

DAYTONA 500 - SWEDISH RALLY - SAAB ROAD TEST

# AUTOSPORT

*Sports Extra review of off-track motor sport*

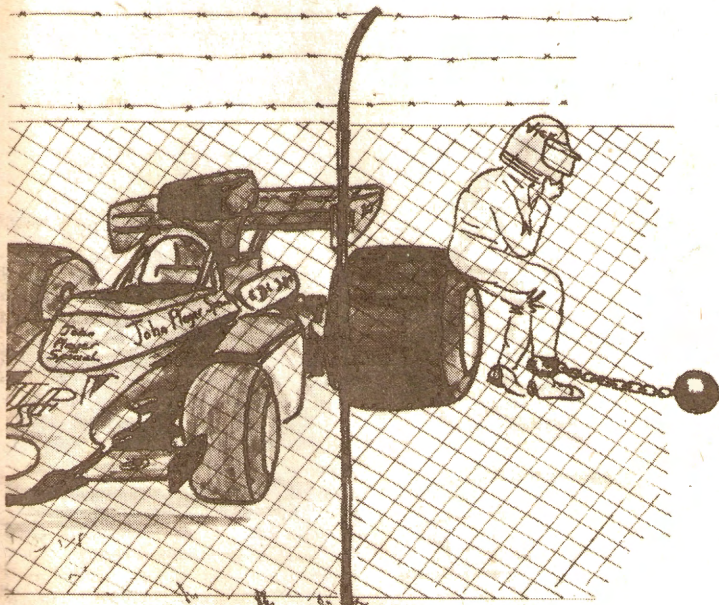




## CONTENTS

- 2 Pit and Paddock
- 10 Swedish Rally : Stratos wins again
- 14 Rally Record
- 16 Surfer's Tasman : Walker goes for the title
- 18 Special Stage
- 21 Private Ear
- 24 Pete Lyons on 1975 F1 progress
- 26 Correspondence
- 27 Purely Personal
- 28 Seasonal Survey : Off-track motor sport
- 36 Tune In : Matra Bonnet
- 40 Road test : Saab 99 EMS
- 44 Tarren—Wales' new rally testing facility
- 46 Costa Brava Rally : Verini's Fiat victorious

Without a shadow of doubt, Ronnie Peterson you're staying put.



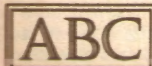
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## EDITORIAL

In just two weeks time the British national racing season will be underway once more. It is perhaps the right time to refer back to Ian Titchmarsh's authoritative review of last season's club racing (AUTOSPORT Feb 6) and look ahead to the coming eight months of sport. The message which came through loud and clear in our review of 1974 was that, in the main, racing on a national scale in this country has never been stronger. In the face of adversity the various formulae pulled themselves together and put up a better showing for it. There was no less racing and no less competitors, and out of well over thirty championships which were held, only a maximum of three could have been objectively described as weak.

On our calendar, published in January, we listed some 35 championships for this year, virtually all of them have a commercial sponsor, which represents some very hard work by all promoters and is, perhaps, an indication of the strength of the situation.

One aspect that AUTOSPORT feels strongly about on the club racing side is the strict definition between championship meetings and clubmans' meetings. The title "Championship meeting" is self-explanatory really, as it is just what it says. "Clubmans' races" is the term used to describe meetings which are promoted solely for the benefit of the competitor and, although spectators are not barred, they are not encouraged by any publicity and promotion by the circuit owners. These meetings, generally, do not have rounds of any commercial championships, and this is a trend that we feel must be enforced. The reason being that the championship meetings require good spectator attendances, and the programmes laid on by the major promoters fully deserve them. We, and all other branches of the media interested in promoting the sport, must do our utmost to encourage people to go to these meetings. They are good value for money; in this day and age they have got to be. Increasingly over the past two years race meetings have become more a worthwhile day out. There's still room for improvement, but we have it on good authority that this is on its way. Although, we in no way want to detract from the Clubmans' meetings, we, the media, should make certain that they remain exactly what they are meant to be — for the competitors first and foremost.

The AUTOSPORT policy during this coming season will be to preview and report in depth the major championship meetings, while giving the non-championship Clubmans' meetings a more general coverage. We are not deserting any form of racing, merely putting the spectrum into true perspective. The success of the championship meetings and the commercial championships is essential, and if we can maintain a true differential it can only be of benefit for the sport.

### our cover picture

Santa Pod Raceway's "Stardust" funny car, driven by Alan "Bootsie" Herridge is seen appearing for the first time at the Snetterton drag strip last year.

Photo: Laurie Gatehouse



## Official — Ronnie stays

It seems that the much publicised Peterson/Pryce Lotus/Shadow swap saga is at last over. The end result means that both Ronnie Peterson, the John Player-Team Lotus team leader and Tom Pryce, the young UOP Shadow driver, will stay put with their respective teams and thereby abide by their contractual commitments to each individual team.

Since the Brazilian Grand Prix, where Peterson really thought he

was going to join the Shadow team, various negotiations have been going on, mainly up at Team Lotus where the future of the racing team has obviously been under intensive review. For several weeks, neither of the involved parties were prepared to commit themselves as to what exactly was happening.

Then followed a story in the Swedish press last week in which Peterson stated that his financial differences had been sorted out and that his salary was back to what it had been originally.

We spoke to John Player-Team Lotus manager Peter Warr on Monday who clarified our story and said that the matter regarding Peterson's future had now been "fully resolved."

Would JP-TL be sending out a press release confirming Peterson staying put? "No," said Warr, "because we never sent one out in the first place saying he was going anywhere." Warr concluded by saying the team would be sending both Peterson and Jacky Ickx to the South African GP in a fortnight's time with a pair of JPS Lotus 72s. It is hoped that the new car, currently under construction, will be ready for the Spanish GP at the end of April.

Peter Warr—"resolved."



## Lepp's works March 75S

After several years as a staunch supporter of the Chevron marque, especially in sports car racing, John Lepp will be driving a works backed March 75S this year under the continuing guidance of Roger Hire's Forge Mill Racing set-up.

Lepp will contest the entire European 2-litre sports car series with the March using Brian Hart's latest and potent 2-litre engines. The car will also be run in the World Championship of Makes with Lepp sharing the driving with Jose Uriarte, the Spaniard providing some additional finance for the project. Also nominated for some of the co-driving will be Vern Schuppan, the talented Australian having had a good deal of long distance racing experience with the Gulf sports car team.

The March-Hart will once again be prepared by Tony Gale and the team hope to take delivery of the car at the end of this week.

John Lepp—switched over.



● Competitors who have any problems with their Goodyear tyres, like fitting and so on, should contact Keith Greene or Jean Mosnier at the Motor Racing Developments number (Weybridge 46626).

Greene and former Firestone F2 chief Mosnier will be handling all Goodyear sales and service in Europe and the UK following the deal which Bernie Ecclestone completed towards the end of last year. A full "on circuit" service will be available at most meetings where formulae that use Goodyear tyres are racing.

● The Automobile Club of Portugal say the proposed European F2 Championship opener will take place at Estoril on March 9, as planned.

March Engineering are certain starters with their two Elf backed works cars for Patrick Tambay and Michel Leclere. At least five Italian March BMWs will be going for Gabriele Serblin, Alberto Colombo, Lamberto Leoni, Carlo Martini and Maurizio Flammini in one of last year's CSAI cars.

● Next year's Brazilian GP will be at Brasilia and not Interlagos.

## BRM sign Evans

Bob Evans will make his Grand Prix debut at the South African Grand Prix. The reigning European F5000 Champion signed a contract for this one race, with an option on the rest of the year, after a marathon session with Louis Stanley in London's Dorchester Hotel last week.

If everything goes well at Kyalami then it is almost certain that Evans' services will be retained for the rest of the year.

There will only be one Stanley-BRM (Evans: "the first time I shall sit in it will be for official practice.") at Kyalami which leaves Mike Wilds without a ride, a situation which is not exactly pleasing to him. He told us this week that he was particularly unhappy at missing the race because it would have been his first race for the team where they were racing at a circuit where the car had previously been used. It will be remembered that Jean-Pierre Beltoise gave the P201 a sensational debut in the race last year and finished strong second. Mike felt that at Kyalami he would have fared a little better, not having to adapt both car and driver to the circuit. His contract with Stanley apparently says that he is to have a car at all Grands Prix unless Stanley



Bob Evans—F1 at last.

has a valid reason to choose otherwise. The reason being given this time is that Wilds' wrist, broken in May last year, is not sufficiently strong enough, a fact which Mike totally discounts and is perhaps proven by the fact that he did every F1 race last year from the British GP onwards.

Despite this set back Wilds fully expects to be at the wheel of the red, white and blue P201 at the Race of Champions in March.

## Lawrence's Tasman win

This year's Peter Stuyvesant sponsored Tasman series may not have attracted any worth while overseas entries but it has turned into one of the most exciting down under contests for quite some time. True it is basically a local affair and the grids are pretty thin, but last weekend's result at Adelaide, the penultimate round of the series, puts tremendous emphasis on this weekend's finale at Sandown Park.

Having suffered from ill luck in the past few races, New Zealander Graeme Lawrence got it all together with his Singapore Airlines/Marlboro/Wix-sponsored Lola T332-Chevrolet to win last weekend's race from Warwick Brown's similar car. Third was Surfer's victor Johnnie Walker in his Repco powered example while Chris Amon was next up in the Talon MR1, although suffering from engine problems.

By virtue of winning, Lawrence has elevated himself to the head of the points standings with just the Sandown Park race to go. However, Brown's second place also moves him equal with Lawrence while Walker, who led the standings prior to the race, is also on level terms. In short, all three of them will go to Sandown as series leaders with 30 points apiece. It promises to be a thrilling climax to a series that has sadly fallen from its halcyon days.

## McLaren's US sponsorship

Just when it looked as if the McLaren USAC programme would have to be run without a major sponsor this coming season, the news has broken that last year's Indianapolis winners have tied up what looks a very worthwhile deal with a large American food company.

It has enabled McLaren to field a single car for Johnny Rutherford in the entire USAC series plus an additional entry at Indianapolis. The cars will run in the colours of Gatorade, a energy giving soft drink produced by Stokely van Camp a large US concern similar to Heinz in many respects.

We spoke to McLaren's Teddy Mayer and asked him who the second driver at Indianapolis would be? "I think we'll know in the next two weeks." Now that the McLaren Stateside effort had secured a sponsor would the team be thinking of moving into the American F5000 series? "I think we would be hard pushed," said Mayer, "but there is a possibility it could happen towards the end of the year." After a pause, he said "I think we might get our feet wet."

● His services no longer required in the revamped "works" Alfa Romeo sports car team, the venerable Italian driver Carlo Facetti will contest this year's European GT Championship in a Jolly Club-entered Lancia Stratos sponsored by Marlboro.



## Parsons' lucky Daytona

This year's Daytona 500 NASCAR classic went to an outsider—Benny Parsons in his Chevrolet. He inherited the lead less than four miles from the finish after race leader Dave Pearson, driving the Woods Bros/Purolator Mercury skidded to a spectacular halt on his penultimate lap while trying to force his way past two slower cars.

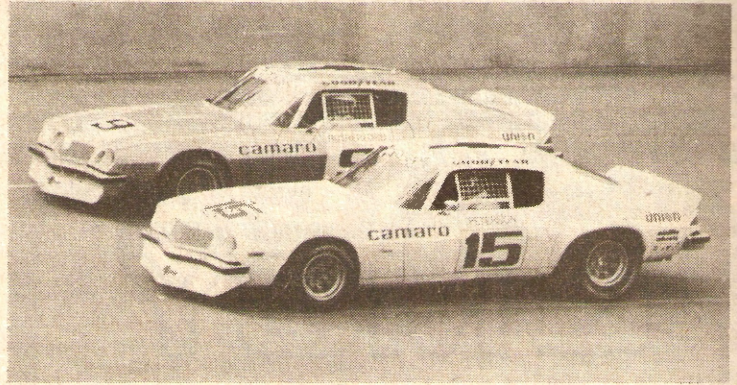
Pearson had been on the front row at the start with Donnie Allison's Di Gard Chevrolet. Pearson won one of the 125 mile qualifying races mid week while Bobby Allison in the Penske Matador won the other, his win far easier than Pearson's who had the constant pressures of Richard Petty (STP Dodge) to contend with. Petty's second place enabled him to take up a position on the second row for the 500 alongside the Matador with Cale Yarborough (Valvoline Chevrolet) and Richard Brookes (Ford) forming the next rank. From the start it was Petty, A J Foyt (Gilmore Chev) and Buddy Baker (Bud Moore Ford) who broke away while pole man Donnie Allison became an early retirement with a broken fuel pump.

On lap 8 there was a big shunt which eliminated nine cars and this allowed the three leaders to pull right away. They more or less remained in station until around half distance when Petty rushed into the pits for an unscheduled stop complaining of overheating. A small pin hole was found in the rad but water was added and away he went, now stopping every 10 laps or so instead of the more customary 40 to take on water. From then onward King Richard was by far the quickest car on the track.

Foyt was also having dramas with overheating and this too dropped him well down and off the leader board. It enabled Baker to build up a huge lead from Pearson and Bobby Allison but then on lap 140 of the 200 lap race, Baker's car rolled to a halt with a broken timing chain. This put Pearson to the fore with a threequarter lap lead over Yarborough, Allison and Parsons.

On lap 170, Coo-Coo Marlin's engine let go on the back straight and during the yellow light caution period, the whole field closed up again. A dozen laps later the green came on and Pearson found a recovered Foyt to draft with, his lead having diminished as Parsons passed both Allison and Yarborough and started to draft his way closer to the leader aided by Ramo Stott's Chev. But it wasn't until Parsons teamed up with Petty that the gap to Pearson began to drop drastically, especially after Foyt had quit with a dead engine. It came down from 7 s to 2 s with just four laps to go. However, it was evident that Pearson was having dramas with his tyres for as he came up to pass Richy Panch and Yarborough, he got crossed up and had to drop back. The big Mercury closed in again on lap 199, shaped to dive between the two of them and lost the lot at something like 180 mph. The engine died and Parsons shot through to win at an average speed of 153.649 mph.

A lap down was Allison who in turn was a lap clear of Yarborough and a recovered Pearson. Fifth and sixth, three laps down, were Stott and Dave Marcus (Dodge) while Petty finished 7th, 8 laps down.



Johnny Rutherford and Ronnie Peterson both wrote off their Camaros at the Daytona IROC final last weekend.

## Bobby Unser wins IROC

Supporting the Daytona 500 was the final of the IROC Camaro series. Although there was a chance that Emerson Fittipaldi could win the series, arriving at Daytona in the lead of the points standings, it was not to be. In fact, the event turned into a total American domination and the final victory went to Bobby Unser in style.

Fittipaldi and Unser lined up on the front row with George Follmer, Bobby Allison, A J Foyt, David Pearson, Cale Yarborough, Ronnie Peterson and Johnny Rutherford completing the grid. Everyone took advantage of the three practice cars except Foyt.

Unser led initially and after two laps, the whole field was one thundering mass, sometimes lining up three abreast on the banking. Then on lap 4, Rutherford, who was tucked high up on the banking against the wall, chose to swoop down below Follmer. The car became light and the Indy winner cannoned into George. Both cars were extensively damaged in the high speed shunt which smashed Peterson's windshield and cracked Fittipaldi's. Both the Grand Prix driver's cars suffered body damage as well. However, the race was immediately

stopped.

From the restart, now down to seven cars, Fittipaldi led briefly before Unser and Foyt took control. They droned around in one hoard until lap 29 when Pearson suffered a flat tyre and pitted. The yellow came out briefly and Pearson rejoined two laps later. The following lap, Peterson performed a re-enactment of the earlier shunt, only this time he didn't hit anyone. The Swede just slide sideways at around 160 mph for 500 yards. He eventually collected the wall with a thump. Fittipaldi was delayed slightly with further body damage which resulted in a puncture. However, the race was stopped to remove Peterson's car. Some 20 minutes later off they went again with Pearson and Fittipaldi dropping back with suspension problems caused through their punctures.

Up front Unser usually had everything in control and despite Foyt poking his nose in front, Unser flashed across the line to pip AJ by half a length. Both Yarborough and Allison were mere inches behind as well. As this final race carried the most points, Unser came out well on top from Foyt, Yarborough, Allison and Fittipaldi.

## Alfa's strong line-up

In addition to acquiring the services of Derek Bell and Emerson Fittipaldi to drive in the semi-works two-car Alfa Romeo sports car team run by German Willi Kauhsen, Alfa boss Carlo Chiti has apparently completed further negotiations with three other Grand Prix drivers to complete the driving force.

Although he has an obligation to drive for the French Ligier team, Henri Pescarolo has been paired to share one of the 33 TT 12s with Bell. These two will do a minimum of six races. If Pescarolo doesn't come to a satisfactory agreement, then it is likely that Rolf Stommelen will take his place, the German driver being initially overlooked as it was thought he'd broken his arm in a motor cycle accident recently.

The second car which, like the first, will be heavily sponsored by the German sausage manufacturer Ledefesen, Shell, Uni-Royal and Goodyear, will be



Rolf Stommelen—bruised arm.

driven by Arturo Merzario and Fittipaldi. The latter will only compete at Mugello, Monza, Nürburgring and Zeltweg. Jacky Ickx has been asked to co-drive at Spa with Merzario and when neither Fittipaldi or Ickx are available, Jochen Mass will fill the seat.

● Renault has signed American UASAC and F5000 stars, Bobby and Al Unser, for promotional activities in the States this coming year. It's unlikely that they will be asked to compete in Renault 5 races.

● In an effort to score his third indoor USAC midget win in a row, Gary Bettenhausen was eliminated during the State Fairgrounds Coliseum event at Indianapolis recently when he tangled with fellow USAC road racer Tom Bigelow and pole sitter, a gentleman by the name of Sleepy Tripp!

● The latest changes in the American USAC regulations have seen the turbocharger boost reduced from 80 inches of mercury to a more economical 65 inches. Also increased is the minimum fuel consumption figure from 1.8 mpg to 2.4 mpg. It is thought that speeds will be reduced by at least 10%.

● Having now retired from racing, former Ford ETTC champion Dieter Glemser has now taken up a position as PR consultant for Renault in Germany.



## 'Penthouse' G1 Alfas

*Penthouse* magazine confirmed their full racing plans at their London club early this week. In addition to the already announced Ford Escort Sport (Mexico) Championship, they will also be backing a two car team of G1 Alfas in the Southern Organs National Championship.

Drivers for the works Alfas will be Stan Clark and Tony Dron. Stan and brother Roger have been running the works Alfas since the introduction of G1 and the cars will continue to be prepared at their Narborough premises. This year both cars will run in the up to 1600cc class, the models being the 1.6 GT Junior. Last season Stan Clark scored three first and seconds in class and two thirds with this car.

The announcement of Dron as

Two of these 1600 GT Junior Alfas will be raced in Penthouse colours by Stan Clark and Tony Dron.



## Hill drops Alfa plan

Following our story last week regarding Bernie Ecclestone's Alfa Romeo engine agency, we got in touch with Graham Hill Racing to see whether they themselves were carrying on with their Lola-Alfa project, despite recent rumours to the contrary.

In fact, team manager Ray Brimble told us that the Alfa exercise had been dropped following a breakdown in negotiations and that the "mule car" which was to have taken the Alfa flat-12 engine, was in fact sitting in the back of the workshops collecting dust.

Work is now progressing on an updated version of the current T370 F1 car which will be called the T371, according to Brimble, and be driven by Rolf Stommelen (who gave the team a scare when he severely bruised his shoulder during a motorbike accident 10 days ago) in South Africa.

the second driver was very much a last minute affair, but should add considerably to the strength of the team. Last year he was, of course, number two driver in the Broadspeed Dolomite team. Clark was reluctant to comment on any modifications that had taken place to the Alfas during the winter simply replying, "enough."

To support their involvement in motor sport (they are also backing the works BMW motor bikes), *Penthouse* will have a huge Wilson's Superior Motor Home at most meetings for the entertainment of press and competitors, while a complete range of *Penthouse* Go Gear has been introduced which includes T-shirts, jackets, hats and so on. *Penthouse* Pets will naturally be in attendance at all times.

## Stiller gets it together

"We are definitely going to be there," were the opening words from Harry Stiller when we spoke to him early this week. Stiller and driver Alan Jones were in fact definitely in a happier mood than a couple of weeks ago when it appeared that a racing programme was out of the question.

During one week in the middle of January Stiller's plans for an F5000 team took a big knock when all his sponsors pulled out within a couple of days. However, the irrepressible H has been "working like a dingbat" to put together a new deal which

was finalised on Monday of this week. The new sponsor will probably be announced at the end of next week. Meanwhile Stiller is searching for a new car. "For obvious reasons I'm looking for a Lola T332 rather than a T400 as good early season results are important. There aren't any around in England, but there are a couple in America which I hope might be available. If I can't get them by Thursday, I shall buy David Hobbs' T300 and update it."

The team will have three Chevrolet V8 engines available tuned by John Nicholson.

## TT's Token

Entered for the Race of Champions Formula 1 race at Brands Hatch next month is the Ray Jessop-designed Token Grand Prix car having now been suitably modified and updated over the winter in readiness for a welcome reappearance.

The car's last public appearance was at the Austrian Grand Prix where Ian Ashley successfully qualified it at the second attempt. Although it was supposed to appear at the following GP in Italy, various deals fell through and it has since remained dormant.

It is expected that Tony Trimmer will drive the car at Brands, having been conducting quite a bit of testing recently on Jessop's new F3 car which they hope will be raced by Mike Tyrrell. Trimmer's last F1 appearance was at the RoC two years ago in a Frank Williams Iso, the local driver coming home in a spirited fourth place behind Peter Gethin, Denny Hulme and James Hunt.

## Record try fizzles out

Mark Donohue's attempt on the World closed circuit lap record at Daytona last week fizzled out rather like Evel Knievel when the Roger Penske team found that a fault had developed in their CanAm Porsche's turbocharged engine and prevented a worthwhile run. It had been hoped that Donohue would have cracked the magic 218 mph bracket, currently held by A. J. Foyt's USAC Coyote, having surpassed the 200 mph mark during early shakedown tests. However during a run early last week, the 5.4-litre turbo charged flat-12 motor blew an engine on its third lap. It was discovered afterwards that the turbochargers themselves were too small and that at the high speeds being attained, they generated too much heat and subsequently a piston cracked.

Donohue admitted afterwards that they had, in fact, overlooked this as the longest time he'd ever kept the car flat out was "for about 8 s in one burst." In all, Donohue only completed something like 10 laps in three days.

However, some consolation is that Donohue still holds the fastest lap ever recorded at Daytona in the Porsche, and although he has achieved speeds in excess of 198 mph in the team's Ferrari 512M four years ago, no official times were ever recorded. The current official course record, set during a qualifying period, is by Cale Yarborough in the Woods Bros Mercury for the 1970 Daytona 500 at 194.015 mph. Stroll on brother!

● At a recent meeting of the British Formula Atlantic International association, an insurance scheme was evolved for Atlantic competitors in association with FAI's Brokers, Messrs Maund, McLeonnards and Co Ltd. Full details of the scheme are available from the FAI at 12 Hunter Road, London SW20 8NZ. Telephone 01-946 7401.

## MRC to run F5000

A well attended open meeting of F5000 Europe last Friday saw a new effort being made to put the Formula on a professional basis. Many opinions were voiced at the meeting on the future structure of the Formula, the races, the question of inexperienced drivers and combined F1/F5000 events.

The main point of the meeting though was to discuss the possibility of a permanent secretariat to administer and further the cause of the Formula with particular attention to additional races in Europe. To this end Motor Race Consultants, in the excellent shape of Peter Gaydon, were elected as secretary and treasurer of F5000 by unanimous decision. The Committee of F5000 Europe remains the same with John Webb remaining as President.

The election of Gaydon as secretary is seen as an excellent move as he is constantly in touch

with foreign organisers in F1, F2, F3 and sports car matters. He was of the opinion that some of the European organisers were going to have trouble finding the money to put on their scheduled races for certain formulae and that a properly organised F5000 body could fill the gap extremely well.

One point which did come to light and which Gaydon will be hoping to sort out shortly, is the question of joint participation in F1 events. A letter from the F1 Constructors to John Webb said that they wanted to limit the number of cars on the Grid at the Race of Champions to 18 cars inclusive. At the moment 18 F1 cars are entered for the race which will mean that the main race will be for F1 only.

Silverstone have come to separate agreement with FICA to start a total of twenty cars, of which maybe four cars could be F5000s.



## Chrysler's F2 engine

Besides the Ford and BMW engines that will be gracing the Formula 2 tracks this coming season, we now await the arrival of the Chrysler engine which, having now been homologated, is expected to make its debut in a brand new all-French F2 team at Thruxton over the Easter weekend.

The team is Racing Organisation (ROC) based at Annemasse in France and not far from the Swiss border. They have ordered two brand new F2 Chevron B29s and both will be powered by the Chrysler-Simca engine which was built and developed by the talented Swiss engineer Hans Funda, so tragically killed in a road accident late last year. Already a dummy unit is up at Chevron's Bolton factory being mated to the back of the B29 chassis. The unit is very similar to the Schmitzer BMW engine, having the injection trumpets on the "opposite" side. Running on Kugelfischer injection and with three plugs per cylinder, the unit is expected to push out something in the region of 300 bhp.

The engine first appeared at Le Mans last year in the back of one of the ROC Lola T294 sports cars. The team subsequently ran them in selected sports car races from then onward, their best performances coming from Fred Stalder's car. A second car was driven by Francois Servanin while a third Lola was also run at the Ricard 1000 Kms in August. It was obvious that the engine had potential, although this was difficult to realise with a rather mediocre driving force. Funda's death looked to have jeopardised the project's future but Xavier Lapyre, a doctor from Toulouse, has injected new blood and the ROC team are preparing for a very ambitious F2 programme this year.

