with the organising club's finale to the Gold Cup competition really produced one of the best hill climbs seen for a long while on Sunday. The man of the meeting must certainly have been Peter Voigt for in the class runs with the Voigt Konig Special he reduced his own class record to assure himself of victory in the Gold Cup and then promptly jumped into Alister Douglas-Osborn's Pilbeam and really harried the Prescottmeister Roy Lane in the championship runs finally conceding victory to the Fenny Marine GM1 of the new hill climb champion by just 0.06s.**

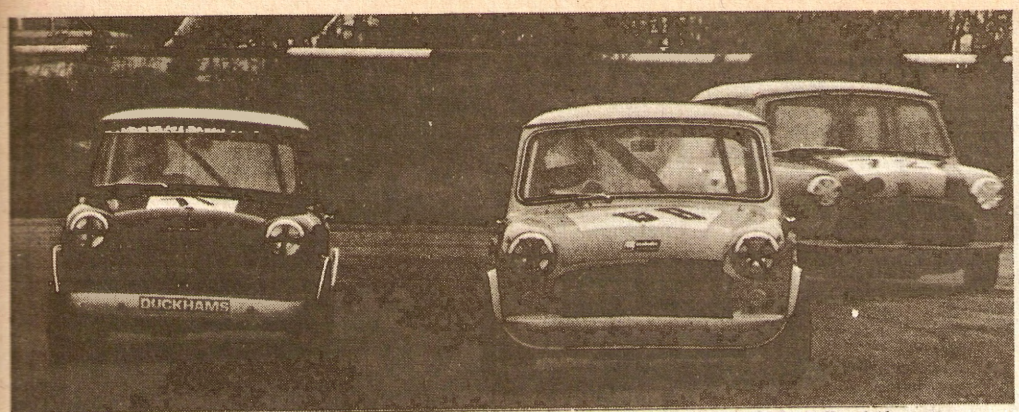
The championship run-off was headed away by Mike MacDowel's Chevron B19 who was slightly quicker than in the class runs (45.74s) in taking ninth place at 45.70s, just under half a second behind the improving Rob Turnbull (B&W Motors Brabham BT35) who was beaten back into eighth place by David Morris who whittled his times with his Ensign down to 45.03s. Ken MacMaster, having qualified Modus in only ninth place, as so often this season continued to improve in the championship runs getting down to 44.85s on his first and quicker run to take sixth place. John Cussins did not suffer any luck whatsoever in the Waring and Gillow Chevron for he came to the line with the car obviously down on power and although he made a start the car just would not run properly and was not repairable for the second runs and so he scored no points. Fifth place, his lowest of the year, fell to championship runner up Chris Cramer who inadvertently hit the ignition switch of his Grunhalle Lager March on the first runs killing the motor and although he gave everything the second time, his effort at 44.81s was to leave him 0.12s down on David Franklin (Huntsman Ensign) who recovered well from a first run visit to the sand at Pardon to reproduce his class record breaking climb of 44.69s on the second championship run to take fourth place. Alister Douglas-Osborn also suffered a moment with the Pilbeam on his second run but his first attempt at 44.00s still left him third. The real sensation was Peter Voigt in the same car for, having opened with 44.51s, in itself a great time in a borrowed car, he really went to town on the second run with a cracking 43.76s and this even put him ahead of Roy Lane, who managed 43.80s on his first climb. So the new champion came to the line with everything to go for, determined to take his tenth championship win and he really squirted the car off the line, he had 43.76s to beat and despite being slightly unhappy with his tyres and leaving it very close, he made it by 0.06s. 43.70s leaving Voigt a disappointed but nevertheless brilliant second.

**ROBIN BOUCHER**

**BTD:** Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 43.70s.

**RAC Hill Climb Championship (Round 14):** 1, Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 43.70s; 2, Peter Voigt (2.1 Pilbeam R15 BDG), 43.76s; 3, Alister Douglas Osborn (2.1 N.J.R. Installations Pilbeam R15 BDG), 44.00s; 4, David Franklin (1.6 Huntsman Ensign LNF373 Holbay), 44.69s; 5, Chris Cramer (2.2 Grunhalle Lager March 74B Hart), 44.81s; 6, Ken MacMaster (2.0 Modus M4 Hart 420R), 44.85s; 7, David Morris (1.6 Morris Ensign LN1 FVA), 45.03s; 8, Rob Turnbull (1.6 B&W Motors Brabham BT35 Robinson BDA), 45.23s; 9, Mike MacDowel (3.0 Chevron B19 Alpina BMW), 45.70s; 10, John Cussins (5.7 Waring & Gillow Chevron B32 Chevrolet), did not finish.

**Class Winners:** Russ Ward (1.3 John Brown Motors Allard Healey Sprite), 51.01s **(record);** Robin Yeomans (1.4 Mini Cooper S), 50.91s **(record);** Josh Sadler (2.4 Porsche 911S), 51.71s 52.28s; Stephen Madge (1.6 Rowecliffe Mallock U2 Mk14 Ford TC), 47.59s; Mike MacDowel (3.0 Chevron B19 Alpina BMW) 45.74s; Peter Voigt (0.5 Voigt Konig Special), 50.22s **record);** Terry Smith (1.0 Dinitrol Vixen VB5 Imp), 48.19s; David Franklin (1.6 Huntsman Ensign LNP373 Holbay), 44.69s **(record);** Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 44.15s; Lord Raglan (1.5 Bugatti Type 37A), 62.5s; Sally Colton (3.3 Ferrari 275 GTB4), 61.23s; Tim Cameron (0.5 Joe Potts Special JAP), 51.63s **record);** Barry Oddy (1.1 Cooper Mk 8 JAP), 51.58s **(record);** Ian Preston (2.3 Bugatti Type 35B), 55.50s




*Mini 7 dice: Richard Hamlyn, who later retired, Robert Addison (fifth) and Mick Collard (fourth).*

## LYDDEN

# Sleeman's last lap victory

**That the quality and quantity of Lydden entries has been on the decline throughout the year was proven, once again, at last Sunday's TEAC meeting. The Formula Ford race, especially, was down to five cars but these put on a better show than some of the other formulae. The gap between first and second was, in fact, a mere eleven seconds, far less than the winning margin in some of the other races.**

The sport began in pleasant weather conditions, in front of a sparse crowd with the first of the 750 Formula races. The little Reliant powered specials are always a good bet on Bill Chessons' tricky circuit and, although Tim Green (Time 111) won as he pleased, a fine scrap for second spot developed between Chris Hague (Wessex DNC) and Rob Wells' Trick Fore. The two continually swopped places with Hague leading for most of the latter part of the race. However, in the mad scramble on the last lap Wells shot ahead out of North bend and held it to the flag as Hague went wide at Paddock. The second 750 race also saw a good scrap but this time for first place with Chris Elmes (Maggot 111d), Kim Perry (DNC 111), and Lyn Evans (Centaur 11). Although Elmes led throughout and Perry moved up into second place at about half distance the issue was always in doubt.

Three saloon events featured on the programme with John Homewood's Imp in the first. Needless to say he won by a considerable margin with Derek Foy's Cooper taking the larger class although a ten second penalty for a push start converted his easy second place onto a third just behind Mike Scott's Anglia. The Mini Se7ens put on a good show with the leading dice between Alan Seekings, Graham Wenham, Martin Moorhead and Andy Devine. Wenham took the lead he was never to lose at the hairpin early on. Seekings didn't give up while behind the other two gave chase. However, on the last lap at Paddock Moorhead went wide and crashed into the remains of Richard Hamlyn's car which had gone off earlier, leaving Devine an easy third. By contrast the all Mini 850 race was a tedious affair with Gerry Glass winning by half a minute, John Tait and Alan Corderoy scrapping over second place and Terence Hudson easily taking the Mini Se7en Class. Only six cars started.

Tony Dunderdale's Turner led the Modsports race from the second lap pursued by the Spridgets of David Strange and Jonathan Palmer and the Elans of Tony Claydon and Danny Arundel. The spin of a first-timer split the leader from the pack which Strange led to the finish in spite of the efforts of Claydon to get past the "wide" Longman Midget.

The FFs finished the day with perhaps the last lap of the race being the most exciting of the day. It was all down to the Merlyns of Paul Sleeman and Geoff Illes with the older car of Sleeman leading for a couple of laps before a missed gear change dropped him back. With the tail well out he stayed with Illes until a demon outbreaking manoeuvre took him into the Devils Elbow ahead on the last lap. Side by side the pair diced up and down Hary Hill with Sleeman taking a marginal verdict.

**IAN WAGSTAFF**

**750 Formula championship, heat A (10 laps):** 1, Tim Green (Time 111), 8m 28.8s, 70.57 mph; 2, Rob Wells (Trick Fore), 8m 34.8s; 3, Chris Hague (Wessex DNC), 8m 35.0s; 4, Bob Simpson (Reliant Special), 8m 40.6s; 5, Bob Wright (Centaur), 9m 06.8s; 6, Mike Bott (Harrison), 9m 10.0s. **Fastest lap:** Green, 49.8s, 72.29 mph.

**Special Saloons (10 laps), Overall and 851-1000cc class:** 1, John Homewood (1.0 Sunbeam Imp), 8m 06.6s, 73..8 mph; 2, Mike Scott (1.0 Ford Anglia), 8m 35.4s; 3, Derek Foy (1.3 Mini Cooper), 8m 35.8s; 4, Colin Craven (1.0 Hillman Imp), 8m 44.4s. **Fastest lap:** Homewood, 47.02, 76.60 mph. **1001-1300cc Class:** 1, Foy, 71.17 mph; 2, Barry Morris (1.3 M oni Cooper), 8m 44.4s. no other finishers.

**750 Formula championship, heat B (10 laps):** 1, Chris Elmes (Maggot 111d), 8m 21.8s, 71.74 mph; 2, Kim Perry (DNC 111), 8m 22.0s; 3, Lyn Evans (Centaur 11), 8m 26.2s; 4, Richard Stephens (Jerric 3b), 8m 39.6s; 5, Iain Sclanders (DNC 3), 8m 39.8s; 6, Tony Tobias (DNC 3), 8m 49.8s. **Fastest lap:** Perry and Elmes, 49.0s, 73.47 mph.

**TEAC Mini 7 championship (10 laps):** 1, Graham Wenham, 9m 02.2s, 66.40 mph; 2, Alan Seekings, 9m 03.2s; 3, Andy Devine, 9m 05.0s; 4, Mick Collard , 9m 16.2s; 5, Robert Addison, 'm 17.0s; 6, Alan Corbishley, 9m 19.0s. **Fastest lap:** Wenham, 52.6s, 68.44 mph.

**Modified sports cars (10 laps): Overall:** 1, Tony Dunderdale, (1.7 Turner) 8m 20.0s, 72.0 mph; 2 David Strange (1.3 MG Midget), 8m 22.4s; 3, Tony Claydon (1.9 Lotus Elan), 9m 22.8s; 4, Jonathan Palmer (1.1 AH Sprite), 8m 28.8s. **Over 1300 cc Class:** 1, Dunderdale; 2, Claydon; 3, Paul Howard (1.8 TVR Grantura), 8m 34.0s. **Fastest lap:** Dunderdale, 48.8s, 73.77 mph. **Up to 1300 class:** 1, Strange, 71.66 mph; 2, Palmer; 3, Nick Ramus (1.3 MG Midget), 8m 38.0s. **Fastest lap:** Palmer and Strange, 49.4s, 72.87 mph.

**Special Saloons (10 laps): Overall and free formula up to 850 cc:** 1, Gerry Glass (850 Mini), 8m 40.4s, 69.18 mph; 2, John Tait (850 Mini), 9m 20.4s; 3, Alan Cordery (850 Mini), 9m 20.6s; 4, Terence Hudson (850 Mini), 9m 36.0s. **Fastest lap:** Glass, 51.2s, 70.31 mph. **Mini 7 Formula:** 1, Hudson, 62.50 mph; 2, John Lambe (850 Mini), 9 laps; 3, J. L. Gowens (850 Mini), 9 laps. **Fastest lap:** Hudson and Lambe, 56.6s, 63.60 mph.

**Formula Ford (10 laps):** 1, Paul Sleeman (Merlyn-Minister 11a), 8m 00.0s, 75.0 mph; 2, Geoff Illes (Merlyn-Minister 20A), 8m 00.0s; 3 Vern Parker (Elden Scholar 10c), 8m 05.8s; 4, Tony Howard (Merlyn-Minister 17/25), 8m 10.8s; 5, Len Marchant (Brabham-Scholar BT21/28), 8m 11.2s. **Fastest lap:** Illes, 36.8s, 76.92 mph.

## CROFT

# Barton's Libre championship

**Although this was the last BARC organised event at Croft this season and had all the final rounds in their championships, the entry lists for the races were a little sparse. At one stage the BARC had all but decided to cancel the meeting but to keep faith with all concerned this decision was not taken. Five races were eventually organised; for *Libre* and Clubmans in two heats, Special Saloons Formula Ford and Mod Sports, so all in all the mixture was as usual; the winners this week being Andy Barton (twice), Jim Evans, Ken Pickering, and Andy Smith.**

Andy Barton made sure of a win in the first of the *Libre* races by leading the F5000 Chevron of Richard Simms and the rest of the field for every lap. In the very wet conditions Andy took the March to fastest race lap as well on this, his home circuit. Roy McNab won the Clubmans class in the Gryphon and in all fairness, taking the weather into account, this race is best described as processional.

With the sky clearing and the track drying the Special Saloons came out for the Wendy Wools final with Jim Evans (Jet Turbo) on pole position but expecting competition from the Escorts of Brian Whiting and Norman Hodgson. Again the order of this race never changed among the first three with the order past the flag being Evans, Hodgson and Whiting. Eric Smith and Gerald Clark in their Minis had a little scrap for fourth and fifth, the win here going to the BDA engined version of Smith. The small class went to Bruce MacLeod (Mini) from the similar car of Simon Davey. When all the points in the championship were sorted out it transpired that Smith's class win also gave him the championship by six points from Clark.

A fifteen lap Formula Ford event saw a marked absence of some of the regulars with Mick Starkey (already assured of the BARC championship) and John Simpson both at Cadwell Park chasing BRSCC points. This did not detract at all from the race in which Ken Pickering emerged victorious after fending off very determined attacks by Nigel Robinson (Merlyn) who led at some stages and came second, and Neil Williamson (Van Diemen) in third place. Eric Horsfield lost the whole lot over the bank at Sunny (luckily without injury) while in fourth place on the second lap, and John MacGilvray (Crossle) spun at Oxo to lose a secure fourth to Allan Wilson (Eldon) two laps from the end, but still gained sufficient points from his eventual sixth place to come third in the championship.

The Mod Sports event promised a good fight for the Northern Sports Cars and Players No 6 finale and this is exactly what we saw. It took the ASM Elan of Andy Smith until lap five to get past the Davrian of Jim Adamson who was in such a hurry to gain points to beat Andy's team-mate Kenny Allen (ASM Clan) that he jumped the start. After spinning and attempting to climb the bank at Tower, Allen motored through the field to come home third behind Adamson after the Europa of Robert Speak had savaged the Chicane on the tenth tour. Adamson was penalised 10 seconds for his demon start but still kept second overall; Allen scored enough points to take the championship, 30 to 25.

The second *Libre* and Clubmans race was very much as the first except that Warren Booth (Lotus 69) went spectacularly over the Esses Out bank and allowed Roy McNab to come third behind Barton and Simms. Bruce MacMichael (Crossle) beat John Muirhead this time and so everyone waited with baited breath to see how the BARC *Libre* championship would go as he was the only one likely to overtake Andy Barton. Andy had sufficient of a lead with his two outright wins to win the championship by just two points from Bruce, however, and Roy McNab beat John Muirhead in the Clubmans division but this time by only one point.

**PAUL BOOTHROYD**

**Formula Libre and Clubmans, part one (10 Laps):** 1, Andy Barton (March 74B), 13m 00.4s, 80.72 mph; 2, Richard Simms (Chevron B24), 13m 45.6s; 3, Warren Booth (Lotus 69 F2), 14m 13.2s; 4, Roy McNab (Gryphon C74A), 9 laps.

**Over 2.0:** 1, Simms, 76.30 mph; 2, Booth; No other finishers. **Fastest Lap:** Simms, 1m 19.8s, 78.95 mph.

**Up to 2.0:** 1, Barton, 80.72 mph; 2, Bruce MacMichael (Crossle); 3, Martin Wood (Royale). **Fastest Lap:** Barton, 1m 15.4s, 83.55 mph.

**Clubmans:** 1, Roy McNab, 71.21 mph; 2, John Muirhead (Mallock); 3, Gordan Brown (Mallock). **Fastest Lap:** Muirhead, 1m 24.4s, 74.64 mph.

**Special Saloons, over 1300 cc, 1001 to 1300 cc and up to 1000 cc (12 Laps). Overall and over 1300 cc:** 1, Jim Evans (Jet Turbo), 16m 14.2s, 77.60 mph; 2, Norman Hodgson (Escort), 16m 25.6s; 3, Brian Whiting (Escort), 16m 28.8s; 4, Eric Smith (Mini GT BDA), 17m 03.0s. **Fastest Lap:** Hodgson, 1m 18.4s, 80.36 mph.

**1001 to 1300 cc:** 1, Smith, 73.90 mph; 2, Gerald Clark (Cooper S); 3, Owen Corrigan (Cooper S). **Fastest Lap:** Smith, 1m 22.8s, 76.09 mph.

**Up to 1000 cc:** 1, Bruce MacLeod (Cooper S), 65.00 mph; 2, Simon Davey (Cooper S); 3, Colin Flynn (Cooper). **Fastest Lap:** MacLeod, 1m 29.4s, 70.47 mph.

**BARC Northern Formula Ford Championship round (15 Laps):** 1, Ken Pickering (Jamun), 20m 03.8s, 78.50 mph; 2, Nigel Robinson (Merlyn), 20m 12.2s; 3, Neil Williamson (Van Diemen), 20m 18.2s; 4, Allan Wilson (Elden), 20m 25.0s; 5, Richard Philip (Crossle), 20m 32.6s; 6, John MacGilvray (Crossle), 20m 34.2s. **Fastest Lap:** Robinson, 1m 17.2s, 81.61 mph.

**Modified Sports Cars. 1301 cc and over, 1151-1300 cc, up to 1151 cc (12 Laps): Overall:** 1, Andy Smith (ASM Elan), 15m 27.4s, 81.51 mph; 2, Jim Adamson (Davrian), 15m 40.0s; 3, Kenny Allen (ASM Clan), 16m 16.4s; 4, Ian McCullough (Sprite), 16m 20.0s.

**Over 1300 cc:** 1, Smith, 81.51 mph; No other finishers. **Fastest Lap:** Smith, 1m 14.6s, 84.45 mph.

**1151 cc to 1300 cc:** 1, McCullough, 77.14 mph; 2, Ronnie Grice (Midget); No other finishers. **Fastest lap:** McCullough, 1m 19.2s, 79.55 mph.

**Up to 1151 cc:** 1, Adamson, 80.42 mph; 2, Allen; 3, Eddie Falkous (Ginetta G4). **Fastest lap:** Adamson, 1m 15.4s, 83.55 mph.

**Morgan Sports Cars:** 1, Peter Evans (Plus 4), 63.85 mph; No other finishers. **Fastest Lap:** Evans, 1m 36.0s, 65.62 mph **(Establishes Record).**

**Formula Libre and Clubmans, part two (10 Laps):** 1, Barton, 11m 16.0s, 93.19 mph; 2, Simms, 11m 54.6s; 3, McNab, 9 laps; 4, MacMichael, 9 laps. **Fastest Lap:** Barton, 1m 05.4s, 96.33 mph.

**Over 2000 cc:** 1, Simms, 88.16 mph; No other finishers. **Fastest Lap:** Simms, 1m 09.8s, 90.26 mph.

**Up to 2000 cc:** 1, Barton; 2, MacMichael; 3, Wood. **Fastest Lap:** Barton, 1m 05.4s, 96.33 mph **(Record).**

**Clubmans:** 1, McNab, 81.18 mph; 2, Muirhead; 3, Brown. **Fastest Lap:** McNab, 1m 15.4s, 83.55 mph.

# V8s go ahead

Plans are already well advanced for the V8 series which we mooted last week. The idea first came about when DB Motors of Leicester, MacMillan Racing and General Relays were over in Sweden for the Westwood Cup round and on learning of the RAC's decision to ban Camaros in next year's G1 National Touring Car championship, Nigel Stovin-Bradford, representing the three entries, consented to further the cause of the big V8s.

The situation, as it stands at this time, is that a series known as the North Sea Super Stars challenge, subject to the RAC's ratification, currently awaited, is planned for 1976. The series, of four races in Britain and between five and seven in Sweden, will be for American V8 engined saloons presently and previously homologated in Group One and running as homologated subject to a six litre limit.

Regulations will be as for the 1975 Southern Organs Touring car championship with three additions: 1, exhaust system free; 2, wheels free within standard bodywork; 3, permitted addition of aerodynamic devices no wider than the car's bodywork.

No sponsorship has yet been announced but this is because of the RAC's decision. However, not only will the series include a substantial prize fund for each round, but there will also be a further prize for the overall series winner on a 9-6-4-3-2-1 points basis. There will also be a form of start money for competitors. Associated promotions, including bus rides around the circuit and autographing, are also being planned.

The championship will also be self-policing and administered on behalf of the major sponsors entirely by Nigel Stovin-Bradford of the Yankee Doodle Dandies DB Motors of Leicester Racing Team.

A registration fee of £25 will be required from each entrant in the series, and further details can be obtained from Stovin-Bradford, at 11 Pant Glas, Sychyn, Mold, North Wales. Tel: Mold (0352) 55125.

DB Motors will be awarding a merit trophy and will offer spares for cars at discount prices. Already there has been considerable interest from the various parties involved in V8 racing and many of the RAC/-Southern Organs competitors are said to be interested in competing, especially if the RAC/SO series remains Group One next year.

# Barnard's double

Martin Barnard is double autocross champion for 1975. He collected his second title — the four abreast — near Market Drayton last Sunday at the Potteries and Newcastle MC final when he beat Rob Gibson (Sprite) in a final run off.

Both Gibson, the Crewe driver and Barnard, horticultural engineer from Blackheath, in his Datsun 240Z road car, duly collected three wins after having arrived at the final with maximum scores and so they were let loose at the end of the day.

Gibson, going first, was neat and smooth on a course which had started to rut in places. Having had to work for his living in the class runs against a very determined Roger Burn in his Clan, Gibson nevertheless managed to clip 1.5s off his class best to give him a 2.7 per cent improvement.

On his first lap Barnard thundered into the bottom right hand bend at a great rate of knots and disappeared in a huge cloud of dust with few people realising he had almost rolled. He was much slower on the same corner second time round but he literally was airborne as he flashed across the finishing line to stop the watches showing a 4.8s improvement and the double in the bag.

Barnard said afterwards: "I really thought I had overcooked it on that first lap. I looked to the left and saw the earth only inches away and was convinced I would end up on my side."

With only about 50 taking part in the four abreast championship final a secondary two abreast event was run in conjunction with the BT&RDA final and produced over 40 entries.

The small Mini class saw Nick Garner suffer defeat at the hands of Derek Cleaver for although Garner had the quickest individual run he was pipped at the post by one tenth of a second.

Bob Merridale duly collected the small Escort class in his 1300 Escort beating Clive Truman by over a second on his first two runs and promptly departed while the stirring battles between Gibson and Burn highlighted the sports car class. Gibson was always in the lead but Burn twice got alongside him in one run to provide some of the best racing.