Lapyre intends to drive one of the cars while various drivers' names have been mooted regarding the other chassis. It is known the team would like someone with the calibre of Jean-Pierre Beltoise. Whatever the outcome, Chevron reckon that the ROC team will have two Chevron-Chryslers at Thruxton.

## Donohue tops RoC entries

The Citibank-Penske F1 car will be making its European debut in the hands of Mark Donohue at the British Airways Race of Champions. Although the legendary Donohue has tested in England during the past few years he has not raced here for a very long time.

Other entries for the Race of Champions, the first F1 race in Europe this year, include one each for Brabham, Stanley-BRM, Embassy-Hill-Lola, March (Lella Lombardi), Surtees (John Watson), Tyrrell (Jody Scheckter), Frank Williams (Art Merzario) and Lyncar (John Nicholson). McLaren will be sending two cars for world champion Emerson Fittipaldi and Jochen Mass, Shadow two for French ace Jean-Pierre Jarier and local boy Tom Pryce and last year's winners JPS Lotus, two for Ronnie Peterson and Jacky Ickx.

Two other entries are for Tony Trimmer (Token) and Tony Brise, although the latter is doubtful.

● The recent Daytona 24 Hour race was a qualifying round for the World Championship of Makes after all, despite there being no class for sports prototypes. With the IMSA class not being FIA recognised, this means the seventh placed G4 Ferrari Daytona of Jon Woodner/Fred Phillips took maximum points for the Italian marque. It remains to be seen whether Ferrari will dust down their 3-litre prototype in an effort to maintain that advantage at Mugello on March 23.

## Chevron's US tests

The recent "open test day" organised by American Chevron importer Fred Opert at the Palm Beach Raceway in Florida was quite a resounding success, judging by the orders that have come flooding in at the Bolton factory.

As we have already mentioned, Britain's Jim Crawford went across with Chevron designer Derek Bennett to demonstrate the new B29 Atlantic car to prospective American and Canadian customers. Crawford was very impressive, lapping consistently quicker and ending up a cool 1½ s clear of anyone else, including Canadian Player's champion Bill Brack. In fact, it was 19-year-old Jim Crawley, in his older B27 that impressed the locals, ending up second quickest to Crawford.

In all, the new car did about 1,800 miles testing without any trouble before being handed over for potential customers to try. Despite a couple of off course excursions, the whole exercise proved a success with a firm seven Atlantic orders as the end result.

Although Opert has expressed an interest to run Crawford in the Stateside Atlantic series, the Bolton driver would prefer to race over here and negotiations are currently in progress to organise Crawford a regular drive for the British rounds. Meanwhile, Opert has been talking to Mike Bewtler, Tim Schenken and Reine Wisell with a view to running them in selected Canadian Atlantic races this year.

## Hawkins springs to F3

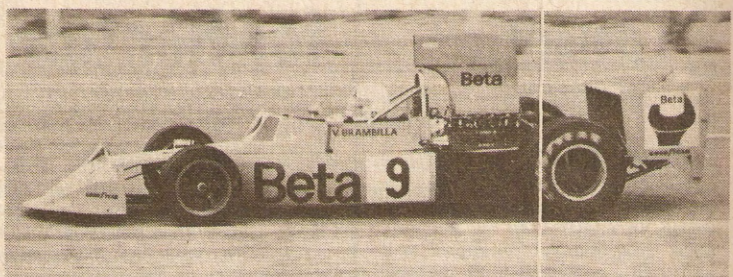
After careful thought, New Zealand Formula Ford driver Richard Hawkins is yet another driver who is making the step up into Formula 3 racing this coming season. Like Bob Arnott, he has purchased one of the Ippokampos March 743s and will run it in all the European BP Championship rounds, as well as a few other selected continental meetings, with Novamotor Toyota engines.

Once again Hawkins, who is 25 years old and hails from Christchurch, will be sponsored by F. S. Ratcliffe of Rochdale, Lancs. They are leading spring manufacturers for jet turbine and all types of aircraft springs, including fuel injection pumps and particularly high quality coil springs for all kinds of applications in engineering generally.

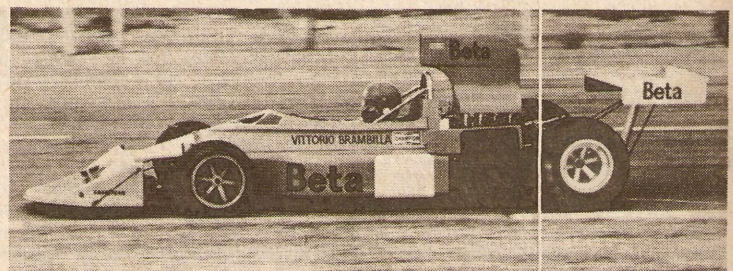


Richard Hawkins—FF to F3.

This will be Hawkins' third season of racing, the first two having been spent in FF with a Titan and latterly the works Dulon.



Lella Lombardi has been trying out her interim works F1 March at Paul Ricard recently. It's the 741 so far used by Vittorio Brambilla and she will race the car in South Africa.



Vittorio Brambilla testing the new F2-based F1 March 751. Note the subtle aerodynamic changes from the previous model.

March will field two of these new Elf-backed F2 cars (below) in an attempt to win their third consecutive European Championship. This is Patrick Tambay testing recently at Ricard.



● Bobby Allison, who is down to drive the second Roger Penske McLaren in the USAC trial will have sponsorship from Cam 2, the new marketing name for Score, one of Penske's Sunoco oil products. Allison will run in just the three 500 milers plus the shorter Michigan race which, being Penske's own track, just happens to carry the highest prize fund other than the 500 milers.

● The bookmakers have at last realised the threat of Jean-Pierre Jarier winning a Grand Prix and have consequently made him initial favourite for the South African GP. The full list is: Jarier, 9/4; Reutemann, 7/2; Scheckter, 5/1; Pace and Fittipaldi, 6/1; Lauda, 8/1; Hunt 10/1; Depailler and Regazzoni, 14/1; Mass, 16/1; Peterson, 20/1 and Andretti, 25/1.



## Silverstone F1 prospects

Silverstone announced this week that they, like Brands Hatch, have come to an agreement with the F1 Constructors for a £50,000 prize fund for the Daily Express International Trophy. In doing so they have also announced one of the strongest entries received for a non-championship race in a long time.

They have received entries from all of the European and North American teams which took part in the first two GPs of the year, which will make it a really representative preview to the European season and, of course, an excellent preview to the John Player Grand Prix which will be held at the same circuit in July.

The race will mark the first

appearance in Europe of the exciting Viceroy-Parnelli car in the hands of Mario Andretti who will be making a welcome return to this country. The other North American challenger, the Penske driven by Mark Donohue, is also entered.

Ferrari have entered one car with Niki Lauda provisionally nominated as the driver, while other confirmed entries include Emerson Fittipaldi (McLaren), Jody Scheckter (Tyrrell), Carlos Reutemann (Brabham), James Hunt (Hesketh), who won last year, Jean-Pierre Jarier (Shadow) and Ronnie Peterson (JPS). Other entries will come from March, Stanley-BRM, Surtees, Frank Williams and Embassy-Hill Lola.

## Schuppan to go Atlantic

Vern Schuppan, who won the first ever British Atlantic championship three years ago in a Palliser, will be making a return to the Formula this year albeit in the lucrative Canadian Player's series. In addition to his Formula 5000 commitments Schuppan will be sharing a March with the current British Atlantic champion, Kiwi John Nicholson. Naturally the car will be powered by Nicholson prepared engines and is initially being prepared at Roger Hire's premises in the Midlands. Schuppan is running the car with his own form of bodywork which proved so successful in Macau recently while Mo Nunn and Ensign cars have also helped with assistance where they could.

● Swedish Formula 3 driver Conny Andersson has formed a new F3 team with Italian driver Gianni Savoia. They will both run in new March 753-Toyotas which will initially be based in England. Rather than contest the British races, they will seek their fortune abroad.

## Still no go for Henton

The new "I've changed my image" Brian Henton told us this week that he had no drive lined up as yet for the forthcoming season. This was in reply to our suggestion that he might be seen in a Ford powered March F2 car. He went on, "I've been driving that many cars recently from the March transporter to the F1, just hoping that something will come off. I'm still working on a deal for F2, if I can find another couple of grand it'll happen but you can't find that anywhere in England at the moment. I'll definitely use Ford engines, it's the only way to go on a limited budget."

In between trying to arrange a drive Brian "you said you'd only write about me when I did something good" is busy learning Italian. Perhaps he'll end up as March's official works interpreter.

● The turbocharged Porsche 908/3 is due to make its debut at Mugello on March 23 driven by Herbert Mueller/Gijs van Lennep.

## Briefly . . .

● Although it has only been on the market less than a week, no one has bought the original Hesketh 308 Grand Prix car which the team have currently up for sale. Team manager Bubbles Horsley told us on Monday that due to the team building their fourth 308 chassis, there was no real need to keep 308/1, the car in which James won the team's first ever victory at the Daily Express International Trophy last year. Bubbles told us that the lucky owner would receive full support from the team in running it, although "there's no way we'd run it from our factory. We've given up any ideas of running another car other than James." Price on application or sixty thousand packets of Sugar Puffs!

● Lella Lombardi has turned down a USAC drive with the Vel's Parnelli Jones Viceroy team in the California 500 due to prior commitments.

● It is widely rumoured that Ian Taylor will be the works GRD F3 driver this year. Al Mike Warner would say at the beginning of this week was, "wait and see. We hope to announce something in the near future."

Taylor was, of course, Forward Trust F3 Champion in 1973 when he drove for the Chris Andrews/Baty Team in a March.

● Although he made a provisional entry for the Race of Champions, Tony Brise told us on Monday that the idea had been more or less forgotten due to a variety of reasons, although he thought there would have been no problem in hiring an F1 car "as there are quite a few about."

● In addition to looking for a competitive F5000 ride to coincide with his IMSA BMW commitments in the States, Hans Stuck has expressed an interest in NASCAR and would dearly love to two wheel one of these 200 mph stockers around the super-bowls this year.

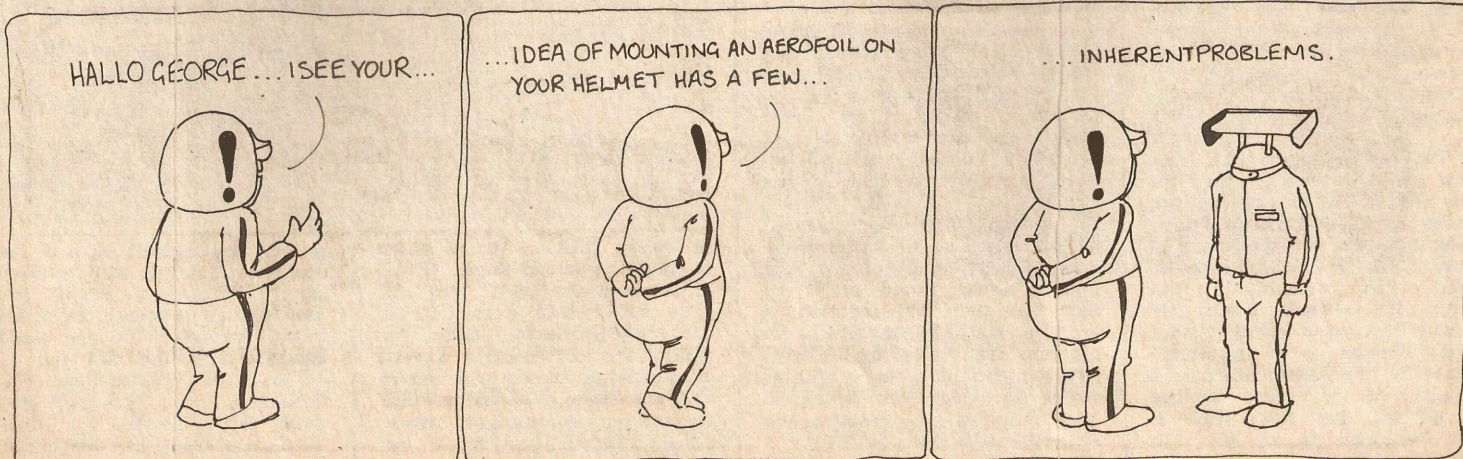
Which one's real? Cabaret artist(s) at the BRSCC dinner dance last week. Left to right Gerry Marshall, Tony Lanfranchi, Stirling Moss, the real thing, Graham "The Hand" Hill, Peter Gethin and Mike Wilds.

BRSCC awards were presented during the evening to John Nicholson (Bruce McLaren Trophy), Rothmans (Roy James Trophy), and Penthouse (MCD award).



## CATCHPOLE

By Barry Foley







But for Blomqvist, Simo Lampinen would have created a Lancia one-two.

## SWEDISH RALLY

# Stratos wins again after Blomqvist is penalised

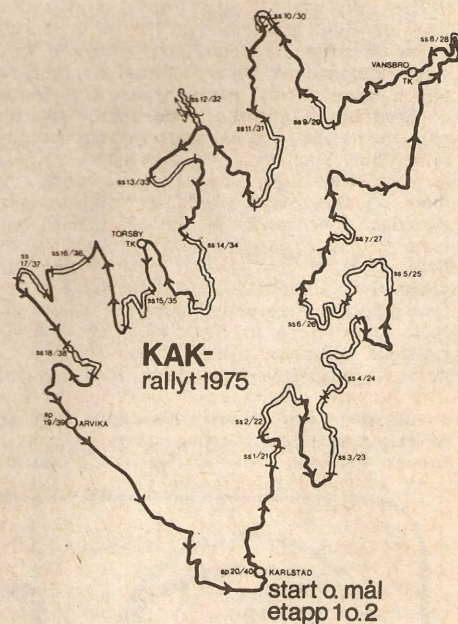
Report and photographs by HUGH BISHOP

Bjorn Waldegaard gave Lancia their second successive win in the 1975 World Championship series, driving an Alitalia-Lancia Stratos with Hans Thorszelius, he won last weekend's 25th KAK Rally of Sweden, beating the Saab 96 V4 of Stig Blomqvist into second place when the latter's car suffered an electrical failure halfway through the event. Simo Lampinen followed up his win for Saab-Finland on the Arctic rally by bringing his Lancia Beta coupé home third ahead of "Stig's Shadow," Per Eklund.

Although the KAK counts towards the World Championship it is not a round of the Swedish Championship which is run under different regulations from the FIA's GP 1 and 2, and uses Standard A and B classes which allow less engine modification, so keeping the costs down. This was the main reason why such a small entry was attracted; just 61, of which 57 started. Klaus Russling who broke the Carrera differential on the Arctic, non-started, as did Lasse Jonsson in a quick Honda Civic who had an accident in the town before the start.

This left a dozen factory entered cars as well as no less than 12 entries from Norway, two from Denmark, one from Finland and three from the UK. Italy sent three "works" Fiat 124 Spydors, two with 16-valve engines for the Finns, Hannu Mikkola with his French co-driver Jean-Todt, and Markku Alen/Iikka Kivimaki. In addition there was an eight-valve version for Volvo mechanic and team-manager of the Swedish BMW equipe, Ingvar Carlsson, who was paired with Claes Billstam. Also from Italy resplendent in Alitalia colours was a 12-valve Lancia Stratos giving some 240 bhp for Waldegaard; together with the heavier Beta coupé, (16-valve) for Simo Lampinen/Solve Andreasson. Saab-Scania as usual sent two cars for Stig

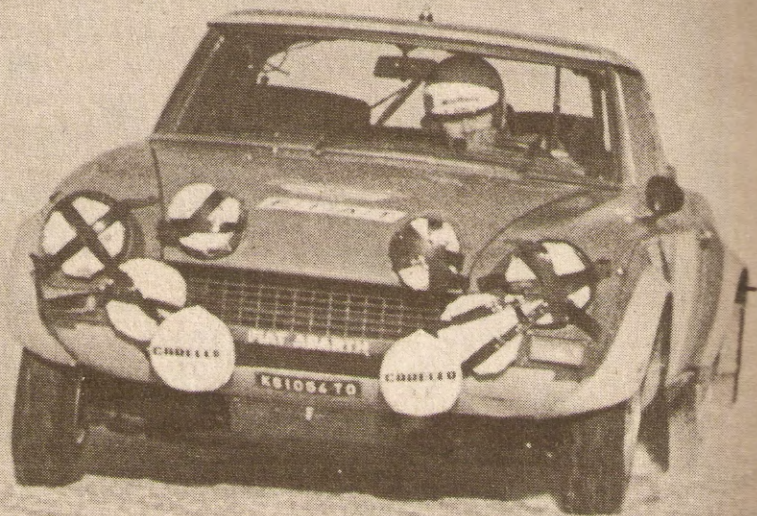
Blomqvist/Haas Sylvan and Per Eklund/Bjorn Cederberg. Opel Sweden sent two G2 Asconas (non-crossflow varieties) for Bror Danielsson/Bo Sundberg and Anders Kullang/Claes-Goran Andersson. Entered under the banner of Datsun Dealers of Sweden was a sohc Datsun Violet that Harry Kallstrom used on the RAC, for Harry and his new co-driver Sture Bostrom, while Volvo expert Per-Inge Walfridsson was entered in a car much nearer his size, a Daf 66 coupé from Team Volvobil; (Daf now being owned by Volvo). Leading the Norwegian contingent as usual was the PAL Rallye Team Skoda 120 S of John Haugland and Arild Antonsen. From the UK came a pair of Saabs, Alastair Robertson who had works mechanic Rolf Carlsson with him in a



brand new "works" replica car which he had just collected from Trollhattan, and a 70,000-mile-old model for Swedish-born Torngny Nystrom, who was with Roger Squibb. By far the bravest pair on the rally must have been Peter Rushforth and Derek Skinner who took over a G3 Datsun 240Z sponsored by Ferloon Press and on Avon M+S which were far too wide for the icy conditions.

After a year's lay-off due to the fuel crisis the rally once again returned to the picturesque town of Karlstad in the Varmlands area of Sweden, where the Varmland Runt, a Swedish Championship round was held only two weeks earlier.





The rally was divided into two identical legs of 600 miles each. There were 250 miles of stages in each loop, giving a total stage distance of some 500 miles; most of which were forest roads which are kindly donated by the firm of Uddeholm, who not only own the forests and wood-processing mills, but also some 40 power-stations and a world-wide steel and chemical market to boot. Up until about a week before the event, Sweden, like most of Europe, had been experiencing a very mild winter; but by the first night of the rally, temperatures had dropped to around  $-25^{\circ}\text{C}$ , making the first few stages extremely slippery as there was little snow close to Karlstad, and with the previous weekends' closed road practising, the first two stages were sheet-ice. Here as usual Stig Blomqvist found his front-wheel-drive an advantage; and Bjorn his 240 bhp an embarrassment. Stig taking seven seconds off Ingvar Carlsson on the first test, Markku Alen a second behind him and Waldegaard only managing fifth fastest. Hannu Mikkola stopped on the way to the first stage to change tyres, got held up by heavy traffic, and dropped two minutes road penalty (60 pens) going into the next stage. Out of luck too was Morgan Carlsson whose Volvo broke its rear axle on the second stage, where Blomqvist was again quickest with Mikkola three seconds behind, but Waldegaard was quick enough to move up to second overall. Blomqvist continued to set fastest times on the next two stages, on the second of which, SS4, Mikkola flew off the road and retired. Alastair Roberston also retired here, having suffered fuel supply problems since he picked up the car, arriving at scrutineering with a five gallon drum of petrol in the car. A change of petrol tank appeared to cure the problem until they spluttered to a halt with a blocked fuel line.

Stage five saw Markku Alen digging snow for six minutes which dropped him from 3rd

*Markku Alén has plenty to keep his attention on the job with Blomqvist closing-in.*

to 8th. All the Fiat drivers were having problems with their Pirelli tyres, having been unable to obtain enough of the Finnish-made Helenius tyres that had proved so successful

on the Arctic, and on which Lancia were running; and Saab too, for some of the time; though for the first leg they used mainly Dunlops. On route to stage six, Per-

*Per-Inge Walfridsson's Daf hit an elk before retiring with a connecting rod through the side.*







Per Eklund aviates his skinny-tyred Saab on his way to fourth place.

Inge Walfridsson had the misfortune to hit an elk, but was able to continue despite not having a screen in the sub-zero temperatures. But by the supper halt at Vansbro, just after the tricky lake stage, he had been able to effect some repairs. Harry Kallstrom spent three minutes off course in the Datsun on the lake stage, so at Vansbro, Blomqvist held a 30 second lead over the Stratos, with Simo Lampinen now third in the Beta from Per Eklund, Ingvar Carlsson and Bror Danielsson in the Opel.

Just two stages after Vansbro Alen went off again, this time digging for eight minutes on the 30 km Kolberget stage, dropping two more places to ninth, letting Anders Kullang up into seventh behind his team-mate Danielsson. Just before the next halt at the Bjornidet Hotel in Torsby on stage 14, Walfridsson had a con-rod come through the side while lying an incredible 10th overall in the automatic Daf. At Torsby Blomqvist's lead had been cut to a meagre three seconds. This left just five stages to go before the halfway halt back at Karlstad, Stig narrowly winning four of these to increase his lead to nine seconds.

At Karlstad the leader board was as fol-

lows: 1, Stig Blomqvist, 12,932 secs; 2, Bjorn Waldegard, 12,941; 3, Simo Lampinen, 13,198; 4, Per Eklund, 13,359; 5, Ingvar Carlsson, 13,587.

Bror Danielsson dropped out of sixth place with a broken valve spring on Stage 18, while Anders Kullang had worked his way back up to 13th, having dropped to 16th when he went off for half an hour on Stage 16, which was situated almost on the Norwegian border.

Immediately after the restart on Friday afternoon came the only stage which was not run on the first leg, the traditional three laps of the ice-covered trotting track just outside Karlstad. It was here that fate intervened for Lancia, because in the first race, four cars starting at one time, Stig Blomqvist's Saab died with an electrical failure and was pushed across the line by team-mate Per Eklund. Blomqvist was eventually awarded a 500 second penalty for not completing the stage under his own power which dropped him to third behind both the Lancias. This really got him going. Setting off at full gallop he won the next six stages, passing Simo Lampinen just before the end of the 40 km-long Tassberget stage. Simo was amazed to

discover that the Saab driver had started not one minute but two minutes behind him, and it was on that stage that Blomqvist moved back up to second overall. The rather small field, only 40 cars making the restart, was now further depleted, Kullang having been stopped for a further 20 minutes on Stage 22 with the points closed-up, finally gave up and went home, while Torngy Nystrom/Roger Squibb had finally succumbed to the "flu bug" at halfway. Stage 26 also saw the end of Harry Kallstrom who put the Datsun a long way off, after having worked steadily up to eighth place; he of course was on Japanese Dunlops.

By the time the leaders had once again reached Vansbro, Blomqvist had closed the gap to four minutes on the Stratos. Despite winning all but the final two stages, making 26 out of 36 stages on which he had set fastest times, the incredible Swede was unable to catch the Stratos, still being some 90 seconds adrift at the end. Simo Lampinen held steadfastly on to third place with Per Eklund fourth. Ingvar Carlsson in the least powerful Fiat finished fifth, just ahead of team-mate Markku Alen who had kept lit on the tracks for the second half, and worked back up to sixth, passing John Haugland's class-winning Skoda, the latter ahead of Opel driver Hakan Svensson. Ninth position had been vacated by that veteran, Olle Dahl, when a cam-follower broke in his Saab on SS31, letting Rune Ahlin into that position with his Volvo; driving his first rally for two years. Also winning their class was the Finnish Sunbeam Avenger of Hans Sevelius, co-driven by 1000 Lakes organiser Mauri Lindell. The Norwegian girls Trine Jensen/Mette Bratthen took the Ladies' award in their Escort, while the sole surviving Britishers, Peter Rushforth/Derek Skinner, in a very tired Datsun with no shock absorbers or wheel-bearings, won the best non-Scandinavian award, finishing last of 33 finishers, having driven alternate stages throughout the event, having had six digging sessions. Derek Skinner won this esoteric contest 4-2.

- 1, Bjorn Waldegard/Hans Thorselius (Lancia Stratos), 26,386 penalties;
- 2, Stig Blomqvist/Hans Sylvan (Saab 96 V4), 26,493;
- 3, Simo Lampinen/Solve Andreasson (Lancia Beta coupé), 27,082;
- 4, Per Eklund/Bjorn Cederberg (Saab 96 V4), 27,098;
- 5, Ingvar Carlsson/Claes Billstam (Fiat 124 Abarth), 27,570;
- 6, Markku Alen/Iikka Kivimeki (Fiat 124 Abarth), 28,165;
- 7, John Haugland/Arild Antonsen (Skoda 120 S), 29,643;
- 8, Hakan Svensson/Jan-Erik Andersson (Opel Ascona), 30,440;
- 9, Rune Ahlin/Ake Gustavsson (Volvo 142 GL), 30,934;
- 10, Leif Andersson/Lars Nyberg (Ford Escort RS2000), 31,262.

John Haugland/Arild Antonsen (Skoda) drove to 7th place behind the Lancias, Saabs and Fiats.







"... this was 1.9 laps of a course of reasonable dirt and tarmac roads—but oh boy, were they fast! Our average speed worked out at 76 mph... one place we were pulling 9000 rpm in fifth for almost a mile..."

## Account of a Winterrallye

Last weekend saw the Motor Sport Club of Marktrechwitz organise the first round of the German Rally Championship. This was their Winterrallye sponsored by the firm of Fichtel and Sachs and thus called the Sachs Winterrallye. I got involved with it through Achim Warmbold who asked me if I would like to come and do the rally while we were on the Monte Carlo together. I thought no more about it until a couple of weeks ago when he phoned me and said that TWA were holding a ticket for me to fly down to Frankfurt. At

Mehmel picked me up and gave me a lift to the start in Schweinfurt, about 100 miles away. He was German champion co-driver a few years ago and rallied for some time with Achim. On this rally he was going to be the chief steward; consequently he was able to tell me quite a lot about the rally on the way down the autobahn. It transpired that it is very difficult indeed for German rallies to get the use of nationally-owned forest land, though there is plenty of it. They are having the same problem that beset British rallies before they came to an agreement to pay so much per car/mile for the usage. Several German clubs have nearly gone broke paying the damage that it has been claimed the rally cars have done to the roads. This is just on the point of changing now and they will soon—if all goes well—have a system as we do here. For the time being, they have to take their stages where they can, and this rally was going to be about one third on military land, one third on forest roads and one third on tarmac public roads closed for the rally by the police. The situation with the military areas is quite ironic in that there is one area which is alternately supervised by the American Army and the German Army, and it is the Americans who are willing to let the rallies go in and use the roads.

This rally was being run by Hans Schwagerl who comes from Marktrechwitz and was responsible for running so much of the Olympia Rallye down in that area. The patron of the

on each side of the conventional radiator, there are oil coolers for the engine and for the differential. It was the suspension which was the most interesting part; for here the car was fitted front and rear with Bilstein struts made from aluminium alloy. The rear struts do not have any leg as such, but are merely springs with shock absorbers fitted inside them. Both front and rear can be adjusted easily for height so that the same suspension struts can be used for almost any rally. As well as saving weight in that area, as much weight as possible had been taken off the car in other regions so that its all-up weight was not much over 980 kilograms, which is possibly the lightest Group 2 rally BMW ever.

We were a bit short of service and had to change our wheels (provided from the Pirelli bus) ourselves, but later in the rally we shared service with Horst Rausch who was running a Turbo BMW. Deutsche Toyota were there in force with three service cars and two rally cars. I was a bit disappointed to find that one of these ex-RAC Rally cars was being

**"In just five miles we took 36 s off Ove, despite the fact that downhill on sheet ice does not suit a 240 bhp BMW very much."**



Achim Warmbold holds a steady line as he drifts past the Czechoslovak border.

that time, I didn't even know which car we would be using, as there had been some talk of borrowing an Alpine from the factory, but it turned out in a subsequent phone call that we should be driving Achim's own BMW 2002 Ti which he had acquired from the factory brand new at the end of last season. I had no idea what to expect from the rally except that it was going to use some forest stages and some tarmac roads and would generally be very like a British national event.

The first thing that went wrong was that Kennedy Airport in New York was closed to aircraft on the day that I wanted to leave, which meant that the TWA 707 never got to London. Thus I found myself on a PIA flight that left a few hours earlier. Never have I had so little fuss involved in finding a ticket and getting on a plane at London Airport and before I knew it, I was asleep at Frankfurt Airport. In the morning, Hans Christoph

rally is Franz Josef Strauss who is a leader of the German opposition party in parliament; and the main sponsor was the company of Fichtel and Sachs whose works at Schweinfurt were to be the scene of the start and the first halt. It was here that I caught a glimpse of my mobile home for the next thirty hours. It was the last works-prepared BMW rally car before they decided not to do any rallies in 1975 but to concentrate all their efforts upon the American racing season. The engine is a full house two litre, twin overhead camshaft version of the BMW Formula 2 motor, which differs from the Schnitzer engine in having all its ancillaries driven from the rear ends of the camshafts, where one finds the distributor and the fuel injection pump. The lubrication is dry sump with the tank mounted à la Escort in the boot and the rest of the underbonnet space is dominated by the four enormous fuel injection trumpets. At the front

driven by Ove Andersson/Arne Hertz as that represented some formidable opposition. It was a bit of a relief to know that they were still running their sixteen valve engines in 1600 cc form. The second Toyota was being driven by Harald Demuth who had campaigned a Celica in all the championship rounds last year. The other major contestant with big support was the Irmischer Tuning entry of an Opel Ascona for Walter Smoley and Willy Pitz; and this even brought down Opel team boss, Helle Bein, despite the fact that his man, Walter Rohrl, was currently appearing in the Costa Brava Rally in Spain.

After a canteen lunch provided by Fichtel and Sachs, the rally got under way at three o'clock in the afternoon, and by four o'clock we were on the first test at an army training centre. This was 1.9 laps of a course of reasonable dirt and tarmac roads—but oh boy, were they fast! Our average speed worked out at 76 mph which included several hairpin bends and there was one place where we were pulling 9000 rpm in fifth gear for almost a mile through sweeping curves. The amazing thing is that the three fastest cars were so close; Smoley had 25 m 23 s, we were on 25 m 25 s and Andersson 25 m 33 s. There were one or two shunts but mainly at slow speed on a couple of the slippery hairpins. The next stage was cancelled so we went straight to the next which was a short sprint on a dirt road with one or two very slippery bends. We didn't have any problem with being undergeared on this one, and beat Ove by five seconds with the Opel one second slower. On the way to the next test which was asphalt, we missed our service crew and cursed them as that meant that we should have to do it on MS 35 tyres. All the other cars changed to CN 36 or even racers, but when we got to the start of the test, we cursed no more as it was pure snow with just a few patches of clear tarmac showing through, so we had the most suitable tyres. In just five miles we took 36 secs off Ove, despite the fact that downhill on sheet ice does not suit a 240 bhp BMW very much. The Opel stayed much closer and on the next test which was very similar he beat us by seven seconds while we took another 14 off Ove. The last test before the halt was two laps of a simple circuit laid out in the grounds of the Fichtel and Sachs factory back in Schweinfurt, which saw very little difference



# Rally record



Close shave for the Smoley/Pitz Ascona.

between the leading cars, so we were then credited with leading by a matter of seconds from Smoley and Andersson and Demuth in close attendance.

The re-start was at midnight and this was the only criticism that I would level against the rally; namely that we were kept waiting so long in the middle of the night, but I suppose that it was necessary to move all the marshals and clocks a hundred miles or more to the east. First stage was a fifty kilometre dash around another military area, but this time principally on dirt which was topped with a slurry of mud from the constant passage of tracked vehicles. There were a few bits of tarmac but they were covered in frost and equally slippery. The road was very wide like a trunk route and had innumerable brows and dips, some of which were flat, and others which preceded hazardous bends. We started one minute behind Ove and to our amazement, halfway through the test we caught up with him. He said later that the Toyota just did not have enough horsepower to pull the heavy winter tyres through the mud slurry. Just as we caught him, our alternator light came on as the fan belt had slipped off, so we had to douse most of the lights and this caused us to make a bit of a bodge of passing him. We got through only to find that the windscreen and lights were so plastered with mud that we could see nothing. Thus we started to hold him up and pulled over to let him through so that we

could use his lights and follow. After going slowly in his wake for a couple of minutes and realising that we were losing ground, I decided to get out and have a clean up round the front of the car. So there we were in the middle of a special stage with me cleaning off the lights and windscreen as if we were in a petrol station. We got going again and almost caught up with him on the finish line. We had taken 34 m 32 s to cover the fifty kilometres, as compared with Ove's 35 m 24 s, and believe it or not, those were the two quickest times. Smoley did 36 m 19 s and the rest were much slower than that. Several people went out or off on its unseen hazards. The next two tests were little horrors of black ice and patchy snow where we had our big "moment" of the rally. We came round a hairpin right and accelerated into what looked like a flat left. The surface just looked wet, but it was the dreaded "verglas" and before you could say "M .....g N...s we had completed a 360° spin and only needed to press the starter button to get under way again. We were still second fastest, but this made us a bit more cautious, and on the next stage we were at least 30 s slower than Smoley!

The rally returned to the Army area for another crack at the 50 km test just before daylight; it had dried out quite a bit; and though there was more ice on the tarmac bits, it was possible to go much faster and safer, as can be seen from the times, where we did 30 m 54 s, Ove did 31 m 38 s and Smoley 32 m 32 s. Breakfast was the next item on the agenda and when that was finished, we went into an open cast coal mine for a very exciting 13 km test which had all sorts of surfaces, even winding along a canal towpath at one point, and through a mud bath in another. We took it carefully and lost half a minute to Andersson, but felt that we had it to lose as many of the remaining tests were on asphalt. Little did we know that there was a thick layer of packed snow on most of these tests up near the Czech border, and that we were going to lose a lot of time to the more nimble Toyota and Opel. On one 10 kilometre test alone, we lost 1 m 45 s to Andersson who was really going well in an attempt to overtake Smoley. What he didn't know was that the Opel driver was going to be penalised 1 m for jumping the start on one of the early tests. Reinhard Hainbach/Peter Linzen in the Suhr-Ford Group 1 Escort RS2000 had been leading the combined Group 1 and

3 category, and they were doing very good times on tests like these with all the snow, where they beat us, for example, by 25 s, but they were later to be overhauled by Reiner Altenheimer/Hanno Menne in a Porsche Carrera who finally took the category win. The man I felt sorriest for on this snowy test was Wolfgang Hauk, who found himself on racers with his Group 1 Escort, and had to be pushed up the hills and took twenty minutes longer than the fastest cars to complete the test. Fortunately he had no road penalty as the rally was very sensibly run with no lateness penalty up to half-an-hour, after which you were excluded.

Somehow we kept the wolves at bay over the last few stages, despite the snow and ice, for we were sure that we could only lose the rally if we went off into a ditch while there was always second or third place if we just went slowly. As it was, we came home first by the very narrow margin of 35 s to Ove Andersson who was 49 s clear of the Opel, even before it was given the extra penalty for start-jumping. I must say that even though I had little enough time

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**"We came round a hairpin right and accelerated into what looked like a flat left. The surface just looked wet, but it was the dreaded "Verglas" and before . . .**

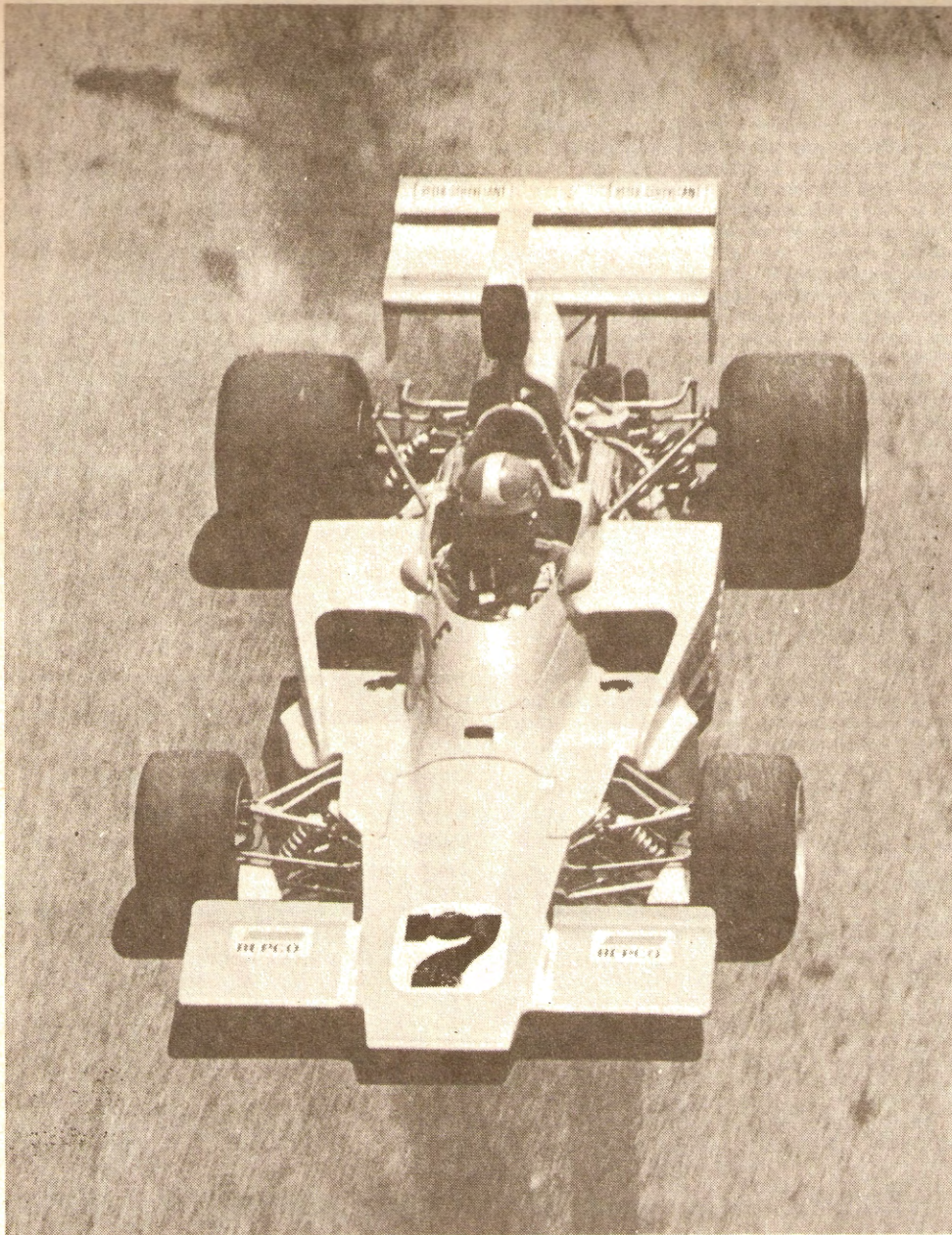
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before and after the rally to reflect and think about it, most of my time either being spent in a hotel bed or in the rally car, I thoroughly enjoyed the rally, and was very pleased to find that there is such enthusiasm for the sport in Germany. The entry was every bit as good as one would find on a major British national, and there were well over 130 starters. The road book, stage organisation and timing were all excellent, which I am sure was very much due to the hard work of Hans Schwagerl, who seemed to be everywhere and every place in the true tradition of a Kemsley or a Torres. He even managed to get from the last stage to the finish before us and have a glass of champagne in his hands as the Marktredwitz hostesses were giving us ours.

Ove Andersson/Arne Hertz (Toyota Levin) duelled hard and long with the BMW but lost out eventually on ultimate power.







Winner Johnnie Walker swoops beneath the Dunlop Bridge at around 160 mph.

## SURFERS' PARADISE

# Brown and Amon lead but Walker goes for title

By PETER GREENSLADE Photos by AUTOMOTIVE PHOTOGRAPHICS

The sixth round in the Peter Stuyvesant series was conducted on the two-mile Surfers' Paradise circuit on Queensland's Gold Coast and it was South Australia's golden boy Johnnie Walker who carried the day on February 9 driving his Repco-Holden F5000 Lola T332 at an average speed of 167.93 kph, after Warwick Brown (Lola T332) and Chris Amon (Talon MR1) had had their turns leading the field of 13 runners. Aucklander Kenzie Smith (Lola T332) was second, 10.6 s behind Walker. Then came John Goss (Match A53), a comparative newcomer to Formula 5000 racing, a further 22 s behind Smith with the New Zealand veteran Graham McRae next up in a borrowed Match A51. Fifth and sixth were the Australians John McCormack (Elfin MR6 Repco) and Kevin Bartlett (Lola T400).

Walker's win re-arranged the points table somewhat. He now leads the series after Surfers' with 26 points to Brown's 24 and Graeme Lawrence's 21. The latter was never in contention at Surfers', for the clutch in his Lola T332 packed up right at the start and he finished the race in ninth place.

Following his Oran Park showing the previous Sunday and a pole-winning 63.3 s lap in qualifying, Warwick Brown appeared to have everything going for him. Indeed it was, until a right rear tyre deflated when he was 6 s ahead of Chris Amon after 21 of the 50 laps. Amon then had his brief moment of glory, leading the race into the 27th lap when the Chevy engine in his Talon packed up. Thereafter it was Walker all the way. He had never been farther back than third, while Smith had never been farther back than fourth.

Now Walker goes into the seventh round on his home track in Adelaide. That must be a psychological advantage. But, as the six rounds held so far have produced five different winners, it would be a brave man who would attempt to pick the next winner.

## ENTRY and PRACTICE

As was to be expected, the Surfers' entry was substantially the same as that for the earlier events in the series. The only notable absentee was Jim Murdoch with the Begg 018. Entrant George Begg had decided before leaving New Zealand to give Surfers' a miss on the grounds that the amount of travel involved—some 600 miles from Sydney to Surfers' and 1,400 miles from Surfers' to Adelaide—would leave little time for readying the car for each event. He was hopeful that the fortnight's grace between Sydney and Adelaide would give plenty of time for setting up the car, while those hardy travellers who elected to race at Surfers' would reach Adelaide in some degree of disorder. Time would tell.

A number of the regulars were already in disorder when they reached Surfers'. Amon and entrant Jack McCormack had their worries. After Oran Park the Talon needed a new gearbox. This was flown out from the United States. It did not reach Sydney until the Friday and was then flown up to Surfers' on Saturday morning, the qualifying day. By the time it was fitted, Amon was left with only the final qualifying session to run in the gearbox and make a reasonable time.

McRae reached the Gold Coast in time to do some testing on the Thursday prior to the race. He went out in the GM2 and on his first lap had a wheel lock up under braking. The car shot into an Armco barrier, bursting a water hose in the process. McRae suffered not too serious scalding to his legs, but the GM2 was a sad and sorry sight with the left front corner badly knocked out of the original shape and the tub—the only one in existence—badly distorted. There was no way in which it could be repaired in time for the sixth round.

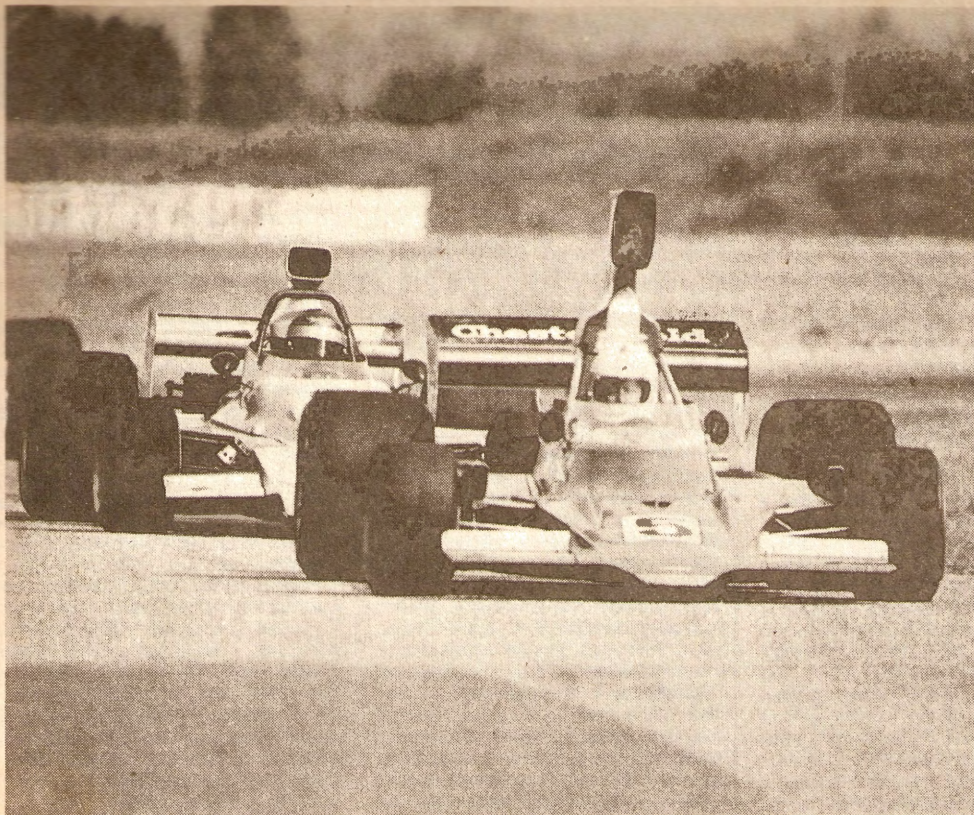
Despite the ministrations of Frank Gardner, the Lola T400s were still performing indifferently. Bartlett remained in Sydney all week and put in some 400 test miles at Oran Park. He arrived on Saturday morning without his car and reported that the handling was still diabolical. Stewart, on the other hand, arrived in time for some early testing, but he, too, was most unhappy. At the last report, Eric Broadley was reputedly flying out to see what he could do to improve things before Adelaide although this was initially discounted by England. It was also reported that both Stewart and Bartlett were doing their best to run their old T332s for the rest of the series. This should be no problem for Stewart as he still owns his. However, Bartlett will have to borrow his back from the new owner.

Brown's car arrived later than planned because his transporter gave trouble on the run up from Sydney. However, he was in plenty of time for the opening qualifying session. So was Lawrence, who was able to get in some water skiing before getting down to the more serious business.

The temperature was in the thirties (Centi-grade) for the three Saturday qualifying sessions, the first of which was just after midday. Brown got right down to business and put in 20 laps. The 17th of these produced a time of 63.3 s. This was a tenth of a second better than the record which stands in the name of Frank Match. Satisfied with the figure, Brown spent the remainder of the day waiting to see if anyone could improve on his time and did not bother going out again. There was no need to do so. No one else was particularly impressive. In fact, in that first session everyone else was downright slow. Smith did 67.5 s, Walker clocked 68 s dead and McCormack did likewise. Garry Cooper in the older Repco-powered Elfin did 68.4 s and Stewart in the T400 69.3 s. A newcomer to F5000 racing, Ian Douglas provided a surprise by recording 68.9 s at his first appearance in an elderly Match A51. That was better than Goss, who recorded 70.4 s in the Match A53, and Jon Davison's 70.2 s in the other Match A51. Poor Lawrence looked anything but a potential front runner with 71.6 s.

Walker recorded the best time of all in second session with 66.6 s. It was a figure he failed to improve upon later in the day.





Kevin Bartlett's Lola T400 leads eventual third placed man John Goss (Match A53).

But it was good enough to give him the second place on the three-two-three grid. Stewart improved to 68.7 s as did Goss to 67.9 s but Lawrence remained ineffective with 70 s dead.

Amon turned out in the final session and put in 14 laps, the 13th of which produced 67.6 s. That made him sixth fastest qualifier. Then he had a front wheel break on the Talon and so his day was over. Lawrence fitted a new set of tyres, made some wing and aerofoil adjustments and went out to do 27 laps, the fastest of which was the 21st—67 s dead. That gave him the third position on the front row. Smith improved to 67.2 s and Stewart to 67.3 s. McCormack worked down to 67.7 s to get into the third row between Amon and Goss. No one else did anything that mattered. McRae spent the greater part of the afternoon in conversation with Jon Davison, the owner of a Match A51. Davison's qualifying time was 70.2 s. By the time the final session had ended, it seemed very likely that McRae would take over the Match, but final arrangements were not settled until race day morning when McRae went out and did a few laps in the strange car, as also did Bartlett, whose T400 had arrived during the night. They were both on the back of the grid with Kevin Milton, who was driving an elderly, but modified, McLaren M10B.

## RACE

As is the Australian custom, the field was sent out for two pre-race warm-up laps and then arranged on the grid for the standing start in three-two-three formation. The flag came down and the field took off in a cloud of tyre smoke, Brown immediately hitting the front, with Walker, Smith and Amon close behind. Lawrence, whose clutch went on the line, was slow away.

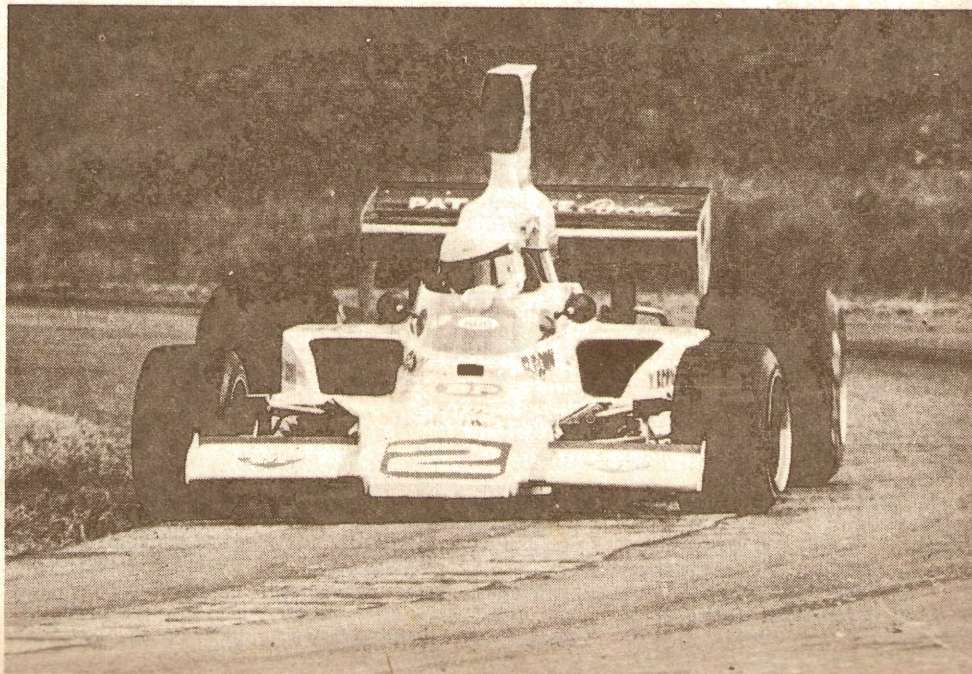
First time round, Brown was already a strong leader with Walker, Smith and Amon next. McCormack led the next bunch which also comprised Stewart, Goss and Bartlett, nose to tail. After three laps, Brown was already 3.5 s ahead of Walker and 6 s bridged the first four cars. During the sixth lap Amon moved up to be third ahead of Smith. McCormack was next and on his own, then came Goss, just clear of Bartlett and Stewart. Cooper was next and then came a struggling Lawrence. McRae was back in

11th place behind Lawrence. Next time round Brown, who was lapping steadily in 67.7 s, lapped the last man Milton.