Peter Harrold made a rare appearance with his VW to beat Terry Westley's similar machine in the rear engined class by nearly three seconds but Westley later lodged a protest against Harrold's engine, which was sealed and will be measured in due course.

With Roger Brunt finally deciding to run after initially withdrawing, Class E was won by Bruce Male who beat Frank Morris by half a second. Morris had the day's biggest roll, right on the finish line, but taped up the HF Sprint screamer for his third run but was just that bit too slow. Brunt only had two runs, and collected penalties on the second and was third.

Tony Merridale stamped his authority on the big Escort class by being three seconds quicker than Nobby Cresswell and Dave Fuell on his first run and sealed the class by four tenths from Cresswell while a couple of identical 53.5s runs from Terry Smith gave him a comfortable win over Dave Baskerville in the big Mini class.

The battle for BTD was won emphatically by Mike Turpin by nearly two seconds on aggregate. Although Nick Seymour's Volnik got to within two tenths on the first run, the Hereford flyer did 49.2s on his second outing to put matters beyond doubt.

**BTD:** M. Turpin (Special), 98.9s.

**Class winners:** M. Barnard (Datsun 240Z), 2m 8.4s; D. Cleaver (Mini), 1m 54.4s; B. Merridale (Escort), 1m 53.2s; R. Gibson (Sprite), 1m 47.8s; P. Harrold (VW), 1m 49.9s; B. Male (Mini), 1m 52.6s; T. Merridale (Escort), 1m 45.6s; T. Smith (Mini), 1m 47.0s; N. Seymour (Volnik), 1m 00.7s.

**Two abreast, BTD:** D. Ridgeway (MJA Special), 55.0s.

**Class winners:** G. Harper (Honda Civic), 1m 1.6s; T. Lawson (Mini), 1m 1.7s; V. Rowe (Marina), 1m 3.2s; M. Burness (Mini), 1m 0.0s; J. Clarkson (Escort), 57.4s; D. Stott (Mini), 58.4s; J. Hicks (JH Special), 1m 1.9s; M. Spray (Cortina), 1m 3.1s.

**BT&RDA Class winners:** N. Williams, 12pts; N. Garner, 45 pts; B. Merridale, 45 pts; R. Easton, 33 pts; T. Westley, 48 pts; R. Brunt, 49 pts; T. Merridale, 55 pts; D. Baskerville, 39 pts; M. Turpin, 54 pts. **Best Aggregate:** Gibson, 158 pts. **Team:** West Essex, 167 pts.

# Combe—no panic

Rumours that Saturday's Castle Combe event was the last one to be held at the Wiltshire circuit were put in perspective by the owners of the circuit, AFN, this week when we spoke to them. It could, conceivably, be the last meeting, because their planning application, which is reviewed every three years, comes up at the end of this month. Once again, a programme of five meetings per year has been applied for and John Aldington of AFN said that there was no suggestion of problems that would suggest curtailment of racing.

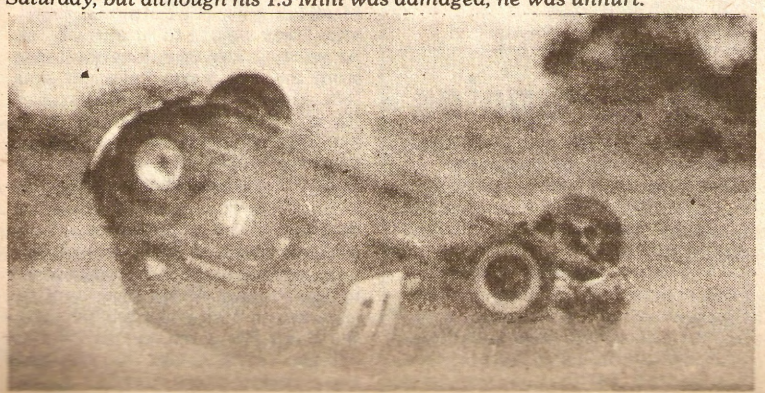
There has been just one complaint of late, and this was registered over six months after the event and wasn't about motor racing at all. So if all goes well at the end of the month, motor racing will be back at the Wiltshire circuit again next year.

# Wiscombe

The BARC headquarters organising team invade the hillclimbing scene for the first time when they run the Guyson/BARC round at Devon's Wiscombe Park this Saturday and Sunday. The two day meeting is sponsored by Trevor Isaacs' Langtonian Finance and will attract all the contenders in the Guyson/BARC hillclimb championship, including current leader Colin Rogers (1.0 Mini), and Guyson Beadblaster BTD championship leader Roy Lane. The action on both days, with a non-championship session on Saturday and the major runs on Sunday, starts at 1 pm.

● Russ Ward had a good time at Prescott in the John Brown Motors Allard Sprite for not only did he take BTD in his class, but also a new class record and second in the Gold Cup and second in the Leaders championship. This was capped with second place, beating John Meredith in the class, by teammate Alan Cox.

*Nigel Clarke got rather upset in the first saloon race at Castle Combe on Saturday, but although his 1.3 Mini was damaged, he was unhurt.*



# Mini day

John Yates was an easy winner of last Sunday's North Devon MC autocross at Sugworthy near Winkleigh. In his 1.3 Mini he had a best run of 1m 47.8s and inflicted a narrow defeat on Keith Newland-Hodges in his Renault Special who finished 0.5s adrift. An exciting knockout produced a surprising result when Gordon Stockley beat all the stars in his 850 Mini.

**BTD:** J. Yates (Mini), 1m 47.8s.

**Class winners:** M. Phillis (Mini), 1m 50.6s; D. Griffiths (Mini), 1m 53.0s; K. Newland-Hodges (Renault Special), 1m 48.4s; W. Babbage (Mini), 2m 0.4s.

● At Silverstone on Sunday, Fergus Tait clinched the Formula Four championship in his Delta with his tenth win in thirteen outings. He's also had two second placings so his record for the season is really pretty impressive.

● Caldwell Smythe's "I'm retiring you know" is so that the Clubman's driver can get it all together for 1977. His aim? A form of international racing no less, with just one seat!

# Freeman back

Although many thought Mike Freeman had quit the *Penthouse* Escort Challenge in order to concentrate on less tenuous activities, the Gloucestershire farmer was back in evidence at Castle Combe last weekend in order to defend his second place in the series from no less than four competitors.

At one stage this season, Freeman held a considerable advantage over everyone else by virtue of winning the first three rounds. But then it had to be mowers rather than Mexicos and Steve Thompson promptly took control and cleaned up.

Freeman's reappearance netted him a hard earned third place but he was still beaten by his nearest challenger Graham Hollis. With just two rounds to go, the leading positions are:

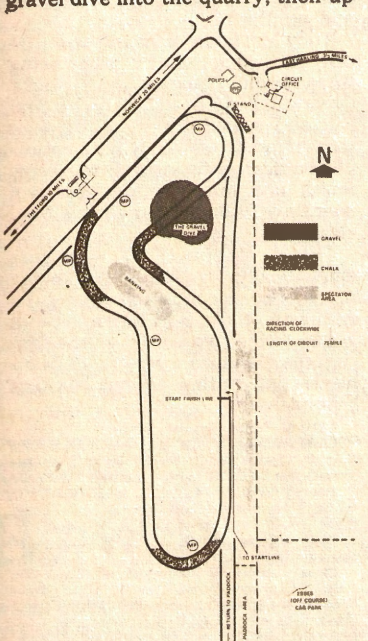
**Penthouse Escort Challenge:** 1. Steve Thompson, 83 points*; 2. Mike Freeman, 43; 3. Graham Hollis, 40; 4. Nick Weir, 32; 5. Gordon Bruce, 28; 6. David da Costa, 21.

*1975 champion.

# Snetterton's rallycross changes

When Snetterton's rallycross season reopens on September 28, a host of features will be noticeable. The original circuit, first used last year, has been shortened to a purpose-built ¾ mile circuit of tarmac, chalk, gravel and grassland.

From a start/finish line on the old Home straight, the circuit runs towards the Esses, doubles back via a chalk surfaced hairpin, a grassland straight and a chalk S bend complex to rejoin the tarmac on Norwich Straight. They then use the Hairpin and straight of the tarmac into the gravel dive into the quarry, then up




the other side, back onto a chalk and grass S bend before rejoining the Home straight for the finish. All the major corners of the track have been filled in with chalk to prevent major rutting when on rough sections.

Spectator areas too have been improved allowing almost all the circuit to be seen from any point and the Esses car park will now be available for off-course parking. Paddock arrangements have also been altered to allow quicker access to and from the circuit.

TEAC are organising the first meeting at the circuit on September 28, and the season includes an event on Boxing Day.

# Smith appeals

By finishing second in his class at Brands Hatch, Marc Smith could have extended his Radio One Under-21 drivers lead over Mike Smith. However after a protest following a nudging incident along Bottom Straight, and then subsequently being reported for overtaking under the yellow flag, Marc Smith was disqualified. He has now appealed against the stewards' decision, and so the matter will be put before an RAC Tribunal. Therefore the £1,700 to £2,299 class results are only provisional.

# Brum's Festival

By the time you read this the Birmingham Motoring Festival, with sponsorship from Duckhams will be three days old and into its fourth day. Thursday sees a parade of Ford cars through the city streets of the Midland town, the centre of activity being New Street, Corporation Street, Priory Circus, Colmore Row and Victoria Square.

On Friday, it's Classic Car day, starting with a cavalcade of thoroughbred and classic cars of yesterday, then a display of the cars at the pits in Victoria Square, another Cavalcade at 3 pm and a fashion show in the evening at Martin Hone's Opposite Lock Club and a Duckhams film show at the Town Hall at 8 pm.

Saturday is the big Grand Prix day, the cars themselves assembling at the pits in Victoria Square during the morning. Around 350 vehicles are expected in total. Among the competition cars will be a UOP CanAm Shadow, F1 cars from Brabham, UOP, McLaren, Lotus, and BRM. Other cars include F2 Chevron, Atlantic cars, Formula Fords, 3s and possibly a CanAm Porsche. It is hoped that Ronnie Peterson and James Hunt will be going, while other drivers hopefully attending include Paddy Hopkirk, Will Sparrow, Gerry Marshall, John Brown, John Fitzpatrick, and Steve Thompson, the *Penthouse* champion. There'll be a discotheque at the Opposite Lock to complete the day's entertainment and close the festival, although there'll be more activity on Sunday with a veteran and vintage car run.

The Birmingham Motoring Festival marks another step in the ambition of Martin Hone to have Formula cars racing around the city limits, and it's hoped that a good crowd will be in attendance throughout the week, showing the interest in motoring.

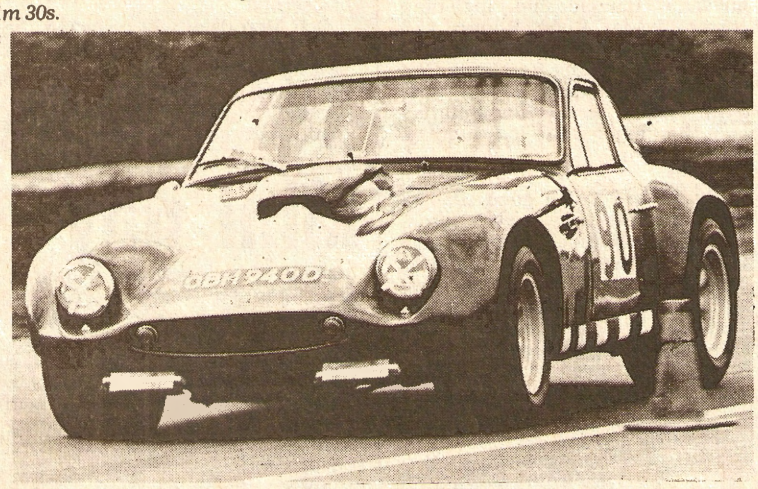
# Harris dominates

Recording a speed of 102.3 mph through the speed trap, Dave Harris dominated last Sunday's annual Invaders MC sprint at Wroughton near Swindon in his McLaren M10B. He had a best run of 1m 16.0s and a measure of supremacy can be gauged by the fact that Jonty Williamson was more than eight seconds slower in his Manpower Surtees.