Instead of completing his 13th lap, Stewart went into the pits and reported that the T400 felt as if it was running on flat tyres. He remained there for a long time before going out and doing two more laps which convinced him to abandon the race. In the meantime, Brown completed lap 15 a comfortable 9.5 s ahead of Walker. Thereafter the margin diminished at the rate of about 1 s a lap. Amon now closed in on Walker and took over second place in the course of lap 18. So now the order was Brown, Amon, Walker and Smith with McCormack the length of the main straight in arrears but Bartlett and Goss were close behind. Then came McRae going well on his own, Cooper, Lawrence and Milton, miles behind in the older M10B.

The pattern changed when Brown came into his pit as he was about to complete his 22nd lap. The right rear tyre had deflated.

*One time leader, Warwick Brown, dropped back after a tyre change.*



It was changed quickly, the wheel only being tightened up on the jack, and he was sent on his way without even a locking pin fitted. That stop dropped him from a good lead to ninth place, just ahead of Lawrence.

So with 25 laps completed and half the race distance covered, it was Amon in front while Walker and Smith were next, ahead of McCormack, Bartlett and Goss. Then came McRae, Cooper, Brown, Lawrence and Milton. Amon's moment of glory was brief. He stopped out on the circuit in the course of his 27th lap and Walker took over the lead he was not to relinquish. Goss now threw out his challenge and he took Bartlett and then McCormack to be third. Bartlett then took McCormack and moved into fourth place while McRae was now up to sixth behind McCormack. McCormack, however, was not content to be behind the Lola T400 and nor for that matter was McRae. At the end of 31 laps these two moved up to be fourth and fifth respectively. Two laps later McRae, who was driving extremely well in the Match, took McCormack. At that stage, Walker led Smith by 5 s who in turn was 25 s clear of Goss and who was now running very much on his own.

Smith now appeared to be in some sort of trouble, for each time he came past his pit he dived into the inside running rail and pointed back over his shoulder. If he did have a problem, his pit crew was unable to detect it. In the meantime, Walker increased his lead and, with five laps to go, was 9 s clear of Smith. By then it was clear that Goss had no chance of bridging the gap to Smith. If there was going to be a change it would be in Bartlett's favour, for he was right behind McCormack, his Lola T400 looking rather naked for he was running without the normal engine cover and with a T332 airbox fitted.

As the race moved into the last lap, Walker all but doubled McCormack and Bartlett, but failed to make it by about 25 yards. And so ended the sixth round—a race of changing fortunes that, although professional in the second half, was not without interest. The fact that Brown and Lawrence failed to score leaves this series more open than ever.

### Peter Stuyvesant Series

- Round 6, Surfers' Paradise, 50 laps  
1, J. Walker (Lola T332-Reppo Holden), 57 m 30.1 s, 167.93 kph;  
2, K. Smith (Lola T332-Chevrolet), 57 m 40.7s;  
3, J. Goss (Match A53-Chevrolet), 58 m 2.7 s;  
4, G. McRae (Match A51-Chevrolet), 58 m 14.9 s;  
5, J. McCormack (Elfin MR6-Reppo Holden), 58 m 34.7 s;  
5, K. Bartlett (Lola T400-Chevrolet), 58 m 36.5 s.

Fastest lap: W. Brown (Lola T332-Chevrolet), 65.9 s, 173.2 kph.  
Tasman Points: Walker 26, Brown 24, Graeme Lawrence 21, McCormack 17, McRae and Chris Amon 12 each, Smith 11, Kevin Bartlett 9, Jim Murdoch 7, Max Stewart 5, Goss 4, David Oxton and Baron Robertson 2 each.






**Castrol**  
SPECIAL STAGE  
CHAMPIONSHIP 1975  
WITH AUTOSPORT

ROUND  
**1**

## Don't miss the Dales

The biggest, best and most important national rally so far this year gets under way tomorrow night from the Selby Fork Motel, just off the A1M. Boasting one of the finest entries seen on a British national event for some years, the rally promises to be a veritable visual extravaganza for the thousands of stage-starved enthusiasts, who even now are pouring from all points of the compass to get a look in. The Selby Fork Motel, now presumably with its controversial "hole" in the kitchen wall repaired, will as last year be hosting the event. The action starts at 18.00 on Friday and there will be two halts in Scarborough before the battered survivors return to Selby at approximately 3 pm on the Saturday, after tackling a myriad of classic north-east stages whose names are no strangers to even casual aficionados. The star-studded entry list rings a few bells as well. There are 39 stages scheduled, totalling over 200 highly competitive miles; and the line-up is arranged to provide a really gruelling test of crews and cars. The list of "aces" is vast and includes that trick Dales winner Roger Clark, Billy Coleman, Nigel Rockey, Andy Dawson, Tony Drummond, Tony Pond, Russell Brooks, Will Sparrow, Tony Fowkes, Tony Fall, Paul Faulkner, Colin Malkin, George Hill, Donald Heggie and many others. Only notable absentees are Chris Sclater (no sponsor) and Peter Clarke (no car).

The top 30 entries are as follows: 1, Roger Clark/Jim Porter (Escort RS); 2, Billy Coleman/John Davenport (Escort RS); 3, Jack Tordoff/Graham Marchant (Porsche Carrera); 4, Nigel Rookey/Ron Channon (Escort RS); 5, Tony Pond/Mike Broad (Opel Ascona); 6, Tony Drummond/Mike Nicholson (Escort RS); 7, Russell Brooks/John Brown (RS 2000); 8, Will Sparrow/Ron Crellin (Vauxhall Magnum); 9, David Thompson/Mike Greasley (Escort RS); 10, Tony Fall/Mike Wood (Opel Kadett); 11, Paul Faulkner/Monty Peters (Vauxhall Magnum); 12, Tony Fowkes/Bryan Harris (Escort RS); 13, —; 14, Brian Culcheth/Johnstone Syer (Dolomite Sprint); 15, Colin Malkin/Paul White (Chrysler Avenger); 16, George Hill/Phil Short (Vauxhall Magnum); 17, Gordon Batchelor/Simon Bretherton (Escort RS); 18, Donald Heggie/George Dean (Escort RS); 19, Phil Cooper/Phil Lilley (Austin Allegro); 20, Dennis

Pelling/Ron Shipp (Escort RS); 21, George Beever/Stuart France (Escort RS); 22, Andrew Dawson/David Richards (Datsun Violet); 23, —; 24, Mike Jackson/Steve Howard (Escort RS); 25, Bob Bean/Alan Greenwood (Mexico); 26, John Taylor/John Jensen (Escort RS); 27, Paul Appleby/Keith O'Dell (Escort TC); 28, Eric Jackson/Tony Villes (Escort RS); 29, Colin Grever/Don Griffiths (Opel Ascona); 30, Paul Martin/Fred Gallagher (Escort RS); 31, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger); 32, Olive Holker/Jack Coulthard (Escort RS).

Spectator information is as follows: (times indicated are earliest arrival times): SS1, Mintex 1 (18.07) 105/513336; 2, Fair Oaks (18.31) 105/613266; 3, Burton Fields (18.50); 4, Melbourne (19.10) 105/763428; 5, Throlam (19.33) 106/838½348½; 6, Church Hill (19.56) 106/819½391; 7, Full Sutton (20.22) 105/749528½; 8, Kilburn (21.13) 91/457½806; 9, Bolthby (21.20) 92/503872; 10, Cropton 1 (23.15) 92/752909; 11, Cropton 2 (23.21) 92/777½937; 12, Pickering (23.27) 92/796943½; 13, Dalby 1 (00.07) 93/891875; 14, Dalby 2 (00.22) 93/847884½; 15, Staindale (00.25) 93/877902; 16, Langdale (00.39) 93/913927; 17, Broxa (00.57) 93/944923½; 18, Harwood Dale (01.12) 93/954988; Halt 19, Wykeham South (03.45) 93/941879; 20, Wykeham North (03.51) 93/942½889; 21, Dalby 3 (03.54) reference as Dalby 1; 22, Dalby 4 (04.19) reference as Dalby 2; 23, Staindale 2 (04.22) reference as Staindale 1; 24, Langdale 2 (04.36) as Langdale 1; 25, Broxa (04.55) reference as Broxa 1; 26, Hamwood Dale (05.09) reference as Harwood Dale 1; Breakfast Halt (Scarborough) first car due at 05.28 (93/515830). SS 27, Oliver's Mount (08.20) 93/036857; 28, Wykeham South (08.39) reference as above; 29, Wykeham North (08.43) reference as above; 30, Pickering (09.15) 92/813½824; 31, Cropton 3 (09.22) 92/797½951½; 32, Cropton 4 (09.27) 92/776½937½; 33, Kilburn 2 (10.04) reference as Kilburn 1; 34, Bolthby 2 (10.12) 92/504½873; 35, Rufforth (11.36) 105/538513; 36, Bramham Park (12.51) 105/418428; 37, Harewood (12.57) 105/335½450; 38, Esholt (13.15) 104/181½404; 39, Mintex 2 (14.00) 105/513336.

The Dales, organised by the DeLacy MC, is of course the opening round of both the RAC Rally and the Castrol/AUTOSPORT championships. It should prove to be a most worthy opener.

## Costa Brava reflections . . .

Alfa Romeo are well into this year's rally programme. The Costa Brava rally was their first event with the Alfetta GT, and the cars were mainly entered for experience. It was therefore a pleasant surprise to see that Andruet was challenging for the lead. The cars are currently fitted with 2-valve per cylinder heads giving about 230 bhp, and although 4-valve heads offer about 250 bhp for racing, they are not yet reliable for rallying. The 2-valve engine offers a useful rev-range from 3500 to 8000 rpm. The cars are fitted with 5-speed Colotti gearboxes, Weber carburettors, and weigh between 930 and 940 kgs. Both Andruet and Ballestrieri are entering the Firestone and the Lyon-Charbonnieres, while on the Tour of Sicily, Ballestrieri is competing with either dell'Ava or Svizzera, in an Alfetta; the other driver being seen at the wheel of an Alfaud. It seems that the Group 1 Alfasuds are something of a disappointment at the moment,

although the Group 2 cars are already developing between 130 and 140 bhp. . . . Both the Seat 1430/1800 and the 125p cars were using 8-valve engines in Spain, the 125p giving about 150 and the Seats about 160 bhp. Polski are entering the Firestone, again with a 125p and a 124 Abarth. The speed of the 27-year-old Jaroszevicz surprised many people. His previous best performance had been coming eleventh and winning his class on the Acropolis. . . . Walter Zockl had an ex-works 16-valve engine in his HWS Tapeten Racing BMW 2002 TII, but had to retire when the rear drums welded on to the shoes at the end of the long second stage. This was the same failure that put him out of the TAP Rally last year. . . . Fiat hope to enter three cars on the Lyon-Charbonnieres, 16-valve 124 Rallye Abarths as usual, since the XI/9 2-litre will not be homologated until May or June. Drivers are likely to be Verini, Baccheli and probably Darniche.



The striking Alfetta GT rally car made an exciting debut in Spain.

## Renault's 16-valve powerpack

Renault plans for the debut of their 16-valve engine on the Criterium Nieve et Glace have been slightly modified. Two cars are to be entered with the new engine installed, an Alpine A310 for Jean-Luc Therier running in G4, and an R17 entered in G5 (because the new power unit is not homologated for this car) for Jean-Pierre Nicholas. There will be a further R17 entered in G2 for Piot. This car is the same one which finished fifth on the Monte. The 16-valve engine has a capacity of 1774cc and is alleged to produce just over 200 bhp at between 7500 and 8000 rpm. It is built by Gordini.

## It's tough at the top

Chris Sclater has reluctantly had to step down from the Mintex Dales as he has found it impossible to gather together enough financial support. Commenting on his decision Chris said he was having great difficulty "getting a sensible deal for one-off national rallies." He is far from despondent however and intends to do as many nationals as he can, and certainly the home internationals. After his fine drive in Galway, which he thoroughly enjoyed, he is very keen to return for the Circuit of Ireland at Easter. Chris' next rally however will be the Firestone on March 21st for which he has found a local Spanish sponsor.



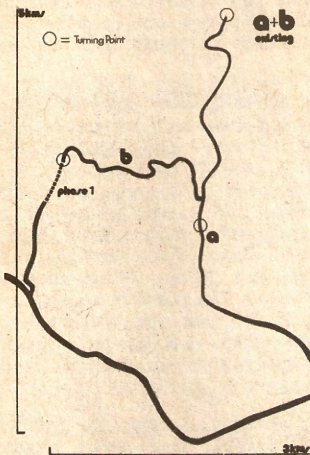
## At last — the advent of the rally schools . . .

### Signs of encouraging trade support for Tarren project

Last week AUTOSPORT were very kindly invited to a DOT testing day in Wales. The invitation was gobbled up even quicker than usual owing to the fact that the equipe were testing at the new Tarren facility in central Wales. Two cars were present, the G2 crossflow-engined Ascona and a nearly G1 Ascona that DOT use as a demonstrator. Unfortunately the day did not go entirely according to plan as the transistor box malfunctioned almost immediately, leaving Tony Pond with only the "G1" car with which to carry out tyre comparisons courtesy of the two companies who had brought their wares for evaluation. However, although he was not able to set

controller in Ianto Roberts. The importance of Tarren as a testing facility lies in its development potential. The roads are of a very high quality, so meaningful comparisons can be made over suspension and tyre permutations, and the future looks bright indeed. Shortly, undercover workshop facilities will be available, along with outside communications and catering arrangements. Ianto Roberts commented: "We have exactly the same conditions as a forest stage, therefore our intention is to provide the fine tuning platform for setting up individual cars for individual stage rallies down to the minutest details." The whole project has been kept skilfully "under wraps" since it was first broached at Tour of Britain time last year. Selected interested trade parties were consulted and their essential support sounded out before it was deemed wise for the new venture to proceed into the open. Thanks perhaps to this cautious approach it now appears that the plans will have the necessary momentum to succeed. The two Johns, who have been "master-minding" affairs behind the

scenes will also be running a rally school at the same venue. "RallyStage," in association with Tarren, plan to run the first such school between April 4 and 6 inclusive "provided they receive sufficient support." The school, consisting of six drivers and six co-drivers per session, will give three days of "intensive personal tuition" by Colin Malkin and John Davenport himself, using the pupil's own car. The school is to be based on Ianto Roberts' parents' hotel, the Ynysshir Hall, a 3-star device situated slightly north of Aberystwyth. The £95 cost will include three nights here, inclusive of meals. John Foden, commenting jubilantly on the current state of affairs, said: "We have had three customers already." Enquiries relating to the rally school should be addressed to John Foden, PO Box 14, Coleshill, Birmingham, West Midlands, B46 1AT. Circuit booking and enquiries relating to testing purposes should be addressed to Ianto Roberts, Yuys Eichiol, Furnace, Machynlleth, Powys SY20 8PG; or he can be contacted on Glandyfi (065 474) 261 or 227.



The existing roads at Tarren.

up the G2 car for the Mintex Dales as had been hoped, a decision was reached over tyres, so the day was not wasted. Opel are the first customers for the Tarren venture, an ambitious project which is at the time of writing only in the embryonic stage. At present two interesting roads are in existence, but they are not directly linked, and a planned circuit should be in operation by April. Route A, the one being used last week by DOT, consists of three miles of smooth loose surface gradients with several fast corners and some "tricky yumps." The second road, at the moment separated from the other by a ford and a series of gates, consists of 1½ miles of steep gradients containing a number of tight bends including an adrenalin-making hairpin which boasts an exceptional view should one have time to stop to admire it. Many more roads are going to be cut, and a 5 km circuit is expected to be in operation shortly. The project, which has had the benefit of the experienced John Foden and John Davenport from the outset, has tremendous potential and a very enthusiastic day-to-day

## Big plans at Knockhill

The "end of '75" is the scheduled date for the inauguration of the rally school facility at the new Scottish motor sport complex of Knockhill, near Dunfermline in Fife. The rally drivers' school will be run alongside Knockhill's racing drivers tuition facility, sharing classrooms and the tarmac circuit. Additionally, the rally drivers' school will have use of the newly revised rally-cross circuit and, at a slightly later date, a full "cross country" course.

Test facilities for manufacturers and teams' rally cars will also be provided, and with Knockhill's location there should be few problems with yet-to-be-released vehicles. British Rail's Motorail service from the south up to Stirling will undoubtedly

be put to good use for both pupils ferrying their cars up and manufacturers likewise.

Facilities for such a school would appear to be superb, with a five year development programme including plans for a leisure and entertainments centre, a country club and a 200-bed international class hotel. It all sounds considerably more inviting than Bagshot. Although Knockhill's rally school and test course is not likely to reach fruition until the racing courses are under way, they have already involved themselves with rallying when the Knockhill name appeared last November on the Kleber Escort RS of ex-Scottish Rally Champion James Rae, on the RAC Rally. Knockhill is also the venue for a special stage on the forthcoming Valentine Rally.

## Lampinen's rally plans

Simo Lampinen will be back in a Saab for the Finnish Hankirallyt on February 28th, but he will definitely be doing some rallies for Lancia outside Finland. These include the Portuguese Rally and the Acropolis Rally where his co-driver will be Piero Sodano.

## Munari's moves

Sandro Munari, accompanied by Mario Mannucci, has now left for Nairobi where he is meeting up with Mike Parkes and the Lancia team. It seems that although his usual co-driver will be in attendance, Munari will do the rally with Lofty Drews, whose experience and local knowledge will obviously be extremely useful.

## Total tattle

The date for the 18th Total Rally in South Africa has been moved forward to July 29th/August 1st in order to complete a "pas de deux" with the 1000 Lakes Rally which is at the end of August. This year the rally will run entirely within South Africa, as the government and private land owners have increased their co-operation to such an extent that Clerk of the Course, Don Tait, will be able to have 35 stages all within the Northern and Eastern Transvaal. The length of the rally will be 2,500 kms, divided as last year into three parts, with a rest between each. Receiving of the route has already started and the regulations will be available in March or early April. The organisers are hoping that many more European drivers and co-drivers will come down for their rally, especially now that it does not clash with other major events, with the sole exception of the Tour of Britain. As there is no practising allowed or indeed possible, the event is relatively cheap in terms of time. Anyone who is interested in competing should contact the organisers as soon as possible at Total Rally, PO Box 2272, 0001 Pretoria, South Africa.

## Peugeot recruit

Ove Andersson and Arne Hertz will join the Peugeot team for the Safari Rally where they will run alongside Timo Makinen/Henry Liddon and Hannu Mikkola/Jean Todt. The plans for the Toyota Europe team will depend very much on the support of local dealers, and Andersson hopes to do rallies like the Portuguese and the Acropolis with such support from local dealers. He would also like to send a car to the Welsh and the Scottish, especially if the two litre sixteen valve engine is ready to try by then. After midsummer, he will go to the Total Rally in South Africa and, hopefully, the Heatway Rally in New Zealand.

## DOT's party

At this moment DOT are hard at work preparing the Kadett for the Dales. It is fitted with a standard Turbo Manta engine as indicated in these columns last week, and will be driven by Tony Fall/Mike Wood. Tony Pond will be driving the crossflow Ascona. For those getting to the Selby Fork Motel a little early, there is a DOT party/forum tonight (Thursday) at 8.30 pm, run in conjunction with the De Lacy MC. All the Opel crews will be there. Ari Vatanen, DOT's secret weapon from the frozen north, will be over spectating on the event to get the feel of British rallies and look for some sponsorship.



## Kottulinsky goes Golfing

The incredible success story of the VW Golf looks as if it is going to persuade the powers-that-be at Wolfsburg to take an active part in competition. Out on the Sachs-Winterrallye was Freddy Kottulinsky in a Group 1 Golf who did extremely well to finished seventeenth overall and win his class. It is something of a coincidence that he started number 111 and his penalty points at the finish were 11.111.1. Rumour has it that on the next German championship round, he will be at the wheel of a proper Group 2 car with a horsepower figure of around 150 and that they will contest the whole series with at least a couple of these cars. One of their main sales rivals in Germany is the Alfasud which retails, at an extremely competitive price, and the importer is preparing two Alfasud TIs in Group 2 form for the rest of the German series.



Paul White (above) has been adopted as Colin Malkin's regular co-driver this year on RAC rounds, as Brian Coyle has pressing business commitments including the opening of a new garage.

## Scott on ice

Mid Antrim MC's Icebreaker Rally (marking the debut of Peter Scott as driver—and considering the "aces" he has partnered, some of it must have rubbed off) attracted a healthy 85 crews, of which the crew of Des McCartney (not the Porsche man) and Derek Murdoch (Escort TC) proved victorious. Ulster Navigation Champion, Scott, driving a borrowed Mini 1000, with Tony O'Kane doing the mapping, initially led, but dropped to second place in the final results after the drum-braked car's stopping power faded away. Third place went to Michael Jamieson/David McCurry (Avenger GT). John Kennedy/David McMillan (Mini-Cooper 'S') who were fastest on both selectives, dropped from second to sixth when they were halted for a spell with water on the electrics.

## MEV moves

John Davenport is teaming up with Billy Coleman for the RAC Rally Championship series in the Thomas Motors of Blackpool Escort. Under the direction of Gavin Frew, they will be out on the Dales with MEV 36J which is being prepared at Thomas Motors after its Galway outing. For the Circuit of Ireland, Coleman will drive a Boreham-prepared Escort under the Thomas banner with a Boreham-elected co-driver, while for the third round of the Championship, the Granite City Rally in Aberdeen, a new Escort should be ready, and this will be the car used in all the other rounds. Coleman hopes to get sponsorship for MEV 36J to go to rallies abroad like the Firestone, where he finished sixth overall last year.

## Uniflo Gwynedd

The opening round of the Welsh special stage championship, the Uniflo Gwynedd, is on this Saturday, February 22. The rally is the first round of the BTRDA Gold Star series, and starts from the Grand Hotel, Llandudno, at 08.00. The halfway halt is at Machynlleth and the event finishes back in Llandudno at about 6 pm. The Forestry Commission have asked that the exact location of the stages should not be published, but the rally will be using many of the North Wales stages used on the Welsh in previous years. There are 12 stages in all, ten forest and two tarmac. The first of these, Great Orme, at Llandudno, is a spectator stage and starts at 08.05. Top ten crews are as follows: 1, Richard Woodridge/Duncan Spence (Escort RS); 2, Frank Pierson/David Stephenson (Escort RS); 3, Roland Young/Barry Coathut (Escort TC); 4, Graham Elsmore/Richard Matthews (RS 2000); 5, Peter Hughes/Gareth Thomas (Mexico); 6, Phil Davies/Mike Roper (Saab 96); 7, John Jago/Colin Green (Escort 1300); 8, Peter James-Smith/Dick Pollitt (Opel Ascona); 9, David Stokes/Bill Andrews (Escort TC); 10, Colin Mack/David Thomas (Avenger GT). Surprisingly not in the top ten is Terry Brown, who is now equipped with an 1800 cc BDA Escort, and who is expected to go quickly. There are also three Porsche Carreras on the list. The entry has clearly suffered as a result of that other rally across the way; however there are some fine stage miles and it will doubtless be interesting to see how Ford's new rallyman of January performs in February.

● Entries secretary for the Avon Tyres Chieftain rally, is John Heal and regulations are now available from him at 3 Gladstone Place, Combe Down, Bath.

## Briefly . . .

● We hear that Dave Richards did rather well for himself at the RAC Rally Forum (inc. AUTOSPORT quiz) at Welshpool last Saturday evening. Quick-Witted Richards and his entourage scooped-up the prizes which included a year's subscriptions to AUTOSPORT and a Ford rally jacket to keep him warm in the Kleber Datsun.

● As is now known, Esso are not sponsoring the BTRDA Gold Star series this year. They are however assisting the championship in several ways, including supplying arrows and control boards, plus 200 5-litre tins of oil as prizes which will be split between each qualifying round. Simon Bretherton, the secretary of this championship, will not be co-driving with Bob Chapman this year as he has often done in the past. He will however be on the Dales, competing with Gordon Batchelor.

● Regs are currently available from the Taunton and Exeter MC's South West Stages Rally (BTRDA counter) scheduled for March 16. As with the previous two years' events, nearly all the competitive mileage will be courtesy of Forestry Commission. The stage mileage will total 35, within a 180-mile total. The rally will start at 09.00 hrs, from the Taunton Technical College and is expected to finish at 18.00 hrs at The Quay, Exeter.

● An outfit claiming to be "the smartest on view" (on the Mintex this weekend) will be the new team of Paul Zillesen and Mike Knutton with the ex-Mike Hibbert, ex-George Beever two-litre Escort. Yorkshire catering butcher, Derek Carman Ltd, will be backing the car for stage events this year. The crew is described as a "new team of youth and experience" and Paul Zillesen (22), provides the "youth" while Huddersfield motoring journalist Mike Knutton (of unspecified years), the "experience." The car will be used for selected rounds of the RAC series and for the BTRDA Gold Star Championship.

● A famous English rally, the Mini Miglia, is to be brought out once more by its patrons, the Knowdale Car Club. As in past years, it will be open only to Group 1 cars or standard cars within the definition of the various British regulations on the subject. There will be a class for FIA Group 1 cars as well. The rally will cover 250 miles on 89, 90, 102M and 103M on the night of March 8/9th and will count towards the Association of Northern Car Clubs Championship. As an event purely for standard cars, it is unique, and in the past has provided excellent competition not far removed from the antics of its heyday. Anyone interested in receiving regulations should contact Eric Newby at Lees Road Post Office, 122a Lees Road, Oldham, Lancs OL4 1HU.

● S. Griffiths and Son, Ford dealers of Stourbridge, Worcs, appear to be deserting the fold with the recent news that they are sponsoring an Opel for Birmingham drivers Mike Bowcott and Keith Bowles. The crew will be campaigning the G1 Ascona in rounds of the RAC National series. The first outing will be this weekend on the Mintex Dales.

● Arguably Britain's youngest rally prospect, 17½-year-old Glen Mitton has been entered on the Mintex Dales in an Avenger Tiger. The aspiring rallyman only achieved his national licence with a signature following the recent Esso Uniflow Stages. He cruised home a steady 37th overall. There will be a chance to see the young Mitton on television this Friday between 10.30 and 11.00 pm on ATV's "Extra Time" programme, when the aspiring rally star will be interviewed by a real one—Roger Clark. Filming of the programme took place yesterday. The Avenger has been prepared by GLM Developments Ltd of Telford and co-driver on the Dales is Stuart Pocock.

● Due to a lack of sponsorship (to the necessary degree) Mike Rawson has had to shelve his well advanced Opel Kadett project. Instead his Ascona will continue into '75 and support for tackling the Castrol/AUTOSPORT Championship comes from DOT, in the form of an engine, and from Opel Dealer, James Swales of Thirsk. The car will be appearing in a green and black livery and regular co-driver, Simon Davey, will be in the left-hand seat.

● Barnsley garage proprietor, Geoff Grundy is in short supply of a good navigator for MN events. Grundy has prepared a Saab 99 (Saab Dealers) using Trollhattan bits and will be using the car for both road and stage events. Geoff Grundy scored many good results with an ex-works Cooper "S" on MN events with John Vipond and good navigators should contact Geoff at his garage on Darton 2556.

● Steve Figures of Skelmanthorpe will be testing a couple of new products on the Dales with his ATS entered Semperit Tyres sponsored car. A plastic sump shield, manufactured by Hugh Elridge of Leeds will be fitted to see how it will stand up to the hard Yorkshire stages and US Marine and Industrial Pump Repair Ltd are applying "two test squares" for comparison after the event.

● Geoff Keet and Roy Wilcox will be attacking the Castrol/AUTOSPORT series this year. They will be using an ex-works Porsche 911S which has undergone a complete rebuild over the winter and the car is being sponsored by Hyblok Sales Ltd, manufacturers of go-karts and floodlighting, together with Gretashourne Ltd (mechanics tools) of Farnborough.



# PRIVATE EAR



NICK BRITTAN

## Fresh, breezy Snowbird

The second thing I thought when I met Davina Galica was how lucky she was to have such an outstandingly memorable name. Remember how, in the golden days of Hollywood, teams of experts would sit around in debate to create fashionable roll off the tongue names like Tab Hunter and Marilyn Monroe?

Galica, incidentally, is pronounced Galitza. The Hollywood boys would have been hard pressed to tag name a sporting celebrity with anything very much better than Davina Galica. Just say it quietly to yourself once. Smooth isn't it?

So you can imagine how upset I was to discover TV mike man Murray Walker at the BRSCC dinner waxing lyrical to 600-odd guests about motor racing's newest recruit—Gavina Dalitza.

But spoonerisms aside, the Snowbird sweeps into motor racing like a fresh breeze off an Alp. She has charm, confidence, style, panache and a star-like charisma that could take her close to the top. Even if she doesn't make it she'll make the rest of the women in motor racing look like a bunch of suburban housewives while she's trying.

Eight years being a professional amateur on the ski slopes of the world has left its marks. She deals with a room full of cynical and bored pressmen with the aplomb of a mini Thatcher. She smiles frequently and laughs easily and moves through a cocktail-sipping crowd in the manner of the District Commissioner's wife. With her traditional British public school, Swiss finishing school background she's pure Somerset Maugham.

Mummy lives in Malmesbury, cloaked with just enough of the eccentric Grand Dame mystique, to make her acceptable in the Shires. Away from the slopes, and now from the black tarmac strip, Davina hunts with the Beaufort and numbers among her admirers the Duke of Fife. "Jamie wants to marry me but it's too early for all that." She dismisses the marriage that would make her a cousin to the Queen with a small regal throw-away gesture of the right hand.

During her impressive ski career she narrowly missed Olympic medals. At Val Gardena she got to within an ace of being the fastest downhill girl in the world. It was record times all the way until she fell within sight of the finish line. In motor racing terms

it was like leading the British GP by half a lap and stuffing it at Clearways on the last lap.

The sort of speed that will be generated by her 200+ horsepower Escort doesn't disturb her. A girl who can keep her balance on two planks of wood whistling down an ice-covered slope at 90 mph isn't easily daunted.

"Being surrounded by people is my biggest problem," she confided over lunch. "I can get myself geared up to run against the clock, I know what the right line is all about and I know how to wind myself up into a competitive frame of mind. But in skiing you never have to challenge anyone else into a corner."

Ski training consists of having as many as four people stationed along the piste stop-watching, observing and filming. After the run there's the inquest, the video re-runs and the advice from coaches.

To date one of her most valuable motor racing lessons was learnt in a Mexico race at Brands. "I just didn't realise that I couldn't get through and I sent this poor man off. But at least I learn that it only pays to try the impossible moves on the inside; not the outside."

Female stars in tough sports often tend to have muscles where they don't need them, dark brown voices, and girl friends instead of boy friends. Davina has none of these and is the proud owner of a certificate that proves she's 100 per cent female. Not all the Olympic skibirds that were subjected to the same sex test that year got through.

I told her about J. Stewart's theories about giving up booze and sex three days before an event. She smiled a winsome, almost touchingly sympathetic little smile. "I don't think booze before an event is good for the reflexes but to make love the night before a race is very relaxing."

Mummy and his Dukeship have given up nibbling at their aristocratic nails and being concerned for Davina's well being. "Once in a while Mummy says she wishes I'd taken up croquet instead." Welcome, Davina, to motor racing. A totally different sort of balls game at which I think you'll do well.

## Bleedin' Americans

Modesty isn't something that rates very high on the list of attributes needed by a racing driver according to Barry Lee. He proves his point by announcing himself on the telephone as Barry Lee, World Hot Rod Champion. "Well I won the title, didn't I, and I'm proud of it," he says in unmistakable chirpy Cockney. Like most drivers these days he's looking for a sponsor. "No not so much for my Hot Rod, I can just about win enough in a year to cover the costs there. I want to jump over the Thames. The Evel Knievel reckons he's coming over to do it. Well, it's our bleedin' Thames and I reckon it ought to be an Englishman who jumps it, not a bleedin' American."

It transpires that his only fear is that he might not make it to the other side. "Not that I mind having a shunt—a few more won't make any difference. It's just that I can't swim."

I left him considering the possibility of the Royal National Lifeboat Institution as potential sponsors.

## Rude awakening

Consider if you will the plight of that dying species the British Racing Mechanic. Each year the club of the same name holds its annual dinner at the Leofric in Coventry and each year the proliferation of hearing aids and walking sticks among the members becomes greater. Many of the members go back to Brooklands days with their trips down memory lane and they talk not just of seeing the drivers' elbows when they drove, but of

their ears as well.

Among the guests were mechanics from the Tyrrell and McLaren teams there to receive major awards. Chairman Ray Woods of Lucas, is keen to add new blood to his ranks, and chats up professional mechs offering them membership.

But his footsteps are dogged by the tired and over-emotional Harry Mundy, club stalwart and former typewriter mechanic. Mundy, whose rudeness has for years been an international byword, makes it quite clear to any mechanic under the age of 102 that his presence in the club would not be desirable.

A great shame, opined one of the F1 mechs, seems like a good enough club. "But if I need someone to be rude to me I'll go to Nurburgring where they do it with style and class."

## Creditable title

Thank you for the small mountain, well it was a hillock actually, of postcards bearing titles for the Group. There were also several submissions for additional players. Mr R. C. Kay of Pontypridd fancied Lou Stanley on the Oompah, J. Wallace of Devizes fancied Graham Hill doing Old Time Dances and a Mr G. Gordon wrote to say that he fancied Davina Galica.

Of the few printable suggestions for titles submitted, Stuart Turner offered us the **Belgrave Squares** and there were all sorts of variations on **London Foulharmonic and Sum-Phony Orchestra**. Les Leston showed his age by submitting **Double Knocker Rockers**. Hands up who remembers what double knockers are. (No, sit down Booby). Andrew Ellis came in with **Edgar Jessop's Quillpushers and Skidlid Dixie Jazz Band**.

## Bubbly boy

But the bottle of Bubbly prize goes to drummer Hamish Cardno, about whom I was so rude, who gives us **Les Leston and the Credit Notes**.

## Quite a tonic

Keith Duckworth and Mike Doodson are in the process of devising a variation of Group One saloon car racing. Duckworth, a man of scythe-like decisions, believes any car that retires from a Group One race with mechanical problems should be disqualified from the championship.

Any car that can't last a ten lap squirt around Brands doesn't deserve to be allowed back on the track is his theory. Write in the mechanical retirement rule and see the racing get closer and more exciting.

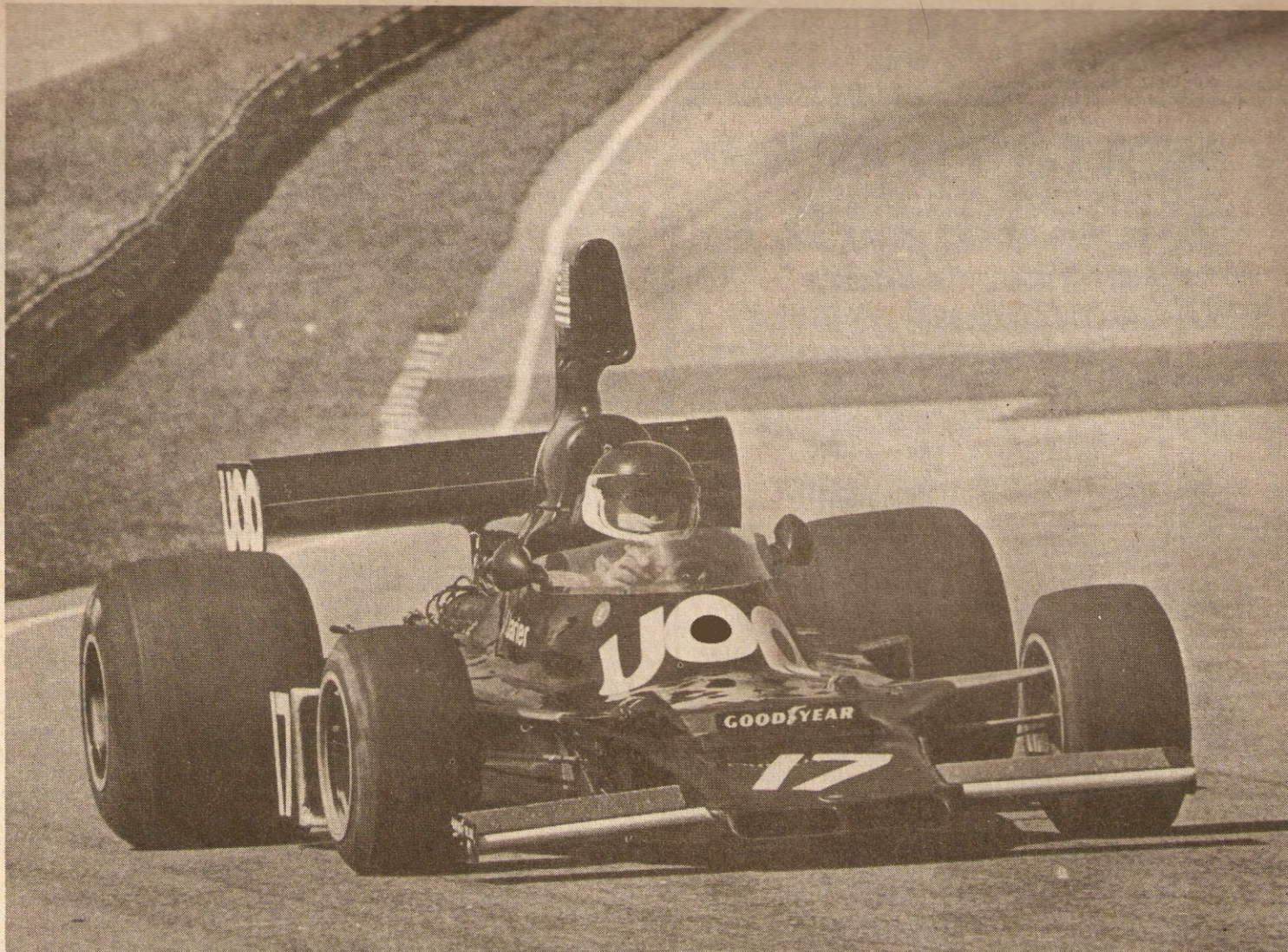
Doodson's contribution at this point was that it would certainly make it a whole lot more interesting for spectators. Imagine the works driver thundering along and suddenly he feels his engine beginning to seize. He has two choices. He can turn sharp right into the Armco and insist that it was pure driver error or make himself into a tee junction with his nearest rival. Imagine how it would bring the spectators flocking. I asked a leading RAC official what he thought of the idea. "I'll have a large gin and tonic, please," he said.

## Quotes of the week

**John Watson**, on why he'd like to win a Grand Prix: "It would be nice to be the first Irishman in eight years to make headlines without being on hunger strike or blowing someone up."

**Phil Kerr** on Clermont Ferrand: "You've got to be Sir Edmund Hillary to get in there."





The UOP Shadow with Jarier driving is self evidently the most important machine of the beginning of the year.

## GP's 1975 Giant Puzzle

PETE LYONS reviews Formula One's early trends

I imagine many of us learned our first French by deciphering what the initials "GP" stand for. But as they packed themselves aboard the charter flight home to Europe, I'll bet many F1 people were thinking more in terms of "Giant Puzzle."

Once airborne, there must have been little clusters of heads nodding together in deep conversation all down the aisle, while other heads, bearing some of the most famous faces in motor sport, must have been leaning back with eyes closed and lips pursed. For if anything was really learned about Grand Prix racing during the first two rounds of the new year, it was surely that nobody really knows as much about it as he thought!

They were a couple of pretty darn good races, that swing through Argentina and Brazil, and in the end Emerson Fittipaldi (McLaren) and Carlos Pace (Brabham) won for reasons that were clear cut and easy to follow and soundly based. But consider, as even their two successful team managers must have done, what all went wrong.

The tyre situation, which ought to have been stabilised now, was in the end as much of a mystery as ever. Certain chassis, which had been exhaustively tested and developed over the winter failed to perform as anticipated, while others, which had perhaps not enjoyed such lavish attention, acquitted themselves well. Certain chassis with obvious technical superiority, the sort that are always being featured in magazine articles, were blown off by others with design features that seemed almost antiquated by comparison. And it wasn't as if something "in the air" had cut potential ultimate performance, for despite increased restriction both technical (tyres) and financial both of the autodromes at Buenos Aires and at Sao Paulo were left with new outright qualifying records.

Certainly the revelation of the new year was the speed of Jean-Pierre Jarier in the

new UOP Shadow DN5. The young Frenchman, who only a year ago was celebrating his F2 championship, was quickest at both meetings by margins that in the tightly competitive F1 world were simply stunning. Nowadays, almost everywhere, pole positions are decided by tenths, if not hundredths, of seconds. Those places elsewhere on the grids in South America were indeed resolved by such tiny amounts of time, but Jarier won his two poles by margins big enough (0.43 s and 0.80 s) to cover, on each grid, the next four positions behind him!

Yet who, looking at the car, could predict such speed? Fundamentally, designer Tony Southgate has not departed very much from the line of thought that produced his earlier DN1 and DN3—neither of which, despite occasional encouraging track performances, ever cut much of a swath through the principles espoused by rival designers. Yet this time around he's obviously got it all perfectly refined, and it's setting new standards.

In looking at the car, again, ones does not see the same nervous attention to fine detail as at certain other pits: when it rolls out on race morning, the bodywork, itself not of the neatest workmanship, still is smeared

with finger marks and insect streaks. Yet for every practice session the Shadow crewmen have it pushed out first, up at the very head of the queue, showing their adamant determination to get done those parts of the job which really count.

Neither of the so-heartbreaking retirements so far can really be laid at the door of faulty preparation. In Argentina, a crownwheel which had been fitted brand new the night before, for reliability, proved to be of a steel of inferior quality. Somehow it slipped through the Hewland quality control that the material was to "EN24" rather than "EN36" specification, and almost every tooth on the gear "snapped off like carrots." In Brazil, even during practice there had been some discussion that the locally-supplied fuel—which regardless of fuel sponsorship was being used by every team for practical reasons—was deficient in "lubricity." At three-quarters race distance the shuttle inside the Lucas metering unit seized.

The UOP Shadow with Jarier driving is self-evidently the most important machine of the beginning of the year. It works so well within the tight F1 regulations that every other man on every other team came and took long looks at it. Some of them thought they could see, not secrets, but reasons, and doubtless in South Africa there will be cars which show individual variations of some of these discoveries. But it won't be a revelation that sweeps through F1, and it won't be anything that will be seen in elaborate drawings in magazines. The Shadow, in its currently successful form, is simply too simple for that.

Southgate himself, suddenly the centre of attention of inquiring rivals, doesn't appear to think he has come up with an overnight breakthrough. Like everyone else in motor racing he has found things out that he wants to protect because they were found out the



hard way, but his main line of thought, he says, is that nowadays success in F1 is a matter of painstaking refinement of a basic concept.

"We're all getting down to the 'nitty-gritty' now. It's a question of getting your weight distribution spot-on, and improving the behaviour of your suspension a little, and getting your cooling to work that bit more efficiently, and reducing your weight right down to the limit."

He says that the DN5 is so close to the 575 kilogram limit that "if we took out the gearbox spacer we'd be on the limit." Well, he did take out that spacer for the Interlagos event. Obviously it had nothing to do with weight, but with weight distribution: shortening the wheelbase in that way puts a greater proportion of the overall weight on the back wheels. Jarier later remarked that he thought shortening the wheelbase for a circuit with fast, bumpy corners was certainly the wrong thing to do—but to his surprise it worked.

One is free to theorise that the improvement may have had something to do with the fact that the Interlagos corners are generally long. Drivers say that in such "endless" curves once a car starts to understeer there's nothing much you can do but twiddle your thumbs and wish it would stop. What you want, if you can't have perfectly neutral handling (and you can't, conditions change too much from corner to corner) is a chassis that oversteers, so you have at least some steering control and can choose your point to get the power on hard and early.

Now one of the puzzling things that happened in South America this time involved Goodyear supplying the same tyres to everybody (almost everybody) at both circuits. The compound used at Argentina was finally preferred by most drivers in Brazil. However, it had caused almost every car to oversteer strongly at Buenos Aires, and everybody concluded "the rears aren't as good as the fronts." Two weeks later almost every driver found himself in severe understeer difficulty. "The fronts aren't gripping at all." In some cases, the understeer was so strong that the most extreme feasible suspension and aerodynamic adjustments were inadequate to cure it. Carlos Pace's Martini Brabham was in such difficulty that he finally chose a tyre combination that gave him harder, and therefore less sticky, rubber at the back; his car came into better balance—indeed, late in the race it began to oversteer—and he was able to overtake his understeering team-mate (who had a different tyre combination) and put himself in position to win, ultimately, when the faster Shadow on its matched set of soft tyres dropped out.

The tyre ambivalence was one of the peculiarities that wrinkled brows all along the pit road—but had Tony Southgate foreseen it? He did spend a lot of last season experimenting with alternate wheelbase dimensions on his cars. So did McLaren, but there was a

difference. Ever since starting, says Southgate, Shadow hasn't been on the tyre company's short-list of favoured teams ("except during our very brief Revson era.") Most of the time his drivers have had to get along on a basic set of rubber while the wider choice of experimental compounds, and constructions, has circulated among a few men at the front of the grid. These were the ones who got, not only quick rubber, but varied rubber so that any annoying little inadequacies of their chassis could be masked by individual choices to suit each of the four corners of the car.

It may be turning out, now, that the sometimes painful struggle of the Shadow team in the lower echelon, coupled with intelligence and determination and resources to experiment with things like basic wheelbase alteration, is reaping its due reward in this new period of one basic set of tyres for everybody.

By looking at his car, and its lap times, in South Africa we'll probably learn more about Tony Southgate's use of wheelbase to set a car's primary handling characteristics.

The tyre situation was certainly the biggest puzzle of the South American experience. Goodyear—and bless them, for their loyal support of GP racing is as essential as is Fords—did bring a compound intended specifically for the track at Interlagos. Some people did prefer it, and it was perhaps a bit of a surprise to the Goodyear technicians that the softer Argentina compound proved suitable as race wear on some of the cars. What they could have done, perhaps, was step in and withdraw the soft stuff and force everybody to race on the one harder kind. That they didn't put this particular GP back to the situation of the past few years, when too many times it was the critical choice of tyres that spoiled some otherwise close races. Carlos Pace probably won't agree, but had everyone in the race been on the one kind of tyre it might have been a better race. Technically more fair, anyway.

After the South African round, Goodyear in fact intends to stage a series of tests to which everyone is invited—at their own expense—and at which everyone may settle on a certain construction and compound which seems to best suit his car for the given circuit at which the test is held. Then, explains racing manager Dennis Croback, the team will be held to that choice: a supply of that specific tyre will be made and given (or in many cases sold) to that team for that race and they may not ask for anything different as an afterthought. Thus obviously participation in these tests at individual GP circuits will be of vital importance. Any team without the financial ability to attend will have no real chance to do well on race day.

There was an experience in practice at Interlagos, however, that may well be repeated as this programme of testing goes forward this summer. Ken Tyrrell's two drivers found, on Friday, that they could lap approximately half a second quicker on the softer

"Argentina" tyres. On Saturday, however, the weather had grown so much warmer that Tyrrell wondered if perhaps the soft rubber might not be running too hot and perhaps the harder material might give better results in the conditions. Worth trying, anyway, and he sent his boys out to see about it. No, the harder stuff was still slower—but today it was two-and-a-half seconds slower!

Where, Ken Tyrrell wants to know, did the difference of two seconds come from in times recorded on two different days?

So, now. You're a designer, on that flight home to your European drawing board, your head back and your brow knitted in thought. What are you going to tell the men in the shop to start building, tomorrow morning?

Is there a basic problem with your car, say in its rear roll centre? Have you decided the front track is too wide? Do you feel maybe you've had the wrong radiator location all along? How about your observation over the past fortnight that a designer who five years ago shook motor sport with inboard brakes and torsion bar suspension and side radiators and extreme rearward weight bias is still running the same machine today—and it's hopelessly outclassed? How about the fact that another car, after a spate of brake failures, now wears its brakes outboard—and the drivers can't tell any difference? What do you do next when you see that one kind of body configuration can't really prove itself any better than another—cars with narrow noses were just as quick as cars with wide noses. What do you learn from the experience of a man famous for his dual talents as driver and development engineer, who exhaustively tested his new car scientifically on a skid pad as well as on two different road courses, who came to Argentina and found it was the worst handling car on the track, who went to Brazil and made carefully conceived alterations—and discovered he'd gone backwards?

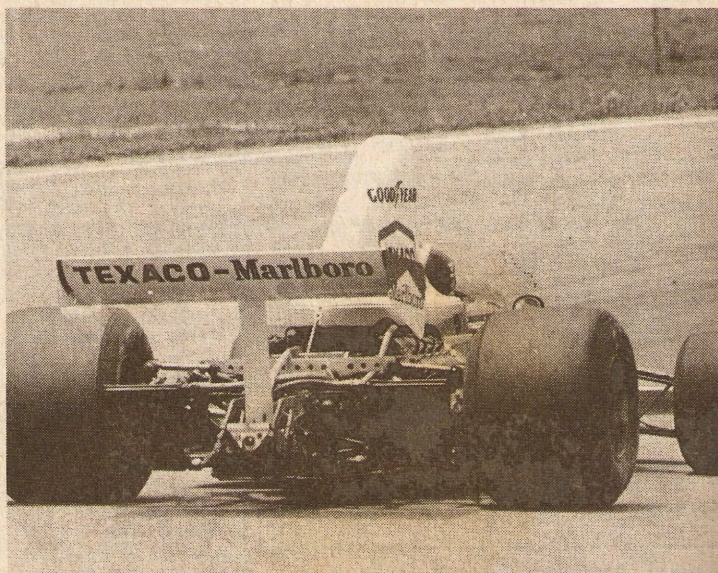
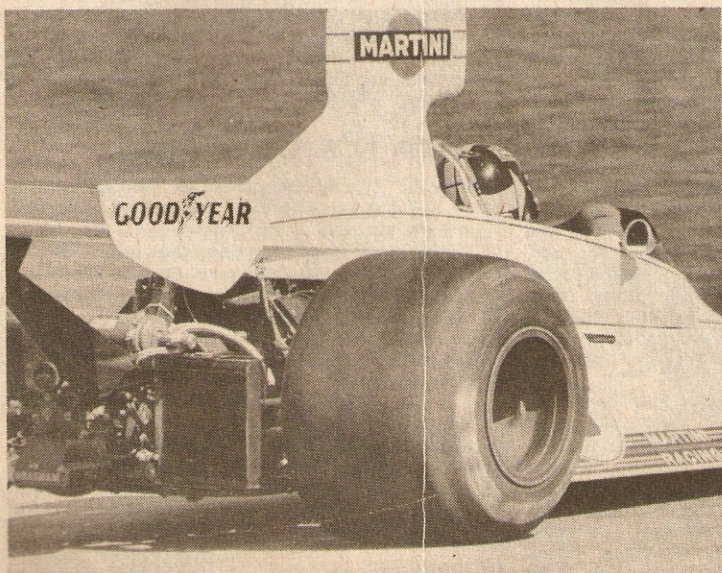
Are you going to come down to the shop floor with a whole new sheaf of plans? Or do you have a hunch that later in the season you'll have turned out to be right all along and it will be shown up by finally getting the tyres that properly suit your car? Yes? Can you afford to gamble that way?

What are you going to conclude about your design if your two drivers, who often enough put up similar lap times so you have confidence in their similar ability, report that your car behaves differently in their two different hands and that they want a quite different set-up even to the point of running different tyres?