Only other driver to break 1m 30s on the 2.2 mile circuit was seasoned campaigner Maurice Gates who took the big modsports class in his TVR Tuscan in 1m 29.8s. An excellent performance in an almost standard Cooper came from Chris Thomas who stormed to a class win in 1m 49.4s and was 0.2s quicker than Dacre Harvey who took the next class up in an RS2000.

**BTD:** D. Harris (McLaren M10B), 1m 16.0s.
**Class winners:** K. Banks (Imp), 2m 1.6s; C. Thomas (Cooper), 1m 49.4s; D. Harvey (RS2000), 1m 49.6s; B. Shirley (Pontiac TransAm), 1m 44.2s; P. Gilbert (Mini), 1m 46.6s; J. Jordan (Stiletto), 1m 40.8s; T. Harwood (Clubman GT), 1m 39.6s; A. Pearce (Anglia), 1m 47.4s; D. Beams (Ginetta 15), 1m 42.4s; S. Woods (Midget), 1m 59.6s; B. Curd (Elan Sprint), 1m 45s; S. Brookman (TVR Griffiths), 1m 39.8s; M. Wray (Honda S800), 1m 51.8s; R. Powell (Midget), 1m 47.2s; A. Kennedy (Morgan 4/4), 1m 39s; M. Gates (TVR Tuscan), 1m 29.8s; D. Basson (Taydec), 1m 35.2s; A. Moores (Elva FJ), 1m 42.6s; J. Williamson (Surtees), 1m 24.4s.
**Ladies:** Mrs R. Henshall (Unipower GT), 1m 51.8s. **Best Invader:** T. Bilverstone (Mini), 1m 51.8s.

*Maurice Gates took his huge TVR to another class win, one of three drivers under 1m 30s.*



# Wood's thanks

Barry Wood, the Ginetta G15 driver who had such a bad accident in the car at Castle Combe on Bank Holiday Monday, has written to express his thanks to the marshals at the circuit without whose skill and care he suspects he may have lost his foot. Wood is in the Helena Ward of the Royal United Hospital in Bath and would be grateful of any visitors, and thanks those who've already been to see him.

# IoM vacancies

Although all the car space is booked, there's still room for passengers on the chartered ferry to the Isle of Man on September 19 at the start of the Longton and District hillclimb weekend.

All 80 entries are taken for the 2.15 miles course from Hilberry to Kates Cottage and anyone wanting to go on the £12.50 trip which includes B&B should contact G. Nicholson, 4 The Spinney, Tarleton, nr Preston.

# Gardner beats Airey

Barry Gardner from the Winchester area caused the major upset at the Sussex CC autocross at Church Farm, Sompting, last Sunday when he pipped local ace Tom Airey for BTD. On a fast 1,500 yards course, with three laps per run, everyone managed to really get cracking and Gardner came home a worthy winner beating Airey into second spot by just under a second. Bob Light took his Scorpio Special to third quickest time a fraction behind Airey.

Best of the class battles was among the 11 big capacity Escorts where Mike Musson had only six hundredths of a second advantage over Steve Isted in an Escort. All the other class winners in a field of 83 competitors, were easy victors.

**BTD:** B. Gardner (Mini), 2m 25.09s.
**Class winners:** P. Grant (Mini), 2m 31.08s; L. Croxton (Escort), 2m 31.08s; A. Griffin (Spitfire), 2m 45.07s; D. Smith (Imp), 2m 52.08s; T. Airey (Mini), 2m 26.04s; M. Musson (Mexico), 2m 32.01s; T. Gover (Mini), 2m 30.09s; B. Light (Scorpion), 2m 26.06s; N. Humphreys (Mini), 2m 49.03s.

# Close one to Warren

While his autocross championship crown was being lifted by Martin Barnard over in Cheshire, Welshman George Warren nipped up to Bishops Castle to collect BTD at the Montac autocross which had only 23 entries.

Warren had to struggle a bit and he only collected the top prize thanks to a third run in his Escort of 1m 46.2s which overhauled a great fight which had taken place between Peter Vaughan and Philip Martin in Cooper Ss who were only two tenths apart after three laps of a fast 1,000 yards course.

**BTD:** G. Warren (Escort), 1m 46.2s.
**Class winners:** J. Hawkins (Mini), 1m 54.7s; C. Lloyd (Imp), 1m 52.2s; G. Harding (Escort), 2m 06s; P. Vaughan (Cooper), 1m 47.7s; S. Fletcher (Escort), 2m 3.1s.

# Harrington: FF2000 Lotus?

Having given up his drive with the new "works" Merlyn Mk 29, Peter Harrington has reappeared on the Northern Circuits with the ex-Chris Meek Lotus 69. The Lotus was raced, after Meek's move to Atlantic, by an American driver who then put it into store for two years before it was refitted during the '74/'75 winter. Raving over the "veteran" car's handling at Cadwell, Harrington expressed hopes of a move into FF 2000 with the same car in 1976.

● Despite the appearance of the Prescott karts, it was Peter Voigt who dominated the 500cc class at the hill on Sunday. Voigt took another class record with a climb of 50.22s in the Voigt Konig special which was enough to nett him the coveted Prescott Gold Cup.

# Even Stephens wins

One of three drivers to have clean sheets after 18 hills, Mike Stephens took his Mexico to a deserved outright victory on the Wallbond Deerstalker national production car trial run by SODC at Great Brickhill, near Bletchley last Sunday. In the afternoon "Mexico Mike" dropped marks on only three sections and his total of eight marks for the day gave him a comfortable win. His nearest class rival Peter Higgins (Mexico) finished on 20 marks and was second best in a field of 40.

The biggest upset of the day came in class one where the previously undefeated Geoff Spencer suffered defeat at the hands of Gordon Frances. The RAC champion's downfall came on the first session after lunch where he was one behind Frances and they matched each other for the rest of the day. Now using a Skoda Estate Stephen Courts took the conventional saloon class on 41 marks well ahead of Dennis Wells in his Skoda saloon. Malcolm Brown (Sprite) lost his serious opposition on the 29th section where Mike Harrison stripped first gear on his Midget when leading. Nick Hardey had a good second spot in his Sprite only 11 behind Brown.

The two other lunch clean sheet men, Colin Valentine and Mike Hinde were first and second in class four, three marks apart in their Stiletto and Imp machines but they were overshadowed by Cliff Morrell. Having dropped 16 marks before lunch he was nowhere but with a second best score of only 11 marks in the afternoon, he finished a creditable third in his Imp and was best SODC member. With Bill Moffatt unaccountably absent, Tony Cooke beat John Ludford by two marks in the final class.

**Overall:** M. Stephens (Mexico), 8 marks lost.
**Class winners:** G. Frances (Cooper), 17 marks; P. Higgins (Mexico), 20 marks; M. Brown (Sprite), 33 marks; C. Valentine (Stiletto), 24 marks; T. Cooke (Imp), 43 marks. **Ladies:** Mrs J. Collins (Mini), 130 marks. **Novice:** C. Knight (Escort), 87 marks.
**RAC championship:** 1, = Moffatt and Spencer, 150 marks; 3, Stephens, 148 marks; 4, Valentine, 146 marks; 5, Harrison, 128 marks.
**BTRDA championship:** 1, = Moffatt and Spencer, 90; 3, Stephens, 89; 4, Valentine, 86; 5, Brown 85.

# FF's friendly rivalry

The friendly spirit of Club racing was highlighted at Silverstone last weekend in the Formula Ford ranks. In the British Air Ferries championship Rick Morris and Geoff Lees were two points ahead of Jim Walsh before Sunday's race and then in practice Morris was unlucky enough to have the main hose blow off and before he noticed the sagging gauges, his engine was well cooked. Jim Walsh then stepped in and sportingly lent Rick his spare engine.

This was fitted in double quick time thanks to many willing hands though his problems were not yet over as on the warm up lap for his heat Rick found that he could not engage top gear and also there was a small oil leak under the rocker cover.

It was a case of fingers crossed as Rick ran the eight lap race in third gear down the straights pulling 7,400 rpm, and trailing a small smoke screen as the oil found its way onto the exhaust pipe. He was glad to finish the heat in fourth place and then came home a marvellous second in the final behind Jim Walsh.

Well, he could hardly beat Jim with his own engine, could he?! All this now means that Jim has a slender one point lead over Rick Morris, with Geoff Lees a further two points adrift with two rounds at Thruxton yet to run, one of which clashes with a Brush Fusegear round.

● Despite the fact that Mike Young raced his British Championship winning Modus at Silverstone a fortnight ago, even though the monocoque was damaged in a practice incident, the Modus factory were unable to repair the car in time for Mike to compete at Castle Combe last weekend due to an insurance hold up.

● A rather bleary-eyed John Bright arrived at Mallory on Sunday morning for the replacement chassis for his Royale (a straightened ex-Rad Dougall one) only arrived on Thursday and hence three hard nights work were required to make the car a runner. Now that the Merlyn has been sold finances are a little easier but John is still searching for finance for next season.

# Rose out-Rendered

With Bob Rose sidelined in practice, David Render made yet another successful trip from London to the Midlands to take BTD last Sunday at the SUNBAC second sprint of the year at Curborough near Lichfield. He took his Brabham BT 35 round in 32.14s to head the opposition by roughly a second with John Hinley's BT 38 model second quickest in a field of 62.

For a change Imps dominated the small capacity road going car class with Chris Matthews beating Nick Stephens by two tenths. Neale Johnstone ended up six tenths quicker than Alan Hunt in the one litre modified Minis class and Herbert Shepherd got down to 38.65s in his E-Type which is perhaps the quickest he has been able to record this season.

**BTD:** D. Render (Brabham BT 35), 32.14s.
**Class winners:** C. Matthews (Imp), 42.19s; N. Johnstone (Mini), 37.71s; D. Carvell (Mini), 35.92s, R. Hand (Anglia), 35.41s; H. Shepherd (Jaguar E), 38.65s; K. Heywood (Cox GTM), 37.71s; G. Wood (Elan), 35.05s; M. Green (Endrust Lotus), 37.44s; A. Hinds (Mallock U2), 35.26s; N. Mabbett (Lotus 41), 33.82s; J. Hinley (Brabham BT 38), 33.14s.

# Final regs

Regs are now available for the Guyson/BARC hillclimb final at Harwood on September 28. Practice on the Saturday and the weekend is made complete with a dinner dance on Saturday evening at the Windmill Hotel at Seacroft, with special rates at the hotel for residents for those competing. The entrance for the dinner/dance is £3 for dinner, all inclusive and is followed by a discotheque. The entries secretary of the competitive part of the weekend is Miss J. Walker, BARC Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds LS2 7JB. Tel: 0532 38972.

# Harris takes the dammed

What with errant watches and delays and upsets caused when competitors ran up against Army Landrovers out on exercise, last Saturday's Rally of the Dams run by Sheffield and Hallamshire MC did not live up to the reputation gained in the past.

All the major trouble was in the first half of a 180 mile route mostly in Derbyshire and when the watches were obviously quite wrong the organisers were forced to scrub a fair proportion of the pre-petrol route. An 11 mile selective early into the second half heralded a much better section and winners Geoff and Nigel Harris confirmed their form by being faster by two seconds in their Magnum Estate.

They completed the rally with the loss of 40m 53s to head D. Thompson/Tony Timms (Escort), by 1m 14s, while Mike Hutchinson and Eric Cowcill, current East Midland Rally Championship leaders were third in their Mexico only two seconds behind Thompson/Timms.

First semi-expert crew P. Johnson and M. Gregory did well to collect fourth place in their Mexico on 42m 14s while John Leyland and Neil Fairhurst, despite second quickest on the selective, were only fifth on 42.55s. Completing the leaderboard were T. Allen and M. Jones in their Cooper S on 43m 12s.

● The infamous Cadwell bridge caught out two Renault 5s on Sunday. David Taylor toppled over there in practice and Tony Shearman performed a similar antic in the Five's race.

● Regulations are now available for the Cheshunt MC's Oppositive Lock autocross at Dowsetts Farm near Ware on September 21. Secretary of the meeting is Margaret Jones and she may be contacted at 3 Andrews Lane, Cheshunt, Herts.

# Radio One day antics

*Above, Jean-Pierre Aux, renowned for his original cornering lines, demonstrates a new method to the Rotary Club at Clearways.*

*Above: Womble Mike Batt spent much of the celebrity race on the grass – looking for litter? Below: another on the grass and giving his tasty opposition the first submission was DJ David Hamilton, who put on an impromptu wrestling display – and lost. Who wouldn't?*

# No contest for Smith

Winning nine of the 12 tests — done in tandem — Trevor Smith was easily the man of the day at Fort Dunlop, Birmingham, last Sunday when the Dunlop MC ran their round of the RAC and BT&RDA Autotest Championship. In his Midget Smith totalled 412.1s to finish a healthy 13 seconds up on Dick Squire in his Sprite who took the big engined sports car class.

Peter Cox and Alan Hunter, both in Sprites, had a fair old tussle before Cox took second by two seconds and in the big saloons Phil Darbyshire had a rude awakening when he was led for five tests by Richard Field who suddenly went off the boil.

The Darbyshire Clubman GT was in double use for John Larkin arrived at the meeting to find he had lost a couple of gears and in the Midlander car he was third behind Dave Barney, but only by a whisker.

Ray Webb cleared off once again to head the smaller engined sports brigade, his Sprite opening up an eight seconds advantage over Brian Johns (Mini) with Gordon Aird (Datsun Cherry) well back in third. The battle of the big saloons was no contest for John Calton took his Mexico into the lead from the start and left poor Tony Hunt trailing by 18s in his RS 2000. Steve Stringer, the Lotus 7 driver, who has almost certainly won the championship, ran into handbrake trouble early in the day.

**BTD:** T. Smith (Midget), 412.1s.
**Class winners:** R. Squire (Sprite), 425.0s; P. Darbyshire (Clubman GT), 441.7s; R. Webb (Sprite), 459.7s; P. Jeffrey (Escort), 490.2s; J. Calton (Mexico), 448.7s. **Ladies:** Mrs P. Barney (Cooper), 510.2. **Novice:** S. Thorpe (Mini), 554.6.s.

*AUTOSPORT Trophy winner Geoff Friswell is interviewed by our publisher, Simon Taylor (right). Tom Wheatcroft, who kindly brought down a couple of his beautiful historic cars, listens in.*

## BRIEFLY...

● The Cosmopolitan CC are short of entries for their four abreast Uniflo autocross at Portsmouth City Airport on September 21. Among those already entered are George Warren, Tom Airey and Bob Light, and prospective entrants for the £130 prize fund should contact Alan Griffin at Horndean 592583.

● Chris Witty's encouraging seventh place at Castle Combe on Saturday was gained partly due to the generosity of John Waterman who lent our sports editor his Mk 1 Mexico after Chris dinged his Adlards Sport at Snetterton over the Bank Holiday. "Wittypaldi" intends to do the last few rounds in Waterman's car.

● Good news for Northern Clubmans Supersports competitors for 1976 was revealed at Cadwell on Sunday when George Cooper (who currently backs Derek Cook's Formula Atlantic efforts) announced that George Cooper Lubricants Ltd would be sponsoring a Northern Clubmans Championship along the lines of the present Champagne Series.

● If you live in the Bishop's Stortford area and you fancy a bit of autocross, Stort Valley AC are holding an LCAMC and AEMC championship qualifying event at their Little Hallingbury venue on Sunday. They have sponsorship from Load Haul Trailers of Stansted and the event starts at 10 am with runs starting at 1.30 pm.

● The theory that driving schools cannot teach you everything was demonstrated by secretary Heather Longhurst who, in her first public practice session, at Mallory on Sunday went off in her hired Donington Aviation Alexis. Happily her injuries were none too serious though the chassis was badly bent. There is no truth in the rumour that six marshals were nearly run over in the rush to administer the kiss of life!

● Bob Mack wold like us to point out that Tony Gover was not in his Anglia at the Bank Holiday Horley autocross but John Gale's car. Mack in fact went home with his Hampshire Centre sponsored Anglia, for, as with many, he found the Horley venue too bumpy, for which it is renowned anyway.

# Bianci twice

Tony Bianci collected BTD and a class win with his Elva Scorpion and an Alvis Silver Eagle when the Alvis OC (Midland Section) gathered some 31 strong at RAF Gaydon near Warwick last Sunday for their annual sprint. Bianci took BTD in 1m 13.4s over a mile of the station perimeter track beating M. Titmuss, who shared the driving of the Scorpion, by two tenths.

His other win was by seven tenths of a second where he beat Humphrey Collis in an Alvis Speed 20 Special with a 4.3 litre engine with David Rhodes in the same car a whisker away in third.

**BTD:** T. Bianci (Elva Scorpion), 1m 13.4s.
**Class winners:** P. Fleming (Riley Special), 1m 19.8s; L. Merriott (Alvis Speed 20), 1m 28.6s; T. Bianci (Alvis Silver Eagle Special), 1m 15.2s; K. Hipwell (Aston Martin DB6), 1m 15.4s; M. Titmuss (Elva Scorpion), 1m 13.6s. **Handicap:** F. Robinson (Alvis Firebird). **Ladies:** Mrs J. Rhodes (Alvis Speed 20 Special), 1m 31.6s.

# Drawing ahead

Colin Mack and David Thomas consolidated their lead in the ANWCC Rally Championship by winning last Saturday night's Bartley Rally, run by Chester MC. In their Avenger they dropped 25m 23s to win by five minutes on an event which was favourably received by most crews.

Centred in Mid Wales, using classic roads on the old 117 map the 220 mile route was divided into thirds with short sharp sections being the format for most of the night. Two selectives — the third was cancelled — were run around Dyffnant and Mack was quickest on the second and second to Ian Hughes on the other. Hughes, with Arthur Davies in their Escort TC took runners-up award on 30m 25s.

Third, after a steady run in their first outing with a Mexico, were Jim Corner and Brian Goff on 34m 9s and then there was a long gap to fourth Alan Salkeld and JohnSpiller (Escort RS) on 40m 6s. Peter Dalby and Brian Garton were fifth in their Ascona on 43m 12s just 15s quicker than Bob Faulkner and Dave Coustick (Escort TC).

Best of the semi-experts were Keith Thompson and Peter Grice in a Viva GT in 10th place on 55m 12s and the novice winners were Peter Tomlinson and Roger Manifold (Imp), on 74m 10s.

# Staniforth thwarted

One of the ambitions of Terrapin driver/constructor Alan Staniforth is to get up Baiting Dam hill climb in under 29 seconds in one of his own cars. He looked well on the way to achieving this last Sunday on his fourth run at the Lancs AC meeting only for the engine to cut out inexplicably at the last corner. And so he had to settle for BTD with a time of 29.09s in his Mk 7 machine.

With only 44 entries several classes were merged and in the clubmans sports cars category Mervyn Bartram brought his Mallock U2 through to victory in 30.01s. Quickest of the eight large engined single seaters was John Shapley's Carburol Special in 29.31s and in the rally car battle Colin Wild's Capri beat Bob Yarwood's RS2000 by well over a second.

Mike Hanson, who lost a leg recently, collected another fine mod sports class win in his Sprite now converted to hand controls and he was two seconds up on the rest of the class.

**BTD:** A. Staniforth (Terrapin), 29.09s.
**Class winners:** J. Casey (Cooper), 30.97s; A. Forrest (Escort), 32.36s; T. McCarthy (Morgan 4/4), 31.24s; C. Wild (Capri), 33.01s; J. Merrills (Midget), 31.58s; M. Walker (Jaguar E), 31.82s; M. Hanson (Sprite), 30.73s; M. Bartram (Mallock U2), 30.01s; J. Shapley (Carburol Special), 29.31s.

# Middle Comp repeat

The excellent Middle Comp class in drag racing was a repeat at Snetterton of the Wroughton event, with the likeable Svante Erickson taking his 426 Jeep into the nines to meet Bob Messent in the final. Messent tipped the can for this with a vengeance, taking the little Stripteaser down to a low of 10.2s at 129mph with a great hole-shot, but the big Jeep boomed past in the mid-range to a best ever 9.7s at 147mph.

Al O'Connor got revenge for the UK though by taking a match race with Mat Omstrom's Corvette, the final run being particularly fine with a giant wheelie from O'Connor's Pop/Chev and times of 11.12s to 11.19s for the 'Vette.

# Championship positions

**Britax Production saloon car championship, over £2,300:** 1, John Brindley, 24; 2, Derrick Brunt, 15; 3, David Howes, 4. **£1,700 to £2,299:** 1, Phil Dowsett, 32; 2, Marc Smith, 18; 3, Gerry Marshall, 16. **£1,300 to £1,699:** 1, Jock Robertson, 35; 2, Bill Sydenham, 15; 3, Tony Lanfranchi, 13. **Up to £1,299:** 1, Tony Stubbs, 31; 2, Simon Kirkby, 22; 3, Neville Knight, 19.

**British Air Ferries Formula Ford championship:** 1, Jim Walsh, 61; 2, Rick Morris, 60; 3, Geoff Lees, 58; 4, Lou de Marco, 21; 5, David Heale, 19; 6, Rod Bremner, 17.

**National Organs Clubmans sports car championship, 1600 cc modified:** 1, Geoff Friswell, 72; 2, Noel Stanbury, Creighton Brown, 24; 4, Ruari Gilles, 23. **1600 cc Formula Ford:** 1, Nick Adams, 59; 2, Nicholas Scott, 44; 3, Arthur Mallock, 27.

**Miller Organs modified sports car championship, over 3000 cc:** 1, Robin Grey, 16; 2, John Pearson, 8; 3, Guy Beddington, 7. **2001 to 3000 cc:** 1, Andy Fraser, 16; 2, Nick Faure, 15; 3, John Cooper, 10. **1151 to 2000 cc:** 1, Richard Jenvey, 28; 2, Dave Bettinson, 24; 3, John Evans, 22. **Up to 1150 cc:** 1, Ian Hall, 27; 2, Barry Wood, 21; 3, Simon Packford, 20.

**Forward Trust special saloon car championship, over 1300 cc:** 1, Dave Millington, 37; 2, Joe Russell, 12; 3, Tony Sugden, 11. **1001 to 1300 cc:** 1, Phil Winter, 51; 2, Tony Allies, 9; 3, Dave Thomas, Tony Pearce, 5. **851 to 1000 cc:** 1, Brian Prebble, 16; 2, Jeff Ward, 12; 3, Richard Long, 9. **Up to 850 cc:** 1, Roger Gill, 26; 2, Cliff Watts, 24; 3, Jack Wines, 16.

**Varley Batteries/Monoposto championship:** 1, Allan Baillie, 128; 2, Trevor Scarratt, 117; 3, Jim Yardley, 106; 4, Paul Maxwell, 93; 5, Nigel Howard-Jones, 84; 6, John Lancaster, 69.

**Allied Polymer Group Formula Ford 2000 championship:** 1, Derek Lawrence, 88; 2, Bernard Vermilio, 64; 3, Ian Taylor, 46; 4, Jeremy Rossiter, 43; 5, Damien Magee, 26; 6, Syd Fox, 24.

**BARC Northern Formula Libre championship:** 1, Andy Barton, 29; 2, Bruce MacMichael, 27; 3, Derek Cook, David Morgan, 9; 5, Nigel Nash, Douglas Thompson, 6.