And yet, amidst all the confusion and nebulousity, there has been progress made. You can see it in the relatively better times some cars have set in relation to their rivals this year over last. But how was it done? Would it work on your car? Are you entirely confident that the same idea applied to your design cannot set you back?

Have a pleasant flight.

Brabham's, especially Pace (left) experienced tyre problems, but McLaren (right) like Shadow, foresaw the difficulties.





## Give them the chop

I wholeheartedly agree with everything that John Bolster said in his F1 economy article in last week's AUTOSPORT, but really, if the powers that be said that they would start right away to introduce fuel economy into the sport as described by Mr Bolster, then this would take years to perfect and introduce on a satisfactory basis. So, while we wait, the sport must look to other means to justify its existence in the eyes of "Joe Public," whose weight of opinion carries more claim for attention than any motor sporting body. No, sadly it is to "Formulae" Economy to which we must look while awaiting the fuel economy.

I suggest that the following is the only way to save our sport from future oblivion.

### INTERNATIONAL

KEEP: F1, F5000, F3

DROP: F2, Non Championship F1. COMBINE: World Championship for Makes; European cars up to 2-litres; The ETC; The EGT Championship.

### NATIONAL

DROP: FF2000, Atlantic, FVee, F4, F1300, Monoposto and Prod-Sports (possible inclusion in saloon category).

COMBINE: All Formula Ford Championships (5 in 1975), make it a multi engine formula. Súper Saloon, Special Saloons, Group 1½ and Production Saloons. Clubmen's Formula Championships (4 in 1975).

BEGIN: A national formula "enthusiast," a sort of Libre Championship for the lower echelon of entrants/drivers who cannot afford the high cost of present day racing.

You may well feel that these are drastic steps but really we are sticking our necks out with so much racing of different types going on.

Really, what is the point of Super Ford for instance, to my way of thinking all we will have is the spectacle of more expensive and bigger shunts, I have never understood the need for Atlantic and as for the proposed Classic Saloon Car Championship, well. . . .

The sport's last efforts in fuel economy—reduction in race laps—was pointless in as much as there were just as many races, and it costs just as much for the organisers to stage, and the team to enter a 12-lap race as an 8-lap one, the savings must have been very minimal, almost non-existent.

We can only maintain credibility in the eyes of others by cutting down, or out, and combining the superfluous in our sport, I love motor sport as much as the next man, but I would rather have less than none at all. MIDHURST, SUSSEX. R. H. MYERS.

## F5000 continued

Your recent review of Formula 5000 was far from complete; I am referring to the coverage of the European section. All the drivers who had competitive machinery backed up by sponsorship appeared in your report, but there was no mention of the lesser known names in the formula.

Patrick Sumner, the ex-Kitchener Formula Atlantic driver who campaigned a Trojan T101 had a good season with several placings, his best being sixth at Zolder in May. Nick Wattiez competed in a Lola T330 turning up for eleven rounds of the Rothmans Championship and gained sixth at the Brands meeting in March. The ex-Mini driver was more successful winning Libre races in between F5000 rounds.

Brian Robinson ran the ex-F1 McLaren M19C competing in eleven races while Allan Kayes continued with the ex-Bill Wood McLaren M14A which was entered by Ian Ward. John Stevens, the MRS racing instructor, appeared twice in the Ronnie Scott backed McLaren M18. Frenchman Rene Arnoux had a brief ride in the Tony Kitchener prepared, ShellSport McLaren M19.

Dutch Formula Ford driver, Leen Verhoven drove a Chevron B24 while Roelof Wunderink ran another Chevron scoring a sixth place in the first heat at Mondello Park in August and then had an accident in the second heat. Irishman, Damien Magee competed in the ex-Tony Dean B24.

Trevor Twaites appeared in a Lola T330 in nine rounds and Clive Santo also ran a car of the same model. Clive Baker had handling problems with his March 73A while FF graduate, Collin Andrews made three appearances with a Surtees TS9B. Steve Thompson drove the Ian Ward Trojan T101 in two rounds. Tom Walkinshaw drove the new Modus-Ford V6 and Bill Wood went to Mallory Park in July with his Trojan T101 and to Brands for the final round. Scot Jock Russell had one race with a McRae which was later purchased by Chris Feathenstone and re-bodied and finished tenth, rounding off the well supported Championship.

BROMLEY, KENT. R. T. J. EVANS.

## Pie in the sky?

I feel compelled to reply to certain remarks and statements made by John Bolster in his article on F1 economy, in which in my view, he overlooked some important points when decrying the state of F1 today.

The path F1 is to take in the future, depends upon what purpose F1 is alleged to serve. Is it a technical exercise and proving ground or a spectator sport? For years, the arguments have raged, in an effort to define the purpose of Formula One racing. I personally believe it is primarily a spectator sport with the lessons learnt serving as a bonus to the manufacturers. The problem of identity is one which will last for years to come, the solution of which rests with those who make the rules.

Because the rate of technical progress is comparatively slow, the present F1 cars are so evenly matched and hence provide first class spectator sport. Of course, some might claim that it does not, but the attendance figures speak for themselves. When there are a lot of technical innovations, the cars become unequally matched and the racing suffers as a result. John Bolster says that Grand Prix cars and the running of them has now become to use his words, "absurdly expensive". Does he not think that advanced new designs would be even more expensive and would also become outdated very quickly and demand even more revenue to replace? He likens the spur of competition to war, and we all know how horrendously expensive that is. I disagree with his statement that the 1½ litre limit on turbo or supercharged engines rules out turbocharged engines, for Porsche have already shown just what can be produced by such methods. And that is after several years of development of normally aspirated engines. The years of development that have gone into reciprocating engines are so often ignored when discussing the relative merits of alternative engines, rotary etc. The progress made with reciprocating engines must surely make such engines the only viable proposition for any formula one might devise, unless one effectively rules them out. I cannot see how any formula will induce the manufacturers to consider building anything other than reciprocating engines, as their knowledge of the possible alternatives will deter them from risking large amounts of money on unproven designs.

I do agree, however, that a fuel consumption formula as suggested does hold great attraction but cannot help feeling that it will eventually lead to a situation similar to that at present, but only after enduring a long, expensive and hazardous gestation period. The sort of problems that the sport can do without, uncertainty of which engine to use for example will prevent many from

participating in such a risky formula. It has been suggested that the large manufacturers would be interested in a formula that would improve their public image, but I believe they have long since been scared off and it will take more than an emergency formula to bring them back.

Motor racing should be wary of pie in the sky formulae that could kill it off for good.

LOUGHBOROUGH, LEICS. ERIC DOWNER.

## Historic relief

Why is it that your correspondents always have to knock someone when writing on Vintage or Historic racing? If they don't like the Bentley Napier, the BRM or the Listers they don't have to watch them, but it seems to me that if they had their way, the numbers of cars in these races would be cut by about half. Could someone tell Ian Titchmarsh, since he doesn't seem to know, that the "purpose behind" all forms of racing is that someone should win? As for his implication that people have been madly building Lister-Jaguars just to win JCB races, this is too silly for words. Actually, I expect there were a lot hidden away in hayfields in their heyday.

On another subject, I'm sure the porn industry can supply anything in that line that your readers might want. Is it therefore really necessary to fill AUTOSPORT with pictures of people relieving themselves?

ENGFIELD GREEN, SURREY T. BRETTELL.

## Modsport moan

We have read over the past few weeks a lot of controversy for and against the mod sport classes for racing. Well how about for Hill-climbing?

For some years now the classes run by the RAC for mod sports on the hills has been up to and over 1300 cc.

Now, out of the blue, without any notification to the competitors concerned, the RAC has changed the limit to 1600 cc.

It is surely, normal practice to give a year's notice of any such change and in any case, only common decency.

What with increased cost of entry fees (eg up to £6.50 at Prescott), petrol costs, the new ruling as regards FIA roll bars, and crash helmets and now this on top, a lot of clubmen are just going to pack it all in.

Or is this all a cunning plot by the RAC to stamp out cheap motor sport? CHELTENHAM, GLOS. RUSS WARD.

## Matra sports?

With all the talk of a Matra-Shadow Formula 1 car, how about the Shadow outfit fitting a Matra engine into the back of their CanAm chassis and entering it in the sports Prototypes Championship. The prospect of such a car in the series would certainly brighten up this neglected class of racing. LONDON, SW16. N. A. DINGLEY.

## Mrs D's Davrians

If your correspondent T. G. Southam (Feb 13 edition) cares to visit this area he will see at least six road going Davrians.

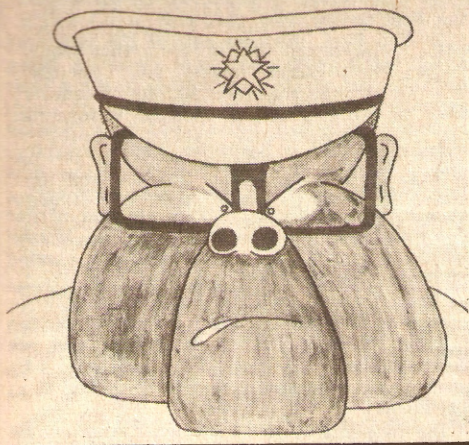
My own has been on the road for 3½ years! It does in fact take me on occasions to Stafford so if he keeps a look out he may even see it flashing over Spaghetti Junction! To help him with his recognition it is a beautiful Emerald green and runs very smoothly!

It was built for me by my son who is also the proud possessor of a similar model which he rallies here and abroad.

I was delighted to hear of the success of the Davrian in the modsports races which only goes to show what a truly versatile little number it is.

JANET DUFFEE (Mrs). CHALFONT ST GILES, BUCKS.





## DE GENERAL alias PETER EVANS

How cum ole Ortosport manage to get him back, I heerin' you askin', in between orl de shreeks o' delite an' prayers o' tanksgivin' heraldin' de reahpearance o' Kampalahs ansah to Pete Tigers. De ansah simplee dis—I is strollin' round de Raycin' Car Show heavily disguised to avoyd orl de ortograf huntahs an' orl sides I is heerin' de pitiful wails o' discontent an' de cries o' "Where am he gone now dat we reely needin' him?" an' "He too much o' de gentelman to leeve us to de mercies o' ole Titbog" an' so on an' so on. I don't mind admittin' dat de plite o' de faithful reedahs am reely tutchin', so castin' aside de heavy program o' inter-nashunal politiks, an' posponin' de planned attempt at climin' Everest in de Kincaft Trials Car, I realisin' dat de immedijit need am for a bit o' de bitin' wit, de amazin' wisdom, an' de penetratin' insite into de racin' world.

## Foreign parts

Natcherly, you orl heard 'bout de disgustin' bizniz where I havin' to boot out de ole Foreign Sekkertry wot gettin' shipped a quick one in de lav at Orly Airport. Well, dat kiine o' ting not jus' confined to de Frog Bog, it happenin' a lot nearer home too! Ole Lanfranchi makin' a quick tour of de Brands Khazi las' weeken', when he heerin' de gigglin' and gruntin' goin' on behine de door, an' de nex' minit out springin' ole Webby hisself wid de notty pinstripes round de ankles, an' ski-marks orl ovah de Nomex Y-fronts. Leavin' out orl de pussahnal details, ole Webby endin' up forkin' out de lolly fo' a new mink fo' de wife an' dashin' off to announce de discovahry o' de latest Flyin' Female, Divine Garlicky! I 'preciatin' de ned fo' de moo pussahnalities in racin' but where am it orl goin' to end? Next minit, sumwun goin' to be stumblin' on ole Easy Gibbon grabbin' a quick gobble behine de Belgrave Square Filin' cabinets.

Still, 1975 am bound to be de year o' de Lady Drivahs, an' I heerin' dat Women's Lib orlreddy insistin' on de names bein' changed to reflect de noo equality in motah-racin'. De cockpit now bein' corled de crutch-pit, an' de ball-bearin's now be fanny-bearin's, and de tool-box now de snatch-box an' so on. Wot ole Fred Matthews goin' to say when he see de Exhorst Ladyfold am ennywuns guess.

## Colditz

Orl de pubberlicity obveeusly doin' sum good, as I orlso heerin' dat de BBC am intendin' to film de entire Gran Prix series dis seeson, featurin' Tem Lotus. Wot ole Chap-

man not realisin' howevah, is dat de series to be corled "team Colditz" an' each o' de sixteen episodes highlilitin' an attempt by ole Ronnie to escape into de shadows! Obveeusly he fed up bein' delivered to each nayce by de speshul Securicor Transportah! De Teem Manager, ole Peter Warrder, lookin' so wurried lately, I contemplatin' lendin' him a couple o' Divishuns o' de Kampalah Tank Corps jus' to keep ole Ronnie from wanderin' off.

## Nationalised organs

But de rely staggerin' noos dis week am de discovahry dat Sidney Miller o' Sudden Orgasms am rely Wedgefoot-Bent in disguise. Too late de orful troof strikes home! Havin' orlreddy comahed fitee-wun per cent o' orl de champenships, enny day now ole Miller goin' to announce de Nashulizayshun o' Motah-racin'. Dis meanin' de end o' privit granstan's fo de B.U.P.A. membahs, strikes by orl de drivahs, fo an extra twenty champeenship points a week, a work-to-rule by de marshals fo' shortah workin' hours an' lite-wate flags, an' de spektators orl on Nashunal Assistance to afford de noo admisshun charges! Still, insted o' de usual borin' commentry, dey gettin' four hours o' Reg Dixon ovah de loudspeekahs so who are dey to grumble? Still, I suppose we orl lucky dat Durex pullin' out of de Sponsahship, uddenwise de start-line knee-deep in used Freddie's, an' corzin orful wheelspin when de ole flag droppin'.

## Guest list

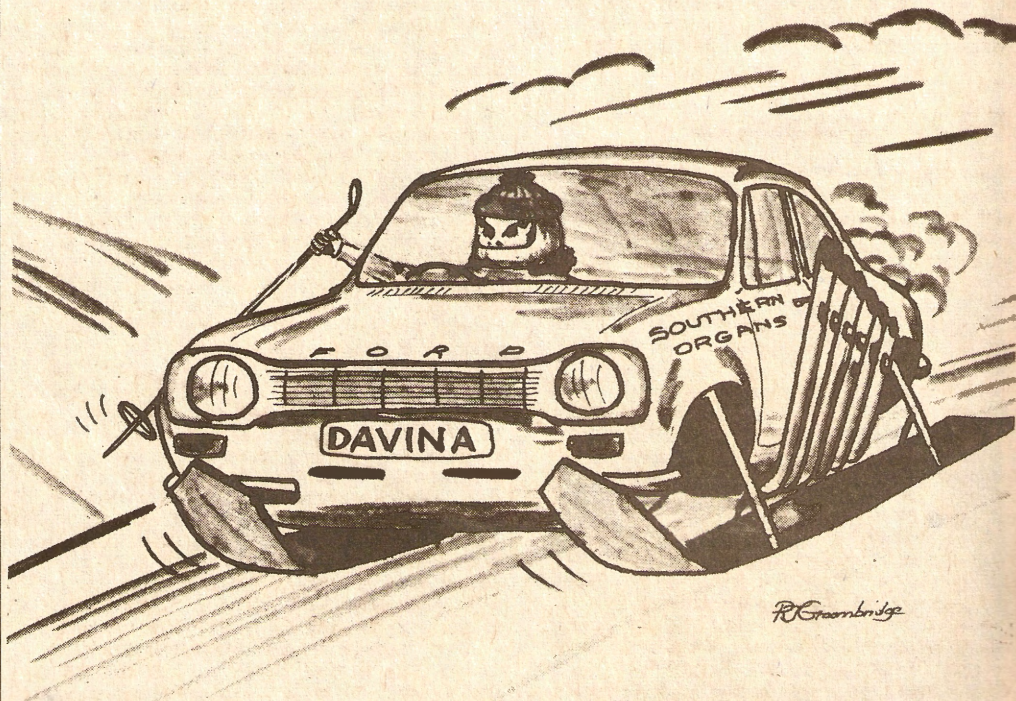
Lloyds o' corse, am still in fo' nex' seeson, an' givin' de celebrayshun Dinnah las' week to announce orl de noo policees fo' nex' year. John Curtees insurin' agaynst finishin' de Gran Prix, as he don't want de Drivah havin' a hart attak from surprize half-way throo de seeson! Big Loo insurin' agaynst de Vee-12 evah producun' ovah 300 BHP, as de trusty brake at Bourne obveeusly be blowin' up undah de strayne o' sutch unexpected powah! Lord Hesketh outdoin' evrywun as usual, an' insurin' agaynst Mrs. Harvey Postlethwaite havin' triplets, as it takin' de Doctah P. four months to rite out de ole registrayshun certifi-cayte an' losin' valoooble development time! De Dinnah am a glitterin' success, an orl de

top names out in force. Edward Guy (de well-nown Hill-climah) turmin' up in de beautiful velvet law-suit. De trousah ceases none too sharp but den o' course, it still need pressin' agaynst ole Hill. De reel trubble o' course bein' dat Guy not providin' de fire-works witch am part o' de original deel! Gerry de Marshall orlso lookin' de part in de very natty jacket with de twin rear Ventorahs, an' spendin' de entire evenin' sideway as usual, proppin' up de bar. De man reely earnin' de adimayshun, fo' de speed at witch de ole Gin & Toniks dissahpeerin' am simplee staggerin'! An' he reely tryin' hard wid de ole guests, an' wearin' a monocle an sayin' "By Jove" an' "Jolly Blyedin' Good" an' "Wot a spiffin' chap ole Whitin' reely am," an' genrally impressin' orl de City Brass who clubbin' together an raisin' six hundred pounds fo' de sixtee yards o' Nomex fo' makin' a noo suit fo' Gerry fo' nex' seeson. No need wurryin' bout where de spirit o' motah raycin' gone—ole Gerry 100 per cent proof spirit, orl on his own. He even considerin' goin' Drag raycin, jus' to show orl Foleys relatifs wot ritin' in how wrong dey were, but he keep gettin' de gear-lever cort in de suspendahs, an' de Nomex-bras in short supply, an' de fals eyelashes gettin' knocked off evrytime he lowerin' de visor, so he finally decidin' to leave Santa Pod to de ole transvestites an' concentrate on de cirkit raycin' were at least he keepin' de ole trousahs on!

De fact dat dis collum becumin' a reg'lar feature bin reely upsetting ole Nick Brittle, who so jellus o' de inimitibbul stile dat I heerin' he sendin' out a teem o' macheen gun artists to wayday de Mastah at de nex' pubberlick processhun. Orl I sayin' to dat, if'n dey 'bout as accurit as ole Brittles collum, dey probably be hittin' de rong car!

Obveeusly ole Loony Phillips needin' a stern lekture 'bout keepin' de minah staff in de riteful place. De same ole probberlems orlways arisin' when a jeenyuns takin' ovah, but a few well-placed remindahs from de ole Webberley .45 into de Edydtorial Room soon earnin' de propah respect.

Well, I mus' be signin' off, as ole Jarriah doo round fo de drivin' lesson, an' de boy bin cummin' along well since I takin' him undah de pussahnal wing! Everso Biggi-ballis mite be grabbin' de early leed in de Champeenship, but witch ole Jumpah gettin' de expert instrukshun it not long now!





# 1974 season off track review

## DRAG

After the gloomy predictions at the beginning of 1974, most motor sports enjoyed a good year, and generally speaking Drag Racing could be included in this category, but whereas economic factors did little real harm, the weather stepped in to take its place with a higher proportion of rained-out or spoiled events than ever before—of the eight NDRC events only three had weather that could be described as reasonable throughout the duration of the meeting, so that from the promoters point of view it was not a good year.

Santa Pod was also hit by bad weather on many occasions, but with more meetings overall, they presumably fared better.

But to the racing, and without doubt 1974 was the year of the funny cars. 1973 saw a new dimension to the sport in the UK with the arrival of the two American cars, but with the addition of Dennis Priddle's STP Avenger and Ed Shaver's Vauxhall, and later the Scimitar of Roland Pratt, the crowds got some really first class action. Only Priddle's car was capable of providing a serious challenge to the two bigger American cars, which both had giant 480 cubic inch plus, late model hemis, the one in the Allan Herridge driven "Stardust," propelling the car to a 6.8 s run and 210 mph terminal speed. Owen Hayward improved steadily throughout the year to get his Houndog 7 down to seven flat at 202 mph, and if he never sits in the car again, he will always be remembered for surviving the biggest wheelstand of all time at Santa Pod when he stood the car on its rear when racing Dennis Priddle. The clutch had given out on the run before and the team

had replaced it hurriedly with one from their dragster, and being set up for the longer wheelbase car, the excessive low-end bite just lifted the car up and up.

Priddle's smaller car, though somewhat lighter, had an iron 392 fitted, but even so he got down to 7.11 s at 198 mph and could certainly have dipped into the sixes with more finance.

At the last meeting he had the lighter and stronger Donovan fitted, which may be a pointer to this year and an all-out attempt to win on horsepower and not reaction time. Ed Shaver's performance in the Castrol backed Vauxhall suffered all year from erratic handling, and even a new chassis for the rear engine device did little to improve the situation after Clive Skilton had rolled the first car while testing it. But it did eventually get down to low 8 s, beating Dave Stone's altered at Snetterton when he was hampered by the dip in the track. Roland Pratt in the Revel Scimitar made only a couple of appearances, but the nicely turned out car looked very good, and should turn in some good times in the new Pro Comp class if the team elect to run in it. The Swedish visitors to Silverstone also included two funny cars, with Leif Dabach's Volvo Chev again proving the best with a 7.9 s 189 mph run.

Of the big altered, it was again Dave Stone's year, the 427 Chev powered "T" hitting some incredible speeds at Silverstone, ending up with a best of 198 mph in 7.7 s. Phil Elson and Mike Hall took some time getting into the eights with their hemi powered cars, but both eventually made it, although neither could really get to grips with Stone's Chevrolet.

This was joined at the end of the season by Keith Harvie's imported methanol burning Chev altered, capable of running 7.0 s in

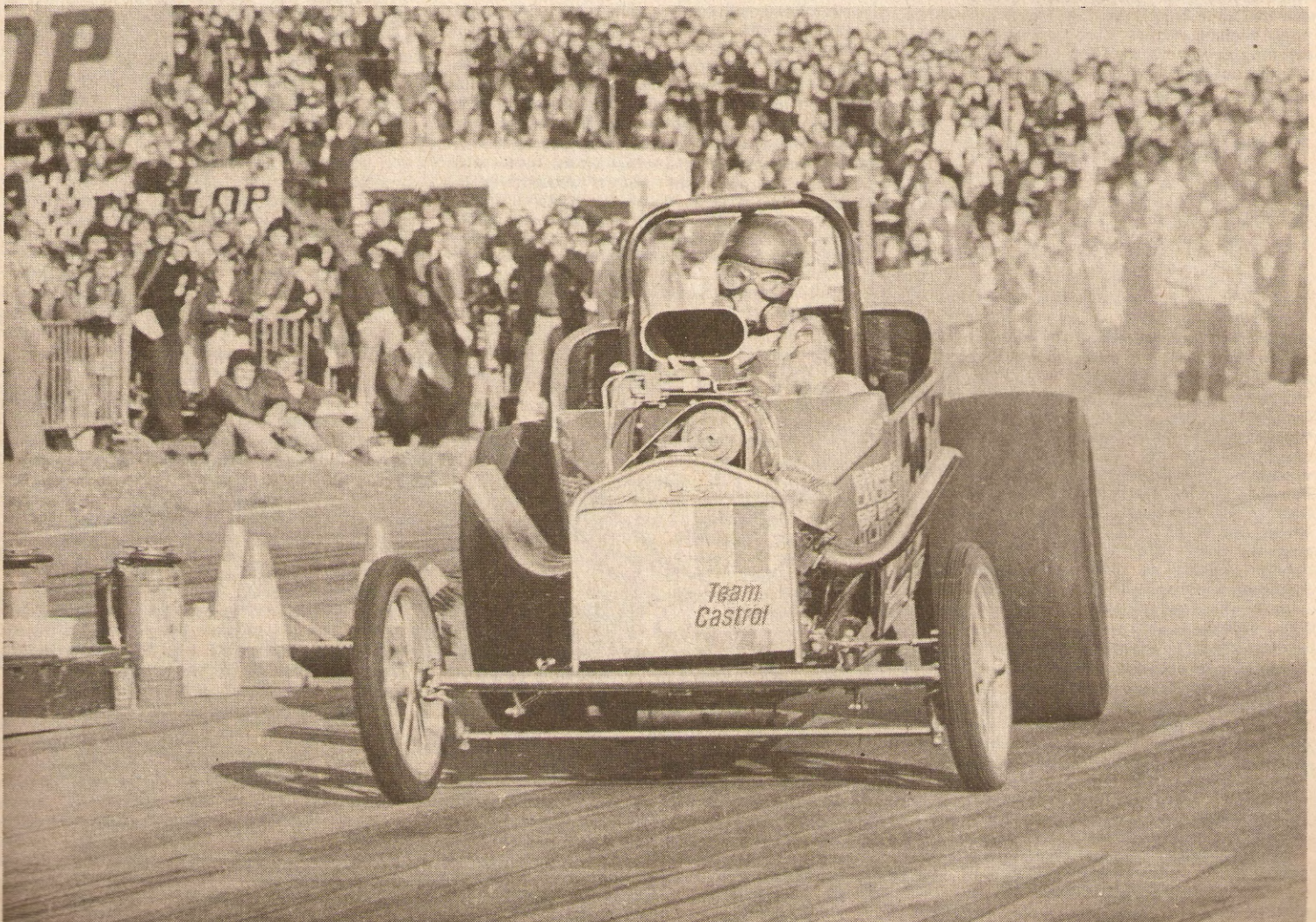
America, but gearbox troubles kept the car from performing as expected, an 8.7 s being the best so far.