**Northern Sportscars/Players No 6 Modsports:** 1, Kenny Allen, 30; 2, Jim Adamson, 25; 3, Ian McCullough, 23; 4, Andrew Smith, 11; 5, Ronnie Grice, 10.

**BARC Northern Formula Ford championship:** 1, Mick Starkey, 3; 2, John Simpson, 21; 3, John McGilvray, 15; 4, Ken Pickering, 9; 5, Richard Philip, 7.

**Mini Miglia Peter Collins Trophy:** 1, Alan Curnow, 99 **(Champion)**; 2, Steve Harris, 76; 3, Russell Dell, 75; 4, John Bradburn, 68.; 5, John Hazell, 65; 6, Phil Spurling, 63.

**Kent Messenger 1000cc saloon car challenge:** 1, John Homewood, 54; 2, Ray Calcutt, 37; 3, Richard Oliver, 25; 4, Mike Chapple, 18; 5, John Schneider, Stephen Hall, 12.

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**VOLVO 1800E Sport, 1971.** Fuel injection, O/D, sports wheels, head restraints, cherry with black hide . . . . . **£1595**

**BMW 1600 Coupe, 1967 (F).** Polaris silver, black trim, 1 owner, Blue Spot radio . **£695**

**MERCEDES 230 SL Sport, 1965.** Hard/soft tops, auto, P.a.s., radio/stereo 8. New engine fitted 1973 . . . . . **£1695**

**VAUXHALL FIRENZA 2300 SL, 1973.** Silver, black trim, sports wheels, radio and stereo tape. Full instrumentation. Value **£895**

**TRIUMPH GT6, 1971 (K).** Saffron, black trim, radio . . . . . **£895**

**MGB GT, 1971.** Bahama yellow, black trim, o/d, w/wheels. Full Webasto s/roof **£1195**

**CORTINA 1600L Estate. 1972.** Daytona yellow, black trim . . . . . **£895**

**CAPRI 1600 GT XL, 1970.** Sports wheels. Aubergine, cloth trim, radio, low mileage . . . . . **£895**

**DAIMLER SOVEREIGN, 1968.** Auto, P.a.s., radio, sable, grey hide. Superb original condition . . . . . **£675**

**ALLEGRO 1300 Super, 1974.** 14,000 miles, light beige, contrasting trim, spots, h.r.w. As new . . . . . **£1195**

**ROLLS-ROYCE SHADOW, 1969.** All extras. History . . . . . **£5950**

Cash available for cars of the above type — we make lovely coffee

## GERRY MARSHALL

**THIS WEEK'S SELECTION**

**1974 Model PORSCHE 911S Targa 2.7.** In light yellow, cinnamon trim, fitted radio, one owner, R.M. 17,000 . . . . . **£6250**

**1972 Model PORSCHE 911E Lux 2.4.** In royal purple, cinnamon trim, fitted electric sun roof, electric windows, tinted glass, alloy wheels, reg. mileage 46,000 . . . . . **£3295**

**1971 (M-reg.) LAMBORGHINI MUIRA S.** In red, black trim, fitted air conditioning. Sundym glass, only 19,000 miles . . . . . **£5750**

**1974 TRIUMPH STAG.** Overdrive. In white, black trim, fitted hard/soft top, radio, alloy wheels, one owner . . . . . **£2995**

**1975 (July) FIRENZA DROOP SNOOT.** In metallic silver, light grey cloth trim, fitted five-speed gearbox. This car has covered only 300 miles and is as new . . . . . **£2575**

**1973 (M reg.) DATSUN 240Z,** white, black trim, radio . . . . . **£1895**

**1972 ESCORT MEXICO.** In maize yellow, there are numerous extras fitted to this car including sun roof, special seats, radio and stereo, spotlamps, etc. **£1025**

**1974 MGB GT V8.** In white, tan cloth trim. Fitted o/d, alloy wheels, tinted glass . . . . . **£2325**

**1971 TVR 3-litre.** In orange, black trim, fitted o/d, alloy wheels, 31,000 miles with complete service history . . . . . **£1095**

**1974 DATSUN 260Z.** Metallic blue, black trim, Wolfrace wheels, radio/stereo. RM 10,000 . **£2545**

**1975 LOTUS EUROPA SPECIAL.** Regency red, oatmeal cloth interior, five-speed gearbox, tinted glass, alloy wheels, radio/stereo, one owner. RM 8,000 . . . . . **£3150**

**1972 (M-reg.) JENSEN Inteceptor 7.2 Litre J series,** metallic blue, white trim, with sheepskin insets. Radio/stereo, one owner, fridge, Sundym glass . . . . . **£4250**

**1962 DAIMLER SP 250 DART B Series.** Immaculate throughout, fitted hard top, one owner for last 8 years. Property of Gerry (needs the space for his latest silly toy). Try him around . . . . . **£1000**

P.S. Lots of congratulations to Gerry for a class win in his Magnum, overall win in Baby Bertha and a new lap record, to Jock and Mick for a one two in the Mazdas and a shared new lap record at Brands, and to John for 2 wins and a new lap record at Cadwell Park.

P.P.S. We understand Cozy Powell enjoyed himself mountaineering this weekend (in-joke). For further details ask Jock.

**Marshall Wingfield Ltd.**
**856 Finchley Road, London NW11**
**Tel: 01-458 4204**

## GOLDSEAL

**£4995 JENSEN INTERCEPTOR, 1973.** 1 owner, 20,000 miles, white with black leather interior. Fitted refrigeration, tinted glass, alloy wheels, radio/stereo. A superb 20,000 mile car.

**£2495 ASTON MARTIN DBS. 1969.** 6 cylinder, automatic. Most attractive in metallic dark brown with tan trim, fitted chrome wire wheels, radio, etc.

**£1695 FIAT 124 Sports Coupe 1800. 1973.** 1 owner, in white cloth trim.

**£1345 JAGUAR XJ6 4.2. 1970.** Auto. with p.a.s., electric windows and radio, dove grey with tan leather interior.

**£1295 RELIANT 6TE, 1970.** 1 owner, 39,000 miles. Manual with o/drive, Caribbean green, black trim.

**£1295 JENSEN HEALEY, 1972 (L Reg.).** A one owner, genuine 13,000-mile car, in blue with black trim, fitted alloy wheels, etc.

**£1145 FIAT 128 1300 SL Coupe, 1973 Model (L Reg.).** 27,000 miles recorded, mid blue, tan trim, radio, h.r.w., etc.

**£1095 BMW 2002, 1970.** Most attractive in chaminix white with tan flash and interior. Fitted radio, etc.

**£1095 M.G. MIDGET, 1973 (M reg.).** White, black trim.

**£1065 FORD CORTINA 2000 Estate.** L.H.D. Auto, 1972, Met. green, tan trim, fitted radio, 27,000 miles recorded.

**£975 AUSTIN MINI 850, 1974.** 1 owner, 14,000 miles, bracken, navy trim, extras include burglar alarm, fitted walnut dash, etc.

**£865 AUSTIN MAXI 1750, 1971.** Fitted full length Webasto s/roof, h.r.w., etc. Harvest gold, contrasting trim.

**£865 VOLKSWAGEN 1300 Beetle, 1972.** Under 30,000 miles recorded. Texas yellow, black trim, radio.

**£745 AUSTIN MINI 850. 1972.** In aqua with navy trim.

**£725 FIAT 124 SPYDER, reg. 1972.** L.H.D. in yellow ochre, black trim, radio.

**£665 FORD 1600E, 1969.** Met. jade, black trim, Rostyle wheels, etc.

**£595 TRIUMPH SPITFIRE, 1969 Mk. 3.** Pale blue, matching trim, white hood.

**01-639 3204/5/6**

## London Road Motors

**1974 MGB GT.** Purple, fitted radio, Rostyle wheels, ex-British Leyland car. Offering exceptional value for money at . . . . . **£1995**

**1969 (H Reg.) LOTUS ELAN + 2S** in bright yellow with black interior, fitted normal Lotus extras plus knock-off wheels. Outstanding value for this much sought-after sports . . . . . **£1345**

**1974 ROVER 3500s.** In Monza red, beige cloth interior, c/w head restraints, Sundym glass, radio, sunshine roof. In immac. condition. One professional owner . . . . . **£2750**

**1969 M Reg. LOTUS ELAN + 2s.** In bright yellow with black interior. All normal Lotus extras with knock-on wheels. Outstanding performance from this much sought after sports car . . **£1345**

**1973 (M) DATSUN 240Z Sports.** In blue, 5-speed box, tinted glass. One owner vehicle with nominal mileage . . . . . **£1895**

**These vehicles are offered with 12 months' Warranty**

For further details contact:
**ALAN DOUBLE**
**PETERBOROUGH (STD 0733) 67177 (Day)**
**Stamford 782516 (eves.)**

## DATSUN 240Z 1973

40,000 miles, tatty inside, needs new shockers and general mechanical tidy-ing-up. Body sound with no rust. Alloy wheels, new G800 Supersteels. Bright red with white coachlining.

BARGAIN AT £1200, no offers
Trade welcome
**Tel. Bristol 848413 anytime**

## ESCORT GT

Sept. 68. Just re-sprayed. Dark blue/yello + pin striping. New engine, gear-box, clutch and radiator, shocks, exhaust. Fibre glass front. Radio, etc., 5½ x 13 G800 rally specials. No rust, 1 yr. M.o.T. Absolutely superb condition, very fast. £550 o.n.o. — Tel. 01-560 2257 (day); 01-673 6659 (evenings).

**Hendon Way Motors Ltd.**
**393-5 Hendon Way NW4**
**Sales and Service Tel: 01-202 8011**

**1972 (L) LOTUS EUROPA.** Twin cams. Pistacchio, radio/stereo, Sundym, sunroof, allow wheels . **£1595**

**1970 LOTUS EUROPA S2.** Carnival red, low mileage, cosmic wheels else conversion . . . . . **£1125**

**1972 LOTUS 7 1300 GT.** 1 owner, 13,000 miles. Rollover bar . . . . . **£1295**

**1971 (K) LOTUS 7 1600 GT.** Goldflake red, low mileage, rollover bars.

**1972 LOTUS ELAN SPRINT F.H.C.** Radio/stereo, Bahama yellow, heated rear window, one owner, low mileage . . . . . **£1595**

**1972 LOTUS ELAN SPRINT F.H.C.** Radio/stereo, H.R.W. JPS, black/gold, low mileage . . . . . **£1695**

**1973 (M) MGB ROADSTER.** Damask red, O/D, radio, stereo, chrome Rostyle wheels, boot rack, etc., etc. . . . . **£1495**

**1972 (L) MGB GT.** White, one owner, O/D, Rostyle wheels . . . . . **£1395**

**1968 TRIUMPH TR5.** 37,000 mls., radio, o/d, chrome w/w

**1972 ASTON MARTIN DBS V8.** Manual. Silver. 1 owner. Radio/stereo. Sundym air-conditioning . . . . . **£3750**

**1962 ASTON MARTIN DB4,** royal blue, low mileage **£1995**

**1970 (J) VOLVO 1800E.** 30,000 miles, radio, stereo, alloy wheels . . . . . **£1495**

**1972 JAGUAR E-TYPE V12.** F.H.C. Manual. Maroon. 31,000 miles only. Tan interior. Radio, stereo **£2095**

**1959 JAGUAR XK150 F.H.C.**

**1973 (M) RENAULT 15TS.** One owner. 15,000 miles, radio **£1445**

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**1975 OPEL MANTA S.** Finished in yellow with black interior. One owner, 2,500 miles only, absolutely immaculate throughout **£1975**

**35 The High Street**
**Hanham, Bristol**
**Bristol (0272) 670011**

## FOUR-WHEEL DRIVE FORD AMERICAN

Anti-lock brakes; p.a.s.; auto.; 351 ci engine; only 20,000 miles; ideal tour car; £850; one year's M.o..T.

**01-444 0811**

## PONTIAC FIREBIRD ESPRITE

June, 1975, 11,000 miles, yellow, luxury white interior, air conditioned, automatic, power assisted steering and brakes, stereo/radio.

**Tel. Burnham (06286) 4618 (day)**
**Maidenhead (0628) 27083 (eves.)**

## VOLVO 244 GL AUTO.

April, 1975, 8-track stereo and radio, armour glazed, 4,800 miles, immaculate condition. Genuine reason for sale.

**£3,700 o.n.o.**

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**NEW CARS FOR IMMEDIATE DELIVERY**

**LOTUS ELITE 501.** Lagoon blue ..... **£6282**
**LOTUS ELITE 503.** Metallic grey ..... **£7307**
**ALFA ROMEO ALFETTA 1800 cc.** White ..... **£3098**
**ALFA ROMEO ALFETTA 1.6.** Dark blue, red. ..... **£2948**
**ALFASUD TI.** Metallic green. ..... **£2048**
**ALFASUD SE.** Dark blue, light blue, white, red, yellow **£1799**

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**1973 FERRARI DAYTONA.** Met. blue, 16,000 miles, air conditioning, radio, stereo, immaculate ..... **£6750**
**1971 FIAT 124 SPORT.** Red, one owner, 36,000 miles ..... **£1095**
**1973 BMW 3 litre CSA.** Met. blue, velour trim, sunroof, 1 owner ..... **£4450**
**1973 LOTUS +2 130/5.** Lagoon/silver, 5 speed, oatmeal trim, 1 owner ..... **£2395**
**1972 LOTUS ELAN SPRINT.** F.H.C. Red/white. Immaculate late example ..... **£1595**
**1974 (N) TRIUMPH DOLOMITE SPRINT.** Blue, 1 owner, 6,500 miles, radio ..... **£2095**
**1973 (Oct) ALFA ROMEO ALFETTA.** White, cloth trim, 1 owner. Supplied by us ..... **£1995**
**1975 ALFA ROMEO 2000 GTV SE.** Red, 7,500 miles ..... **£2975**
**1975 ALFA ROMEO 2000 GTV SE.** Red, 2,000 miles, as new ..... **£3020**
**1974 RELIANT SCIMITAR GTE.** Maroon, Auto, radio/stereo, 7,600 miles only ..... **£2895**
**1973 JENSEN HEALEY.** White ..... **£1495**
**1973 JENSEN HEALEY.** Blue, 32,000 miles ..... **£1495**
**1972 JENSEN INTERCEPTOR III.** Met. blue, black interior, 30,000 miles. Only ..... **£3895**
**1974 LOTUS ELITE 502.** Lagoon blue, one owner ..... **£4950**
**1975 LOTUS ELITE 503.** Yellow, 6,000 miles ..... **£5650**
**1954 BENTLEY R-TYPE CONTINENTAL.** Silver, superb example of this elegant car ..... **£5500**
**1972 (Dec.) ALFA ROMEO 1.6 GT.** Red, supplied by us, radio ..... **£1495**
**1971 ALFA ROMEO 1750 GTV.** Metallic green, 38,000 miles, serviced by us ..... **£1125**
**1973 ALFA ROMEO 2000 GTV.** Red, fog/spot lights, alloy wheels, cloth trim, radio/stereo, 29,000 miles **£2095**
**1973 LANCIA FULVIA 1.6 Sport.** Zagato red, black interior, low mileage ..... **£1695**
**1973 (Aug.) LANCIA FULVIA 1.3 RALLYE S.** White, one owner, 23,000 miles only, radio cassette ..... **£1495**
**1964 JENSEN CV8,** green, two owners, 75,000 miles. Outstanding condition ..... **£1195**

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After a successful season which includes 10th 1974 Cilwendeg, 9th 1974 Cytax, 4th 1975 Border and 4th Welsh Championship to date. This car is offered as prepared for the Cilwendeg and can be seen at the start this weekend. Built for reliability, specification includes new GP II front springs and struts, new cam and timing chain and gearbox, fully guarded, strengthened suspension mountings, works bushes, etc. Suitable for road/stage.

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### AUTOCROSS CARS

**MINI 1400,** ultra lightweight shell, new engine, very competitive, winner Knebworth Park, 17 Aug. Must be sold urgently. Genuine reason. All offers considered. Pete Withers. 021-355 5859. (37

### CLUBMANS

**CENTAUR Mk 14,** class B Clubmans, complete car with recently rebuilt engine, B33 slicks, B36 wets, all on 8in. and 10in Revolutions. Very competitive car. £1,500. Peter Clark. Bedford 50183. (37

**U2 Mk. 14, CLASS B. '74 DAVRON,** B33 slicks, Revolutions, C.R. box. Unused this year. Ready to race, immaculate, £1,250. Transporter available. 4 x 6in x 13in Revolutions, BMC centres £36. Maidenhead 24162 (evenings). (37

**BUSINESS COMMITMENTS** forces sale of Bob Cuthbertson's Drummond Ford. All steel Holbay close ratio box. This is the sister car to Tim Wood's lap record holding Magnum £1,500. Spare chassis, wets and spares also available. Telephone (business) Northampton 716531, (home) Northampton 45100. (38

### FORMULA FORD

**HAWKE DL11,** excellent condition, highly competitive new Minister engine, complete £1,450 or will split. Phone 01-828 3303 or 01-866 3181 (Peter). (RC)

**MERLYN MK IIA** rolling chassis. Hewland Mk 6 gearbox, immacualte condition, £750. Tel. Kingston Blount 51986. (37)

**VAN DIEMEN RF74 MINISTER,** perfect condition, consistent front runner in N.O. C/ship, complete with spares, cover, t/ler. £1,875. Tel.: Jim Adamson: B/H 01-636 3676, ex. 268. A/H 01-952 2936. (37

**MUST SELL ALEXIS Mk 235** Scholar. Excellent condition, almost new engine, very competitive. Dunlops, spares. Any offer p/ex considered. Best deal secures. St Nicholas 251 or 0222 708725. (37

**LOTUS 51 F.FORD** completely rebuilt rolling chassis, £260. Rebuilt engine and unused Hewland Mk. 6 available. Whole car stored/unraced since rebuild. Immaculate. Enquiries, Betchworth 3581 (Surrey). (37

**ALEXIS 18B** rebuilt Roland engine 100 per cent straight chassis, spare ratios, also VW transporter, ideal beginners equipe. £800 the lot. Phone Doug. 01-452 3408 (evenings (37

**NEW IMAGE FF2.** Quick Holbay. Same model as front row Brands Hatch 22-5-75. Business forces sale. Bargain at £1,895. Phone Guy. Lower Peover 2735 or Hector. Benburb 204 (N. Ireland). (37

**VERY TIDY ALEXIS,** 18B external water pipes, new racers just scrubbed, Varley extra ratios, car cover, ready to race. £850. Cheltenham 25700( after 6 pm). (37

**VAN DIEMEN RF75,** six races old, unused spare Dunlops, trailer, new nosee cone, fifteen ratios, cover, as new. Owner going rallying. Phone Dublin 867681, 9 a.m.-5 p.m. 874798 after 7 p.m. Bargain! (38

**ROYALE RP16A** rolling chassis in excellent condition. Offers or would part exchange large estate car, cash either way. Downland 54365. (38

**NIKE MARK 10,** similar to car currently leading Tate Championship, includes wheels, tyres, ratios, car cover, etc., engine recently rebuilt, £1,250. Also part built Lotus 7, £400, and trailer available. Tel. 061 788 9931 daytime. (37

**A WINNING FORMULA FORD** where the spares are cheap and has not worn a tyre out in 25 races! L.W.J.'s immaculate Rostron Minister, both completely rebuilt, many spares, wheels, new tyres, £1,650. Totton 4942 daytime. (38

**WANTED:** Merlyn Mk.17 or Mk.II chassis and suspension spares. Must be straight. Cash waiting. Tel. 01-300 7465 evenings, 01-828 2295 day. Ask for Tony. (38

### FORMULA JUNIOR

**WANTED,** Gearbox for Cooper BMC 1962 Formula Junior also any other spares considered. Leamington Spa 25305. (37

### FORMULA 1300

**F1300,** competitive car, 2nd in championship last season, well placed this. Revolutions, B33's. Ready to race, with spares and Don Parker trailer, £920. Shrewsbury 4485. (38

### FORMULA 4

**LOTUS 41,** complete with rebuilt Cosworth MAE, Hewland Mark 6. Firestone intermediates on 10in/12in Minilites. Good clean car, capable of midfield placings. For sale complete with trailer, due to change of plans. Offers around £850. Telephone: Wokingham 782148 or Maidenhead 21026. 37

### FORMULA 750

**TRISTESSE /RELIANT Mk IIIA** 642 cc, full race C/R box, light, strong, impeccable roadholding and handling. Ready to race. £400. Dick Hartle, Farningham 863361. (37)

**D.C. PLUS,** twice championship winner, twice second. Unused professionally built 750cc engine. Superb handling, reliable, fast and proven car ready to win 1976 championship. Trailer and spares included. Sensible exchangees considered, or around £500. Wolverhampton 36093. (38

### HILLCLIMB CARS

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**COOPER-ROVER V8** sprint hillclimb, immaculate condition. Weber carburettor, full flow exhaust, new tyres, 10in. front, 15in. rear. Ready to race. Offers to Tenbury Wells 810482. (38

**DUTTON B+** with Crayford V6 mill, acceleration unbelievable, 300 bhp/ton, suitable racing, hillclimb or drag. £800. Going abroad forces sale. Tel. Pete. Woodton (050844) 261. (37

### HISTORIC SPORTS CARS

**SAXON/DKW FORMULA JUNIOR.** Excellent condition and comes complete with trailer, £950. — Phone 01-736 8790. (37

### MODSPORTS

**1961 SPEEDWELL SPRITE GT.** Rolling chassis with nearly complete 1098cc Formula Jr. engine and transmission, 45DCOE with trailer. Contact "Tass". Newbury 46263, ext. 325 (days only). (39

**NEARLY COMPLETED LOTUS ELAN,** built mostly with new parts, rebuilt A.V.O. works T/C, Cosworth rods, crankshaft, Mahle pistons, dry sump equipment, sliding spline, driveshafts, L.S.D., C/R box, strengthened chassis, differential oil pump, "Fire-eater" system, dual braking, professionally built bodywork, hardtop, flared arches, six Minilites, Goodyear slicks, wets, trailer. £1,100. Slough 45854. (38

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**MARCH 702 ROLLING CHASSIS,** £450. Mk.5 Hewland £100; Brabham BT36 with FT200, rebuilt alloy 2 litre £2,250. Two 16in March wheels £120. East Horsley 2751. (38

**LOTUS 51** on 8s and 10s Intermediates, Cosworth 1100 screamer, 5-speed box, also spare box, in very good condition at a very low price, £650. Will sell less engine. Tel. Great Harwood 885980. (38

**MARCH 713M.** Complete with 1930 c.c. all-steel Siamese block B.D.A. and FT200 wets on 10's and 12's with spare set of slick tyres. Wings, Graviner and cover, £185. Tel. 027 589 (Chew Magna) 2871, nr. Bristol. (38

**LOTUS 41.** Powered by twin cam fitted with Vegantune big valve head and cams. Completely overhauled Mk.6 Hewland, F3 tyres, well known and competitive sprint/hillclimb car. Offered at £900. Telford 47026 (evenings). (38

**GX WORKS CROSSLE COMPLETE,** less engine (Hewland gearbox), spare nose cone, excellent condition, best offer secures. Telephone Glengormley 2996 (N. Ireland). Delivery to England can be arranged. (38

**£320 ONO** for a Brabham BT16. Rolling chassis fitted with 9in x 11in trailer to suit spare set tyres, rear upright wishbones, ideal monoposto formula 4. Arrange viewing. Write G. Gaw. 60 Spring Hill Ave., Bangor, Co. Down, N. Ireland. (38