In Top Fuel, the first half of the year was a bit bleak, with the usual twosome being unchallenged at the top, neither pushing their expensive machines too hard, but by mid-season things had hotted up, with Skilton running a 6.50 s at Santa Pod before crashing, and Priddle replying a couple of meetings later with a string of mid sixies terminating in a 6.49 s, also at the 'Pod. He had earlier destroyed his Donovan engine at Blackbushe and was grateful to his sponsors for coming up with the finance for a new one, almost as soon as one could be flown in. Roz Prior moved to Top Fuel at mid season by buying the old "Mister Six" from Priddle and got down to some very respectable low sevens by season's end, managing a run of 208 mph at Snetterton.

But the big news came with the arrival of two new rear engine machines, one built here by Nobby Hills for Mike Hutcherson to drive, the other imported by Pete Crane and Ray Edmundson, and both powered by Ed Pink motors. Both were in the sixes almost immediately, but the terrible weather over the last few meetings stopped either from improving substantially, but they had got better at every event, with Crane's lighter car certain to get right down with the front runners this season, and Hutcherson's perhaps a tenth slower.

In Top Dragster it was Gerry Andrews, also of the Stone's team who had it all his own way after Roz Prior moved up to Top Fuel. Before this she had run many races with him with her 454 Chev dragster, hitting an 8.3 s to his 8.1 s best, but winning several with some pretty sensational starts. Through the mid season, Andrews was virtually unchal-

Dave Stone's Tee Rat gets a little out of line exiting the bleach box at Snetterton.





lenged, only Ray Hoare's fast but smaller 5-litre car getting close. Then the D. B. Motors rear engined 427 rail showed up and ran some very strong 170 mph runs before the motor came apart at the penultimate meeting. Driver Kevin Burrows should be another to watch in Pro Comp this year with the rebuilt car.

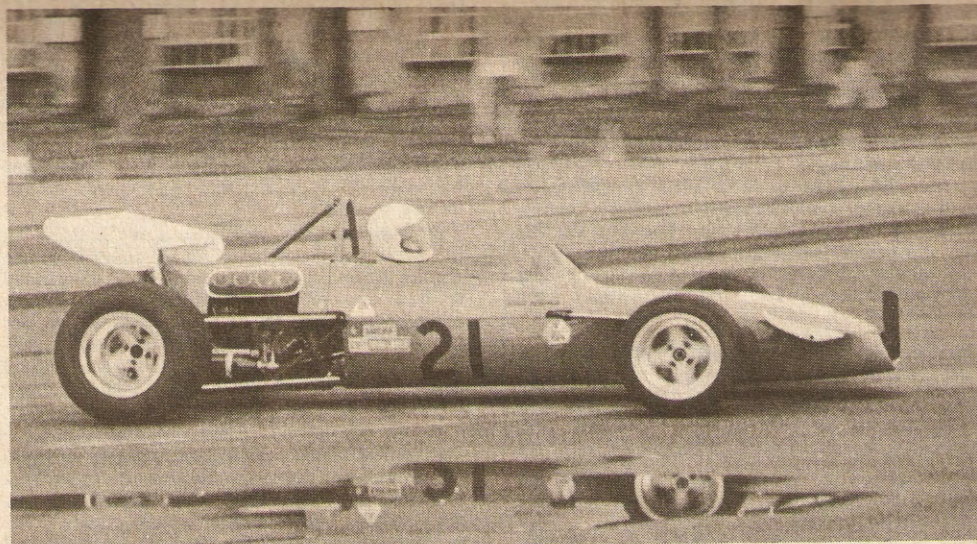
Outstanding in Senior Competition again were the Page brothers with their "Panic" Fiat Chev. This was soon the car to beat after some early traction problems, but just when it looked as if they were back on form, the car was written off when Dave Page rolled it after crossing a damp patch at Santa Pod. They set to work feverishly to build a new car, and within a few weeks unveiled a longer and lower car with a "T" body which ended up by recording a sensational 9.4 s at 154 mph. In their absence, Dick Sharpe had stepped into the number one spot with the Dorset Horn A35 Pontiac, but his 10.6 s times could not cope with the Chevy when it returned to the strips.

The street classes, after their excellent showing in 1973, were a disappointment, with only a handful of entries in the Super Street and Top Street classes. Pro Stock was dominated by the two Heavy Mopars of Yorke and Mullen. Both showed how far the class had developed in the US by running clockwork-like mid nines, but after an early showing by Kevin Pilling which ended when his motor blew, only Gary Goggin stayed to try and beat them with his Camaro. This he did once or twice through sheer driving ability, but the writing was on the wall, and his season ended as Pilling's had begun with a blown engine.

The regular appearance of one or two of the Heavies soon showed that however fast a car may be, it needs effective opposition to make it interesting, and so Pro Stock '74 was a shadow of Pro Stock '73.

In Super Street Dave Rose started off well with several wins with his 440 'Cuda, but eventually Dennis Stone and Mus'apha Erol overtook him in Escort/Chev and Camaro respectively, Erol getting down to 10.6 s with the ex-Crane car. Dave Lee Travis also drove the Precision Tapes Escort when he could, winning at Silverstone. Top Street was largely fought out between the Mustangs of Ledster and Fryer, whose street driven car continued to perform well in the mid 13 second range.

Of more than passing interest to the followers of the sport was the visit by T. C. Christensen, who brought over his twin engined Norton and ran regular 8.9 s runs on what were to him, rather indifferent tracks, showing that drag racing is not limited to cars when it comes to low ets.



David Render had a brace of Brabhams to use in 1974, and often worried the V8s.

## SPRINT

In the past, the RAC Sprint Championship has been described, perhaps somewhat harshly, as a non-event but certainly no such criticism can be levelled at the 1974 championship which turned out to be the best in the history of the series. Last year saw a much needed influx of both new cars and drivers into the championship and such was the pace that the eventual champion was not decided until the very last round of the series at the Weston Speed Trials in October.

After a close battle throughout the season, it was eventually Midlander Bob Rose who emerged at the top of the points table. Bob, who has been a seasoned sprinter for many seasons, fielded the ex-Roy Lane McLaren Chevrolet-M14D which he acquired at the end of 1973, and having missed the first round at Yeovilton, he soon showed that he would be a hard man to beat and emphasised his title of King of Curborough by winning round two at the Midland venue. He then carried on by taking third place at South Cerney and second at Bassingbourne and followed this up with a win at the second Curborough to head the championship table. Consistency seemed his key word for he was seldom out of the first three taking third at Duxford and second at Cadwell but the penultimate round at Yeovilton, which could have seen him as the confirmed champion,

produced only a lowly sixth place due to an injured knee but his third spot at the final Weston round was enough to give him the championship after a fine and consistent season.

1974 saw a new face in the championship, production trials exponent Dave Harris who acquired the ex-Chris Oates M14D suspended McLaren-Chevrolet M10B. He so nearly took the championship at his first attempt for he opened the season well with a win and course record at Yeovilton and also took victory at South Cerney and Cadwell Park with seconds at the second Yeovilton and Weston. But unfortunately he missed two meetings due to motor troubles and was off form at Duxford due to illness and could not quite close the gap to Rose despite a massive effort.

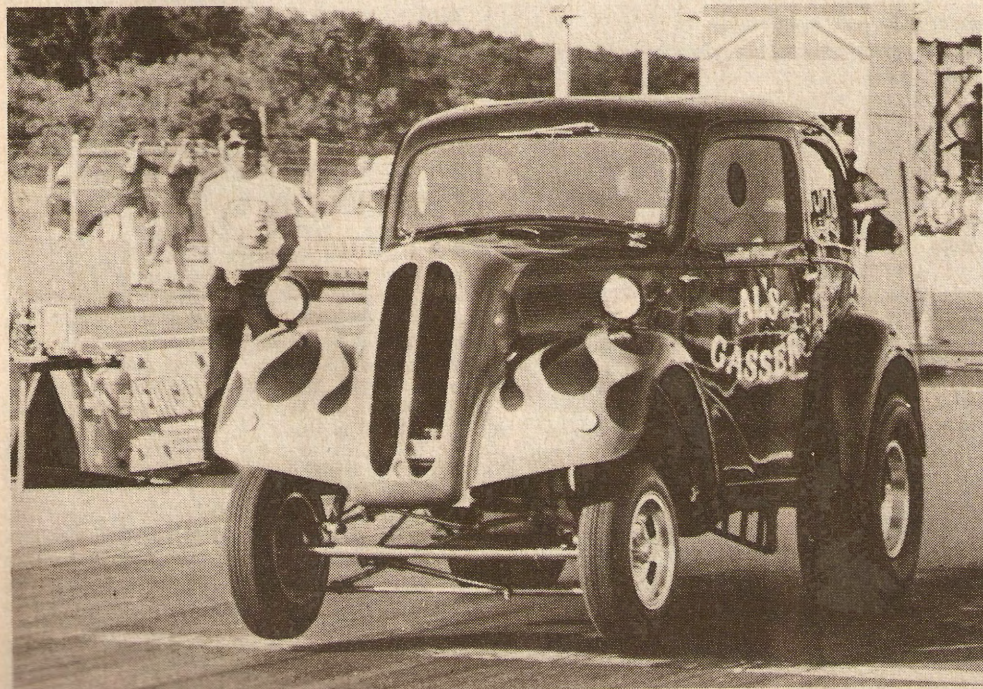
Third place in the series fell to that perennial sprinter David Render with his Brabham BT9X and latterly the ex-Hawley/Harrison BT35. Render, despite having for much of the season just 1600 ccs, still worried the V8s at many venues and won Duxford in fine style and took second places at Curborough and South Cerney to head Johnny Williamson in the points table. Williamson still running under the Manpower banner fielded a Surtees TS11 and managed one win at Bassingbourne and with some decent mid-field places he just held off Rob Turnbull for fourth place in the championship. Turnbull really improved dramatically with his Brabham BT35 as the championship progressed and well deserved fifth place in the series.

Most regrettably, John Ravenscroft wrote off his McLaren M10B at a club Curborough but not before he had consistently finished well up in the earlier rounds to assure himself of sixth place while the sensation of the championship was David Franklin who only took in three events with the Huntsman Ensign but won the second Yeovilton outright with a demon course record and finished second at the first to take seventh place just ahead of Clive Bracey. Bracey picked up some useful mid field scores with his McLaren-based Vebra-Chevrolet but did not appear later in the season. Martin Steele took ninth place with his March 701, fairly well clear of David Hartley with his elderly Brabham-Buick, although neither appeared at all of the events. Finally Tony Griffiths, who only took in one event, the Weston Speed Trials with his Brabham-DFV BT33, certainly made his mark by taking outright victory and a new course record and only just failing to make tenth place in the championship.

All in all, 1974 was an excellent year for sprinting and with most of the regulars continuing next year and even more new faces such as former Brabham BT30 hill climber Simon Riley and current Woking Motors Leaders hill climb champion Martyn Griffiths appearing with their respective McLarens, 1975 looks like being an even harder title chase.

**ROBIN BOUCHER**

Al O'Connor's popular Al's Gasser has 495 ci power.





## SPORTING TRIALS

It has been increasingly evident in Sporting Trials over the past season that the day of the decrepit old knacker has passed. The virtual stranglehold of the Kincraft has encouraged a new breed of well engineered, sophisticated cars which are a must for any serious challenger for victory. New cars this season from Julian Fack and Charles Lashford display mechanical excellence which would in the past have been reserved for the better circuit cars. The free thinking Fack solved the problem of leg room in his Imp engine device by adopting a left hand drive



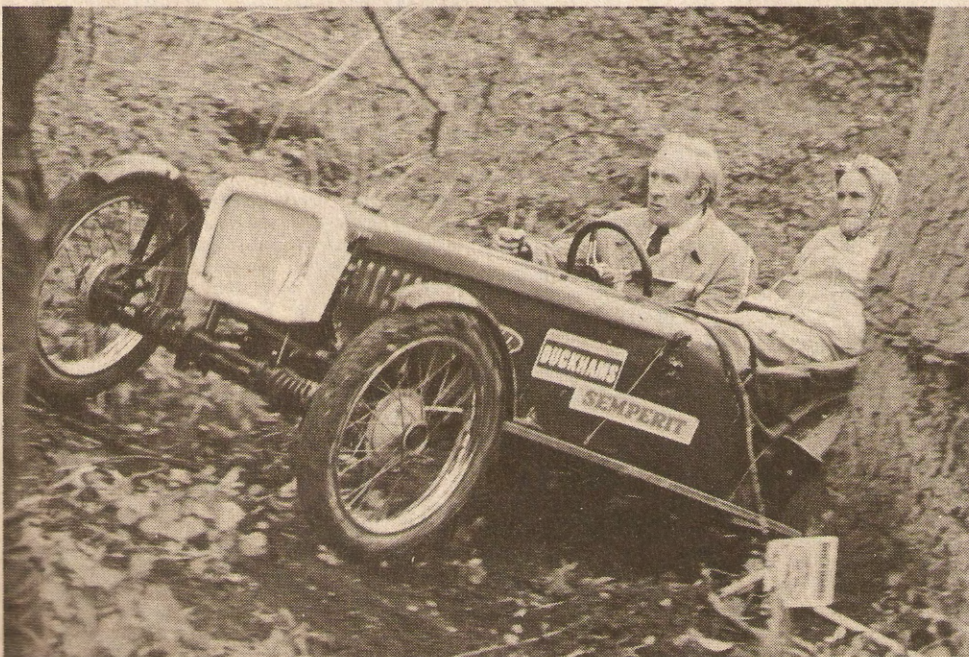
Jack Pearce, Kincraft builder/competitor.

layout, could this be the precursor of more cars of this format?

Jack Pearce, designer and builder of the Kincraft, has always maintained that a good car can make an above average driver a winner and this has certainly been borne out by the two Allen brothers who have risen to prominence since the acquisition of their two cars. Gordon Jackson needs little aid to turn in a winning performance and both John and Julian Fack have enjoyed fully the benefits conferred upon them by their beautifully engineered cars.

Thoughts upon motive power have tended to follow established lines with the majority of cars opting for the BMC 1.1 or 1.3 unit. Renault 17 or 16 engines have a monopoly

Gordon and Peggy Jackson in the Ibox were regular Kincraft worriers in 1974.



of the Kincraft chassis, Bill Warr's Bilbo and the Cannon of Tony Brise. While the 1.5 litre Ford engine propels Jackson's current Ibox and Charles Lashford's Dingo, David Moore soldiers on with his Moskvich engined device and Ivor Portlock has yet to demonstrate his belief that the Peugeot engine would be competitive. A few drivers continue with the old Ford side-valve engine which once dominated the National Formula, and even fewer figures in the results.

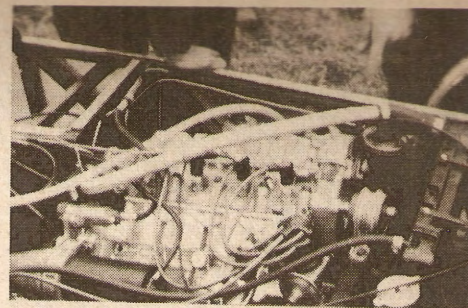
Fortunately the resurgence of interest in the sport has been matched by an enthusiasm among organising clubs who have continued to find new sites for additional events and, when necessary, to replace sites which for one reason or another have become unavailable. Rumour has it that the well remembered Knott trial may yet arise like a Phoenix from disuse.

While the RAC Championship went to Pearce for the third year running it was by no means a walk over. Based upon the season's performances, the result was in doubt until bad weather brought about the cancellation of the John Bull trial and denied Tony Harrison the outside chance of pipping the Champion.

It was extraordinary that the Kincraft Challenge proved to be so ineffective in the Semperit BTRDA Championship Trial at Sunbac's "spare" site in the Cotswolds. To the general delight it was the Fish carburetted Aberties of Laurie Brown making one of his rare appearances who walked off with the main prize after a titanic struggle with Bill Evans which lasted throughout the day. That the lower powered BMC-engined cars should feature so well was great encouragement to many who had found the season somewhat frustrating in the wake of the Kincraft steam-roller.

Duckhams continued to sponsor a well supported Championship in the south of the country, providing opportunities for sport virtually every weekend in the season within a geographically compact area. Clearly the prestige of this series has had detrimental effects upon BTRDA/RAC rounds, but this in itself has not been so serious this year with a healthy influx of drivers prepared to travel. There has not been the technical progress in the south that has been a feature of the BTRDA series which is rather disappointing. The bulk of 750 class support remains south of the Thames and the 950 class is virtually unheard of north of Watford!

A rosy future seems set for this branch of the sport, both Semperit and Duckhams continuing their very welcome support during 1975. The tyre war which for several seasons was an over-riding concern, seems to have been resolved, the Semperit M401 having



Alternative power—Julian Fack's Imp engine in the Impunity.

routed all rivals and turning the most sceptical into devotees! Possibilities of 'big screamers' arriving on the scene have disappeared with the recent restriction of capacity limits to 1650 cc, but the initiative of some clubs in introducing a 1300 cc class award may be a little premature since active members of the BTRDA will soon be asking to vote upon the suggestion that cars with engine capacities up to 1100 cc may be of a six foot three inch wheelbase only. This, it is hoped, will equate the power advantage of the larger cars and avoid the necessity to run classes within the National trials.

Not for the first time the non-availability of an "off the peg" chassis has proved to be a stumbling block to those who wish to enter the sport. Kincrafts are not cheap and without experience in the field and welding facilities it is difficult for the newcomer to construct a competitive machine. Steps are afoot to remedy this situation and it is hoped that by this time next year it may be possible to offer a pannelled chassis at a sensible price upon demand. We can but hope!

**GEOFF HERRINGTON**

## CLUB RALLIES

There is no doubt that the standard of British Rallying has improved enormously over the past three years—witness the welcome cluster of British names on the leader board of this year's RAC Rally. Fierce competition however, was not only the order of the day on national and international events and series in the UK, for, rather surprisingly, 1974 turned out to be a very close year in all major club championships. I say surprisingly for, just 12 short months ago, we were all sitting around, gloomy eyed wondering if or when, rallying would return, after the fuel crisis and the after effects of the RAC's green paper; but return it did, in April, when the Bath MC opened the year's calendar with their Chieftain Rally. Road rallies took a little longer to reappear, but when they did, the standard of events was quite exemplary.

The major special stage club championship was the BTRDA/CCC series. Gordon Batchelor the Newport gannegeman, scooped both top awards, with co-driver Rodger Jenkins. Batchelor's season ended sweetly with a win on the Hercock Simpson, for it was his last few months' consistency that won him the series. At the mid-way point of the year he was not even in the first 10 of the championship. It was Graham—always the bridesmaid, never the bride—Lepley who made most of the running, with fellow Dukeries member David Bell. Lepley figured well on both the Chieftain and Tour of Lincs rallies and won the News and Star, to start the year with a bang. Unfortunately Lepley's luck didn't hold, and although he won the Ouse Valley Stages, a few mechanical failures, coupled with the odd "off" left him some 23 points adrift of Batchelor at the finish. David Bell had a good year, winning the Sherwood event, and regularly finished in the top 10.



A newcomer to the driving set, but no newcomer to rallying, Tony Baines was always in contention, but he found his standard RS1600 a little down on power and an outright win eluded him.

With 1973 champion Tony Drummond concentrating on the Castrol/AUTOSPORT and RAC series, it was thought at the beginning of the year that Bob Chapman in his incredibly itally Escort, was favourite for major honours, and indeed he started the season well with two seconds on the Chieftain and Hifi Rallies, but after some expensive rolls, he ran out of money and didn't contest the latter half of the year.

Mike Rawson, in the Martins Opel Ascona, was the most consistent non-Escort driver, improving throughout the year, winning the Lindholme trophy, whilst a special mention must go to Terry Kaby, who piloted his Mini Cooper S very quickly but found the power disadvantage too much, although he had a magnificent RAC Rally with Bob Freeborough.



BTRDA stars Gordon Batchelor (left) and John Edwards-Parton (right).

David Stokes, who recently won Ford's first monthly bonus award, gave notice of what was to come, by winning the Hifi Rally and a third on the Arkell after an absence from rallying of almost a year. Another conspicuous by his absence was Reg Mullenger. He won his "home" event, the Lancia Pointer, for the fourth time but was rarely seen otherwise. The ladies section was very thin on the ground, but a battle did develop between Jayne Neate and Christine Garrard with the ladies title eventually going to the Saab of Jayne Neate.

Road rallying eventually kicked off on May 4, just one week after the earliest date set by the RAC for route authorisation. Don Davidson was the brave man who organised the Devils Own with the eyes of all on him, as to the new regulations brought about by the Green Paper. He used plot and bash and

Mike Rawson provided variety with an Opel Ascona, seen here on the Hi-Fi.



regularity sections in an attempt to meet the new requirements. The event suffered somewhat as a result of such experiments, but it proved that events could be run and gave the green light for the rest of the country. At any rate after a few months, although the events were within the framework of the Green Paper, most were back to their old format and plot and bash and regularity were not seen again. George Hill stanted as he meant to go on, in his Martins Viva, by a good win with Keith Wood navigating. Although George eventually won the series, winning five of the top events, the *Motoring News* and BTRDA Silver Star series turned into a very close run thing.

John Edwards-Parton gave Hill a good run for his money, winning two events, the Nutcracker and Illuminations, but the sheer consistency of Mick Briant in his standard RS2000 pipped Edwards-Parton in the end by one point in the series. Briant, in fact, won one event, the controversial Red Dragon after Hill had been disqualified and Edwards-Parton given five fails for breach of regulations.

A most praiseworthy performance was that of Cyril Bolton in the Mini Sport 1450 cc Mini. He only missed out on one event, and after teaming-up with Dave Stephenson proved a major threat on all events. Keith Watkinson who had two third spots, on the Devils Own and Illuminations won the Silver Star Series from John Edwards-Parton.

In the navigators' department, John McKerrell, Mick Briant's navigator, came up tops. It is one of the rare occasions a matched crew hasn't scooped both awards, but with Keith Wood organising the Cytax, and Don Davidson busy on the Devils Own, McKerrell won through his consistently good results.

There is no doubt that 1974 was a very difficult year to put on a road rally with the new effects of the Green Paper, and varying other conditions laid down by associations. There were some dubious events as a result, but some surpassed even previous years. The fact that a road rally was awarded the "Best Event of '74" by the BTRDA, certainly reflects highly on the hard work and enthusiasm that still shows in this form of sport. The Illuminations were awarded the title with the Cilwendeg, Plains and Rallye Bristowe not far behind.

The year was certainly a surprisingly good year. The championships were closer than ever, possibly due to the shorter season. The events in general were good and the champions have now moved up to tackle bigger things. 1975 should bring out some new faces and some new champions.

## MIKE BROAD

## RALLYCROSS

There was a time when I was but a lad in greasy overalls and Stuart Turner a mere archbishop, that Rallycross meant loading the car up on a Friday night, driving to the snowy, mid-winter depths of Lincolnshire and spending a cold but comfortable weekend at Cadwell Park. The works Ford and BL teams; Jumping Jeff and Barry Lee; ITV cameras; people riding monkey bikes round hotel restaurants—the memories come flooding back. Since those halcyon days, Rallycross has changed a great deal. It is no longer a winter only sport—more events take place in the summer now than in the muddy, murky winter. This is proved by the change in tyres over the past few years—from "Ultragrip" to the recently developed Firestone, based on an F2 intermediate racer.

We have also lost television status. Do you remember the time when there was a BBC Grandstand Trophy at Lydden and an ITV World of Sport pot at Cadwell? In 1974, Rallycross was seen nationwide on television only three times: once in January on ITV, and twice on BBC for the European round and final at Lydden. It should be said however that ATV do a grand job at Long Marston, as Midlands enthusiasts will testify.

But what of 1974? Well, the season started off in a healthier state than many other forms of motor sport. Rallycross had the official blessing of Stuart Turner—"Rallycross will come of age in 1974"—along with promises of works teams and drivers. It also pulled off a feat—a Rallycross was televised in January, less than a month after Boxing Day Brands was cancelled due to the worsening petrol situation. So where did it all go wrong? Why did 1974 end with Ford pulling out of the sport and no sponsor for the '75 Euro championship?

The rallycross circuits of Britain are somewhat limited. We have four known tracks Knockhill, Snetterton, Long Marston and, of course, Lydden. We lost perhaps the most interesting of all, Cadwell Park, due to differences of opinion between organisers and the circuit owners in 1973. Lydden is well known to all square box addicts. The tar and mud have been seen on both TV channels more often than David Frost. The circuit varies little from year to year, and indeed is much the same as it was seven years ago. It has one big disadvantage: the behaviour of the surface in widely differing weather condition. If it's too dry, the surface breaks up into voluminous, impenetrable dust clouds; if it's too wet then driving becomes one long wheel-spinning slide through mud up to 9 in deep. But its advantages far outweigh the faults: it is a good TV track—it can be covered by just three cameras; it is a natural spectator bowl, and it is so close to Dover that foreign drivers can virtually yump the Channel and land in the scrutineering bay.

Of the other three tracks, Long Marston is the most used. It is situated near picturesque Stratford on Avon and as such attracts large Midlands crowds. The track itself is laid out on an airfield—still used by its owner—and is dead flat. The only "hilly bits" are a few enormous grass yumps called "Oliver's Mount." The meetings are well organised by Motostage and televised by ATV to the Midlands region, but the facilities are somewhat lacking: the spectator area is marked out by ex-MoD boats and is served by the inevitable mobile hot-dog stands. Normally though, an enjoyable day is had by all and Long Marston has the added "plus" that it is the only track in the country which consistently offers Group One saloons a class of their own. Knockhill and Snetterton are both relatively new circuits, and as such, have not yet developed. But of the two, Snetterton seems to hold some promise for the future—if only because it's part of the MCD empire.