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**RACE MINI PROJECT** rolling chassis including safety device, S-discs, fibre panels, perspex windows, laminated screen, harness seat etc. All new, £250 ono. Sutton Elms 283107. (37

**850 MINI** lightweight shell, short stroke engine, CR/SC L.S.D., electronic ignition. Firestone wets and drys. 10 Mamba wheels, very competitive, £500. Tel. Newent 820407, or Huddersfield 25783 after 6. (37

**SOUTHERN ORGANS MAZDA RX3** as driven by Barry Andrews this season. Many places including wins in Radio One and Avon Tour races. Full Arlan specification. R.E.S. engine, £1,750 o.n.o. Horsham 64666 day, Rudgwick 2858 night. (39

**FORD ANGLIA** ex-Broadspeed, rose jointed, all adjustable L.S.D. Lotus box, alloy casing, Revolutions, Firestone 8 in x 11in slicks, blown-up Vegutune 1600 twin cam, all original condition, £525 ono. Part exchanges road car. Trevor Cook. Nottingham 71649 249809. (38

## RALLY CARS

**RALLY IMP,** 998 Janspeed rear exhaust, strengthened suspension, R.A.C. springs, adjustable Armstrongs, roll-cage, VG 95s, new latest gearbox, lines, throttle inside 175-SP 44s, £300 o.n.o. 061-624 0420, ext. 20, 9 a.m. to 5 p.m. (38

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**GINETTA G16A ROLLING CHASSIS.** 1st, 2nd and 3rd placings in U.K. including Silverstone, beautiful condition, best offer secures. Telephone Glengormley (N. Ireland) 2996 evenings. Can be delivered to England if required. (38

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**TOUR OF BRITAIN CLASS 1 WINNER**

This car has covered only the mileage of 2 tours which is 4,500 miles, when it won its class both times. One year old, has been immaculately prepared by Andy Dawson including blue printed engine, close ratio box, Koni shock absorbers, etc. Full spec. on request. Certain winner for tour next year or G1 race or rally car.

**Phone Richard Piper day or night 01-858 8544**

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Completed 1974, designed and built by Ray Jessop. Car has had very little use and was completely rebuilt earlier this year. Will be sold with many spares, tyres, etc. and also Cosworth DFV if required. Would make very competitive F5000 car with Ford V6 installed, or hill climb car, etc. Mods would be completed by us if required by purchaser.

Sensible offers around £8,750

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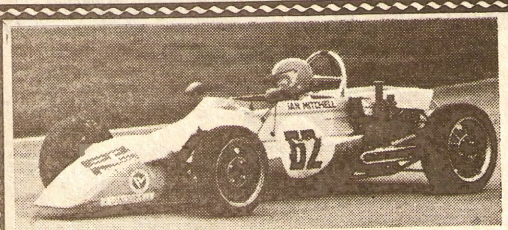


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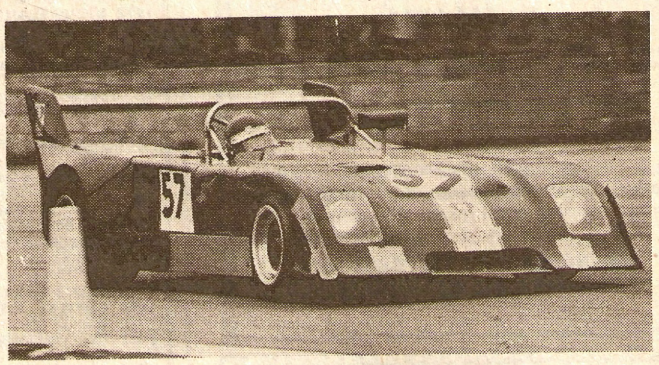


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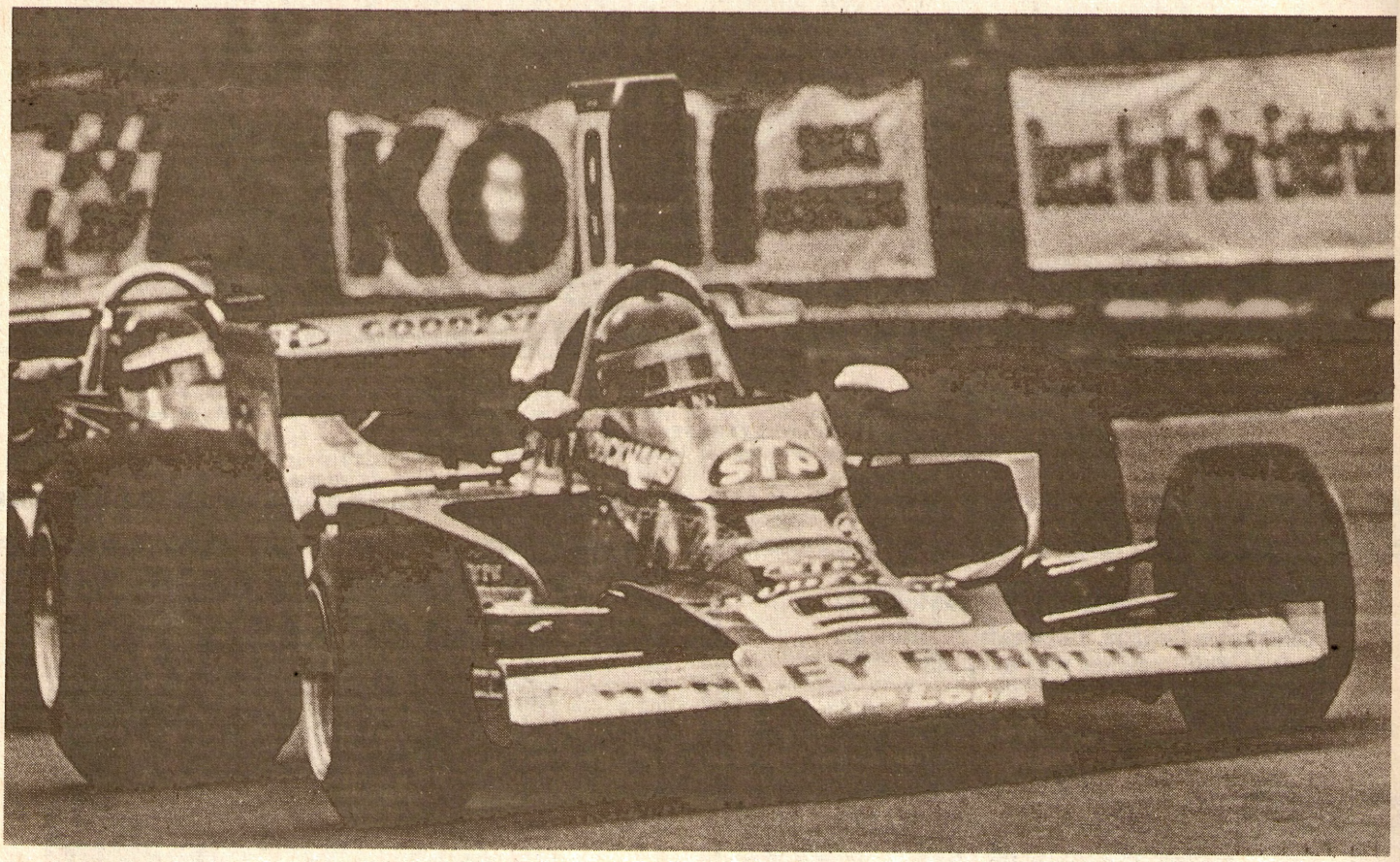


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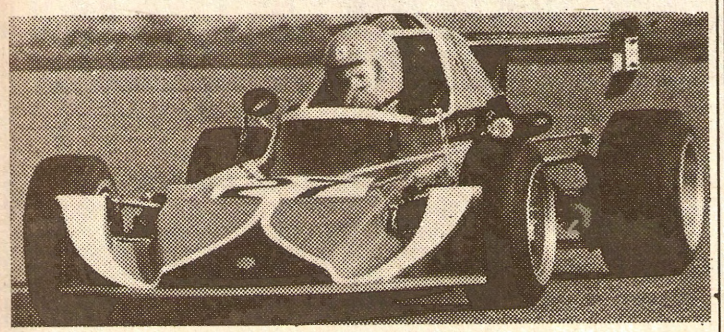

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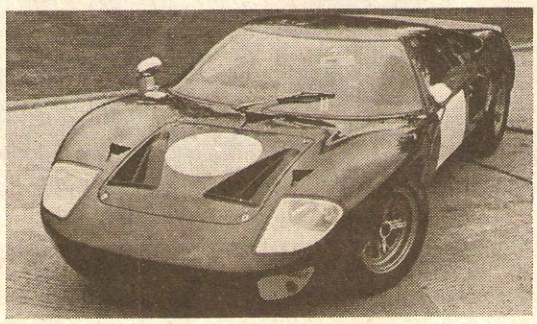

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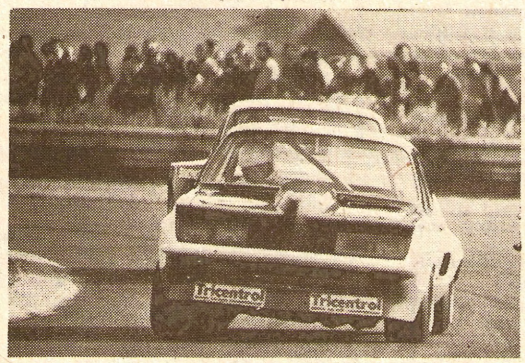


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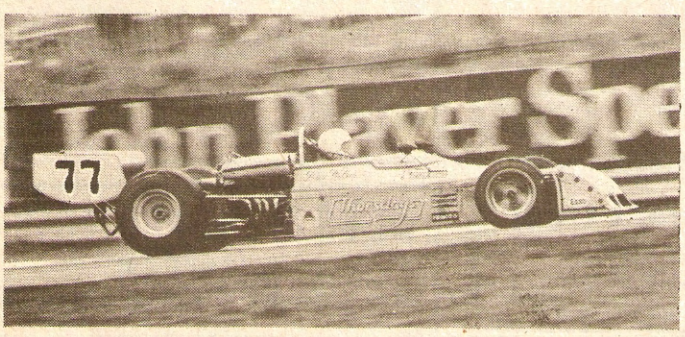


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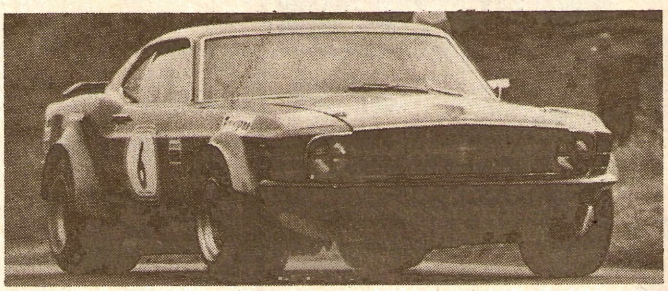

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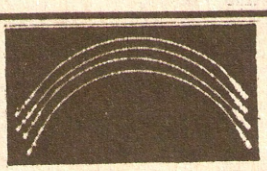

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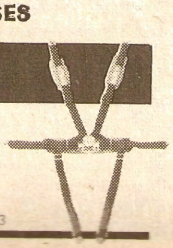

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**THE ABOVE IS ONLY INTENDED AS A GUIDE AND IS NOT A FULL LIST**

# Classified Advertisement Form

Full details of how to book an advertisement by telephone or letter are given at the beginning of this Classified Advertisement Section. If you are sending in your advertisement cash with order, you may, if you wish, use the form below.
Send it to **AUTOSPORT,** Classified Advertisement Department, Regent House, 54-62 Regent Street, London W1A 4YJ.
£2.75 minimum cost per insertion.

**PLEASE PRINT YOUR ADVERTISEMENT CLEARLY**

**Name** .....

**Address** .....

.....

.....

**Cheque/PO value** ..... **enclosed.**

**Classification heading** _____ **(make of car, etc.)**

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