That's our circuits, what about the cars? These have changed tremendously since 1968. In those days you could walk away with the pots in a rally prepared Twin Cam Escort or a good Cooper S, or even an Imp. But now it's all down to VWs, Porsches, and Escorts, although the Minis still win when the going



gets gooey. Up until 1974 the car to have was either an 1800 BDA Escort or an eight port Mini. In less than a year, this has all changed due to continental influences. To win in the dry now, it seems to be a case of "rear engine, RWD," and because of this, 1974 has seen quite a few interesting developments. British Mini faithfuls Hugh Wheldon and Bernard Rødemark opted for VW and Porsche 911 respectively; Nick Jesty is developing a V8 Imp; former Elan driver Tim Reynolds has a Porsche and even Ron Douglas has had to re-think his ideas. His mid-engined BDA Escort was the most interesting car of the year, and after all the thought and preparation, deserves to do well in 1975. Talking of engines reminds me of Terry Hoyle. This ex-Boreham motor man had his horses under no fewer than ten top Rallycross drivers in 1974!

If Britain lacks in good GP drivers, then we certainly make up for it when it comes to Rallycross. We literally led Europe until 1974, and although "they" have now overtaken us, I believe that this is mainly due to finance rather than skill in many cases. Although don't get me wrong, Franz Wurz and others are fine drivers—but they are also a lot richer than most of our lads when it comes to sponsorship. We have far too many good drivers to mention. But Rod Chapman and John Taylor must be mentioned—they were the highest placed British drivers in the European championship and they are unbeatable when their machinery is on form. Ron Douglas has proved that age is no barrier, and Will Gollop, Mick Bird, Peter Vaughan and the Airey's, Bill and Tom, have proved that a BDA Escort is no barrier. Judith Jesty has shone, on occasions, for the opposite sex,

while people like Brian Stabler, Barry Hathaway and George Warren have occasionally poked their heads above the crowd. But of all the drivers, one man in particular has made pleasing progress—Brenchley commercial vehicle dealer John Smith. Let me say first of all that he is no relation of mine but John has really earned his wings progressing from an average club driver to an excellent semi-pro, and collecting the BARC championship on the way. His car is always well turned out, he remains cool and calm and through his European outings this season, has proved that he can mix it with the best. Let's hope that he gets his sponsorship for '75.

Where we have gone wrong can be summed up in one word: promotion. Rallycross is an exciting sport and at times is unequalled for sheer "thrill" value. But it needs managing—just like any up and coming star. It needs the same people who can persuade TV companies that horse racing makes good television. Anybody who can do that, can get more air time for Rallycross. We must attract more spectators to the circuits with off-circuit attractions and displays—and if we don't know how to do it, then ask the Europeans. We taught them how to lay out a rallycross track—now they can let us know the secret of getting 25,000 spectators as they do.

Only when we restore Rallycross to the TV screen and bring out some of the characters in the sport will we attract more spectators and subsequently more sponsorship. If we don't, then the sport will die—which is a shame, 'cos it's only seven years old.

**MIKE SMITH**



John Bevan, when he appeared, usually took BTD in Navab.

## AUTOCROSS

Although, for a variety of reasons, autocross still does not command the attention of as many spectators as organisers, sponsors, etc, would like, there has been a steady and consistent improvement in the standards of organisation, adherence to regulations and general efficiency over the past few years, and last year this improvement was maintained, in the main, at both association and national level.

Perhaps the most significant step forward, not without its problems, however, was the introduction of four abreast events. While not entirely new in conception the several events run in the national sponsored championship met with generally favourable comment and reaction from competitor and public alike. On reflection, however, it would seem that much more effort must be put in

by organisers to promote their events beforehand. This aspect will assume even greater importance during the coming season with the current high price of petrol for it can be reasonably assumed that the public will not just go to events because they happen to be taking place, they have got to be actively persuaded.

Looking back on the 1974 season, and dealing in the main with the Castrol/BTRDA Championship, this series can now claim to have reached a standard in keeping with its status. Anomalies respecting scrutineering, time-keeping and other general points which have proved irksome to many have been eliminated to a great degree and clubs in doubt about specific aspects could do worse than contact the BTRDA direct.

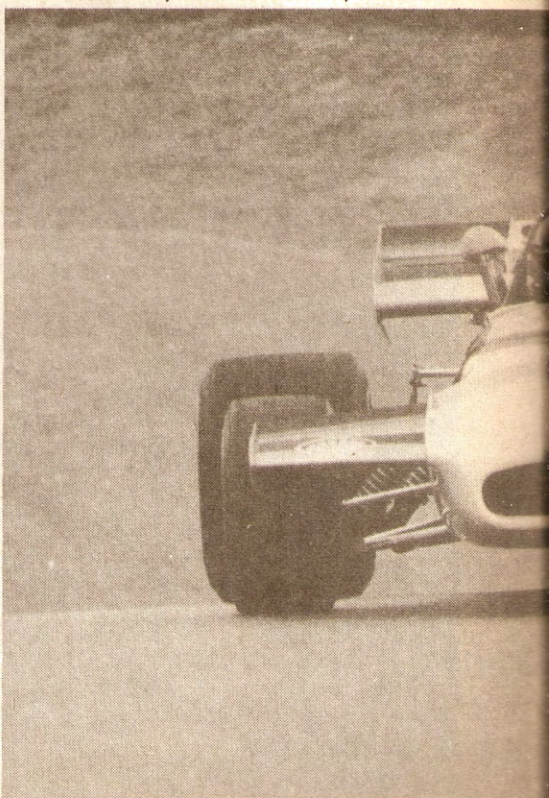
As everyone predicted, even George himself, Warren the Welsh took the championship with his BDA-engined Escort crowning



Above, John Smith (Escort), who was one Briton to  
Below, autocross meets rallycross: autocrosser Pete



Mike MacDowel, seen at Gurston, became RAC hill



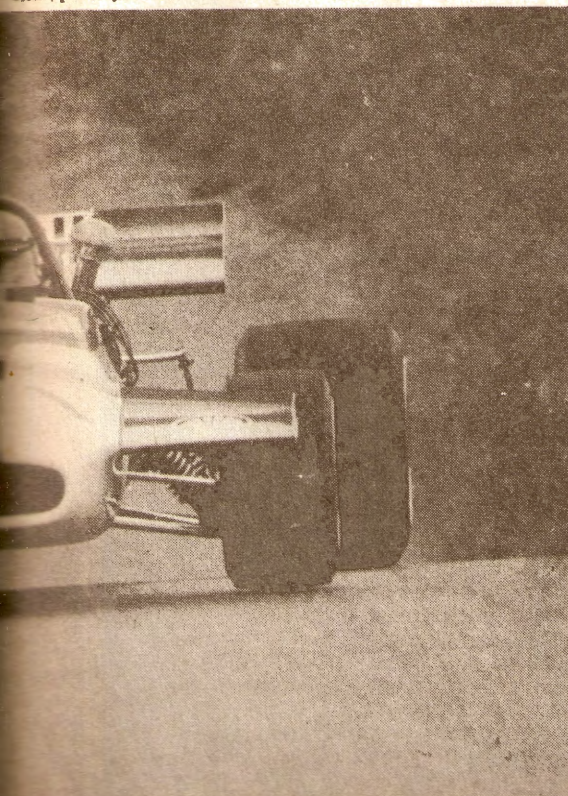




out in International rallycross as a new name in 1974. Harrold (VW), leads Peter Vaughan's Mini at Snetterton.



champion for the second year running.



a great season with a tremendous final run to beat four other contenders at the final at Long Marston. How many remember, however, that George was beaten first time out at the White Horse event but Mike Wood, his victor on the day, did not find it possible to continue his challenge for the entire season—a great shame.

The persistence of the BTRDA in pursuing the standard car class paid great dividends and with the class split at 1600 cc more contestants entered the ring and provided greater variety and contrast. Martin Barnard and Dave Keevil, the Datsun men, spent many pounds trying to defeat each other but in contrast Muriel Banks forked out little on her reliable Cooper and duly collected deserved acclaim after another extremely consistent season.

After disposing of early pretenders to his title in Class A, Nick Garner eventually walked off with runner-up in the series, coming second in the final runs. Some stirring battles involving Messrs Keen, Merridale and Hathaway made the 1300 cc Escort class exciting throughout but all three contenders were left to ruminate on what might have been as none achieved the desired maximum before the final.

Star of the sports cars was Rob Gibson who proved that his form in the latter part of 1973 had been no fluke. His Sprite proved more than a match against the ferocious GT6 of co-builders Paul Northall and Roger Dowson and he finally finished third overall. Once more the rear-engined class was dominated by VWs, in two-litre form, John Button duly gained revenge over his arch enemy Peter Harrold but in the final drama the engine fluffed and stuttered and Button became another of the 14 maximum men to be sidelined from the final run-in.

## HILLCLIMB

Despite the forecasts of doom and despondency during the winter, 1974 saw hillclimbing still going from strength to strength with oversubscribed entries and extremely high standards of competition at every event.

The premier hillclimb championship of the year was dominated by the reigning Mike MacDowel with his Brabham-Repco BT36X who showed straight from the start of the season that he was out to retain his RAC title. In fact his season defies words for he really was the king of the hills taking no less than nine wins and backing these up with a string of second places to fail by only one point to score a maximum in the series, a performance which will long be remembered even though MacDowel has announced at least a temporary retirement from active hillclimbing. If the championship was won on effort, determination and guts then there

Russ Ward featured strongly in the BARC series with this Sprite.



With Roger Brunt taking the one-litre Mini class without serious competition most of the year but again lacking concentration when it mattered most, attention turned to Tony Merridale's re-appearance late in the season to really challenge Warren. Their one encounter at the final was the star duel of the day and if Merridale returns this season then Warren really will know how tough it can be at the top.

Barry Hathaway provided the most serious challenge to the 1973 Champion Terry Smith in the big Mini class but it was a big disappointment on the final day when Smith surrendered his title almost without a murmur. Smith, who is going to be spending more time as a scrutineer in the coming season, did not seem to have his heart in his autocrossing.

Although few and far between, the specials men always provide spectacle and thrills galore, especially Messrs Bevan, Turpin and Seymour and occasionally Howard Parkin. Turpin, a much more relaxed and polished driver, gave Bevan a fright or two during the year, Bevan seems to have lost some of his zest but is still very competitive while Seymour, the retiring East Anglian, would, it is thought, be the equal of the other two if his machinery had the pace.

Mid-winter chat presupposes that few of the regulars will be missing when the season opens in March or April but there will possibly be a stronger emphasis on staying at events reasonably near base. This should present ideal opportunities for local clubs running small events to attract some of the big guns though the carrot to be dangled to get them to come may have to be more than the usual £5 for BTD! It would be money well spent I can assure you.

## DEREK HILL

could be no doubt that Roy Lane would take it for the Warwick based driver who prepares his own car and hillclimbs on a shoestring really sorted out his McRae GM1 in fine style taking two exceedingly good championship wins and well deserving his best ever championship position of second place.

In only his second season in the championship, Chris Cramer again went well this time with Grunhalla Lager backing his March 74B with experimental Hart 2 litre engine and his win at Bouley Bay coupled with a string of consistent high places gave him third spot ahead of Sir Nicholas Williamson. Sir Nick, after a good win with the Marilyn-DFV at Prescott suffered two accidents and fought his way to fourth place ahead of newcomer Alister Douglas-Osborn. The latter's transition from a U2 to the ex-Shardlow Brabham BT38 was accomplished with aplomb and he really was motoring at the end of the year to come through for fifth place ahead of David Good whose Lyncar-DFV at times

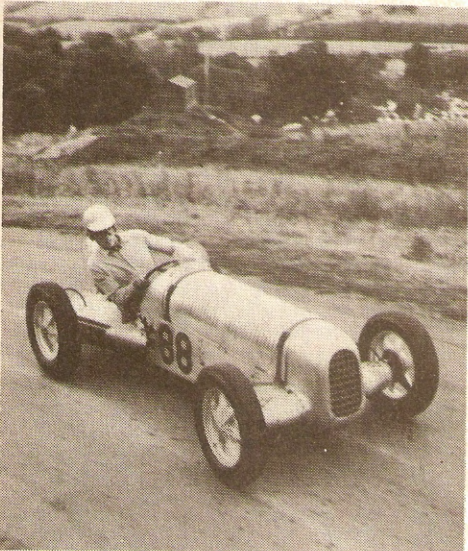


was really flying.

Richard Shardlow, having changed to a Chevron, did just what he set out to do and won the Val Des Terres round at Guernsey but throughout the season he picked up points and took seventh place ahead of John Cussins who made a welcome return to the fray with his Brabham Repco and certainly looked like a man to watch in 1975. Despite a much reduced season, Tony Griffiths still managed ninth place in the championship while Tony Bancroft, with a fine drive at the last Doune, just got into the top 10 with his McLaren.

As on the sprint scene David Franklin again impressed with the little Huntsman Ensign while Scotsman Alex Brown shook everyone by winning the depleted Craigantlet and repeated the performance when he just beat the rain and everyone else at Doune.

With MacDowel, Williamson, Good, Bancroft and Shardlow all missing for 1975, it looks as though the series could be wide open; will it be Lane, or Cramer? Well per-



Hillclimbing's many faces—Christopher Dowson's lightweight special at Prescott.

haps, but also watch Douglas-Osborn and Cussins and there are several others well capable of producing some shocks when the season opens.

The Working Motors Leaders championship saw Martyn Griffiths coming out of retirement to take the title with his twin cam U2 Mk 8B having been unbeaten in the series and second place was taken by Peter Voigt whose home built 500cc Voigt-Renwick Special just had to be seen to be believed and he so nearly managed to take the title after a tremendous year. It was also a good year for Russ Ward whose near suicidal handling of his rapid John Brown Motors Sprite gave him a well earned third spot in the series.

Unfortunately, 1974 was the last year that Castrol are to be involved in the BARC hill climb championship but still the series was as popular as ever and it was no surprise to see Peter Voigt romp to the title with a maximum points score after some scintillating climbs. Former champion Mike Flather chased hard with his blown Aldon Mini Cooper, and although unable to stay with Voigt, took second place. Despite being in an ultra competitive class, David Franklin took third place with his Huntsman Ensign ahead of Nicky Porter's 10-year-old Cooper S.

The Castrol/BARC BTDA Awards championship produced a cliffhanger finish at the final round at Harewood with a rare battle between Chris Cramer and Roy Lane for the title and despite a wet road it was Lane who headed the two litre March by just 0.09s to take the championship with the McRae from Cramer. David Franklin, whose season's success must be second to only MacDowel, took third place in the series ahead of Alister Douglas-Osborn, a fine ending to Castrol's involvement with hillclimbing.

**ROBIN BOUCHER**

## PROD CAR TRIALS

Surviving quite handsomely the pre-season speculation that events would have to be cancelled because of the many problems that faced the country at the start of the season (have any of them really been resolved even now?), the production car trials men—and ladies—enjoyed a good season in 1974 with interest in the classes and the fight for the overall honours going through to the final round.

Talk about zoning the national championships—the combined RAC and BTRDA series—occupied the committee in a lot of discussion but was left in abeyance. Many think the idea worth pursuing for a variety of reasons not least of which is the reduction in travelling costs unless one is able to claim back the handsome relief by "being on company business."

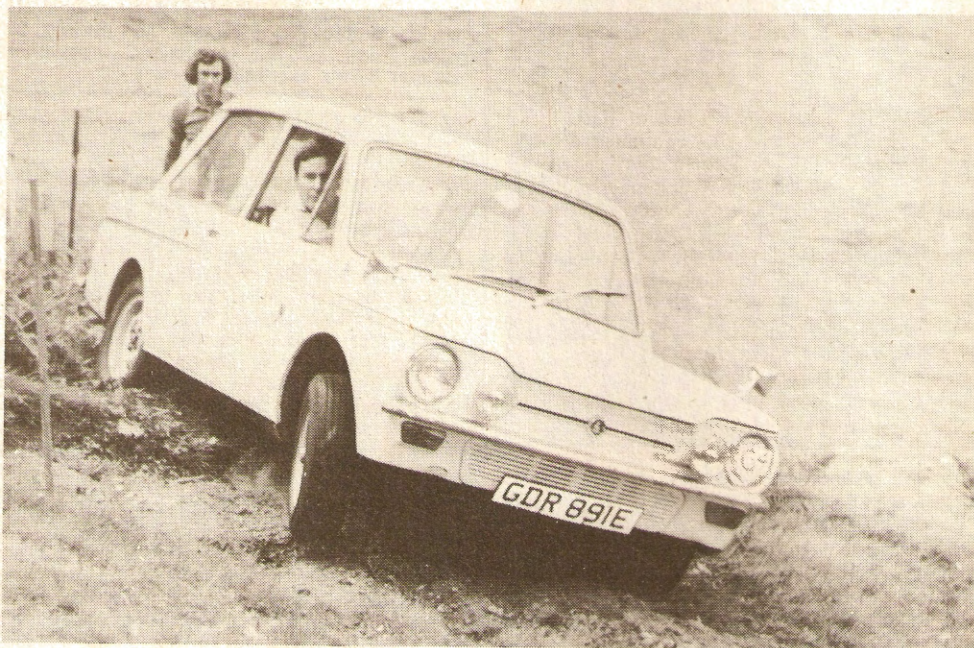
Prod trialling is now being approached in a very professional manner by all the leading contenders—professional in that their approach to car preparation, distribution of weight, etc, are of paramount importance if one is to remain really competitive in the face of cut throat competition, albeit very friendly. The standard car, driven off the road, on to a site doesn't stand an earthly and quite a number of competitors, tasting the sport for the first time, have gone away despondent.

Such is the standard of both top driver and his car that organisers also have had to toughen their courses in an endeavour to ensure that none went away with a completely

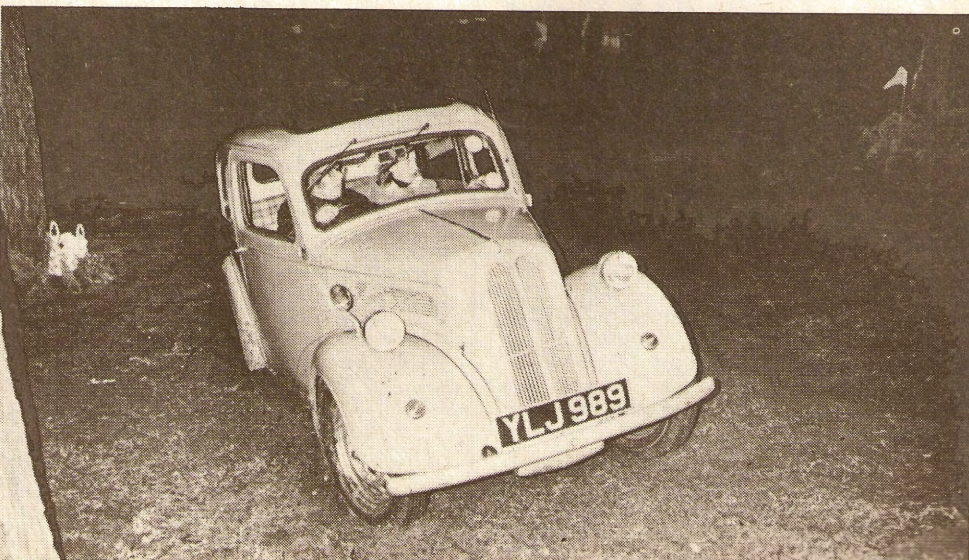
clean sheet at the end of the day. There is a school of thought that this situation of competitor versus course lends itself to contracting the series to the comparative few who have proved themselves over the years and precludes Joe Bloggs from suddenly appearing to take an event by surprise.

Be that as it may there's no doubt that the national championship last year provided a nail biting finish with four drivers claiming maximum points, the final destination of awards being decided by the, dare I say it, dreaded Appleton scoring system. Last year's BTRDA Champion Geoff Spencer collected the huge total of 14 class wins—more than he did the previous year, yet he had to be satisfied with only one major trophy—the RAC title—when assuredly he deserved both. In his Cooper S he dominated Class 1 but such was the fierce battle going on behind him that he was never able "to drop the tow" to use a racing expression and was hounded by John Hodgson and Alan Walsh. The one major variation in this Mini dominated class was the experiment of an Allegro from Alf Williams but he was never happy and latterly returned to the Mini.

Three types of car battled for honours in Class 2 with the final honours going to Mexico man Mike Stephens but he always had Dennis Wells (Skoda) and Charles Barter, the leading Southern challenger close at hand, the latter in his venerable Pop. So close was the competition that the trio finished within three marks of each other. Another thorn in the side of Stephens was Phil Higgins, another



Ray Bradley (above) usually had to give best to Moffatt and Hinde. Below, Charles Barter was a consistent challenger in his Popular in Class 2.





Southerner, in his Escort who will remember one burst of glory on home territory and who threatens more this coming season!

Early championship pretender overall was Brian Betteridge in his ancient Sprite who romped away with the sports car class in the early part of the year only to suffer from breakdowns as well as dividing his time with a venture in autocrossing. Mike Harrison eventually beat him quite easily with his Midget on his way to third overall, Harrison joining Spencer on the maximum score. Once again the sports car class suffered from lack of support and no one seems to know why for it is wide open. Previous regulars Don Hobbs and Jean Hazlewood were absent most of the year and only three cars got into the top 25 and the lowest, Malcolm Brown (Sprite) did well in the latter stages and climbed to ninth overall.

The 1974 season proved that the decision to split the rear engine brigade by capacity was right. Initially Colin Valentine, Tony Cooke and Mike Leach were closely matched but a great end of season run by Valentine who changed his Imp for a Stilleto, brought him to the eventual magic score of 90 pts and eventual fourth overall in both championships. The day of the VW seems to be over well and truly and yet it wasn't that long ago that a "beetle" was the car to have.

In conclusion Messrs Moffatt and Hinde duelled in the sun and rain yet again in a superb battle for supremacy in Class 5. Ginetta man Moffatt finally regained his BT&RDA title for the fourth time while Hinde, the Clan wizard, eventually lost his RAC title for the first time for years. Among the also rans (with apologies) Ray Bradley (Imp) finally finished 12th and one can only admire the

persistence of the likes of Reg Busby, Robert and David Carr and John Ludford, all in Imps, for not just standing about all day watching the other pair climb the seemingly impossible.

For 1975 the Championships are reduced to 15 rounds from 20 but a further dozen events will be asked to take BTRDA members. Best nine scores will count this being the committee's way of compensating increased costs.

Elsewhere in the country production car trials continued to flourish in places and just about exist in others. With a variety of regulations allowing "knobbles" as well as standard tyres and with different tyre pressures allowed, the sport continues to attract newcomers even if only for a day out. Which, when you stop to think about it, is what it is all about. Long live the amateurs, but don't let them bend the rules too much, please!

**DEREK HILL**

## AUTOTEST

One of the best bits of promotion ever carried out for rallying was for a film company to hang a throat mike round Timo Makinen and Hannu Mikkola and let them loose in their cars and film and record their commentary. It's about time someone did the same thing for autotests for in its own quiet way, the skills demanded of competitors are just as high as those needed to control a rally car albeit not so spectacularly and with very much less serious consequences should a mistake occur!

Having said that it is pleasing indeed to report that autotesting retains its popularity in spite of the lack of spectators and some uninspiring sites (not always the fault of organisers). In the past year there has, according to reports, been an increase, albeit slight, in the numbers of competitors at both local and national level and this continued growth will, hopefully, be maintained this year.

The one major national championship, by which people compare their standards, is the BTRDA series which again had Castrol sponsorship in 1974. Scattered at venues throughout the length and breadth of the country, the series did not always produce the best of the various classes at every round with the result that some events seemed to fall down in terms of competitiveness among the entrants. However the hard core "circus" enjoyed themselves both in the tests and in off course social activities and this, as much as anything, is what autotesting is about. As mentioned earlier some of the sites the lads and lassies visit really are diabolical.

The story of the 1974 championship is the story of one man, John Lyons, the Northern Ireland bank manager set out to achieve a treble in 1974 and this he accomplished very comfortably, with extreme competence and a flair for completing tests in times which set the minds of everyone agog. "Pure poetry" declared one contender during the year and everywhere that Lyons The Bank went it was not a question of whether he would collect BTD, but by how much.

In his Clubman GT he took the BTRDA, RAC and Northern Ireland titles and while it is a relief to many that he won't be crossing the Irish Sea this summer, it is a pity that those who missed him last year, may be denied a view of his talents for a long time.

Although Lyons went through the events he had to do to get his maximum scores with the minimum of fuss he did show—at the Southampton round—he was as human as the rest of us by getting it all wrong and losing out to Trevor Smith, the 1973 Sprite King. "If you can't beat 'em join 'em" thought Smith after an initial crushing defeat but he quickly found that a Mini is a vastly different kettle of fish to a Sprite and so went back to his old faithful and on to collect seven BTDs in the latter half of the season.

Star of the sports car class was undoubtedly Cliff Robinson, a comparative newcomer. He drove forcefully and with determination throughout to finish a worthy runner-up to Smith though never collecting a spoon. Richard Squire, another Sprite man,



John Lyons walked away with the three autotest titles in 1974, commuting from Ulster.

also challenged strongly and did collect a BTD when finishing a single mark behind Robinson.

Among the big Minis Phil Darbyshire gracefully accepted the fact that he could not match the ebullient Lyons but in a hectic season in which he took on sprints and hill-climbs plus the occasional autocross, he came strongly into the runner-up spot late in the season leaving Manchester garage man and "exponent extraordinary of the art of pylon bashing" Peter Ballance third. In fairness Ballance was not all that bad but his bowling over of the rubber cones did cost him a lot of time and points. John Larkin, a challenger from the previous year, had to interrupt his activities in mid-season but promises to join the other two in very strong challenges for the class in 1975 now that Lyons has announced he will not be crossing the water again.

Tony Hunt came out on top of the conventional saloons with his Mexico in a year when

Peter Noad, also reputed to have retired, switched from one power unit to another on his VW and suffered all sorts of problems during the season. Hunt, if anything, drove better than the previous year, experience again being put to good use. Stephen Jewell was third with his Lotus Super Seven and he eventually romped away with the Silver Star series.

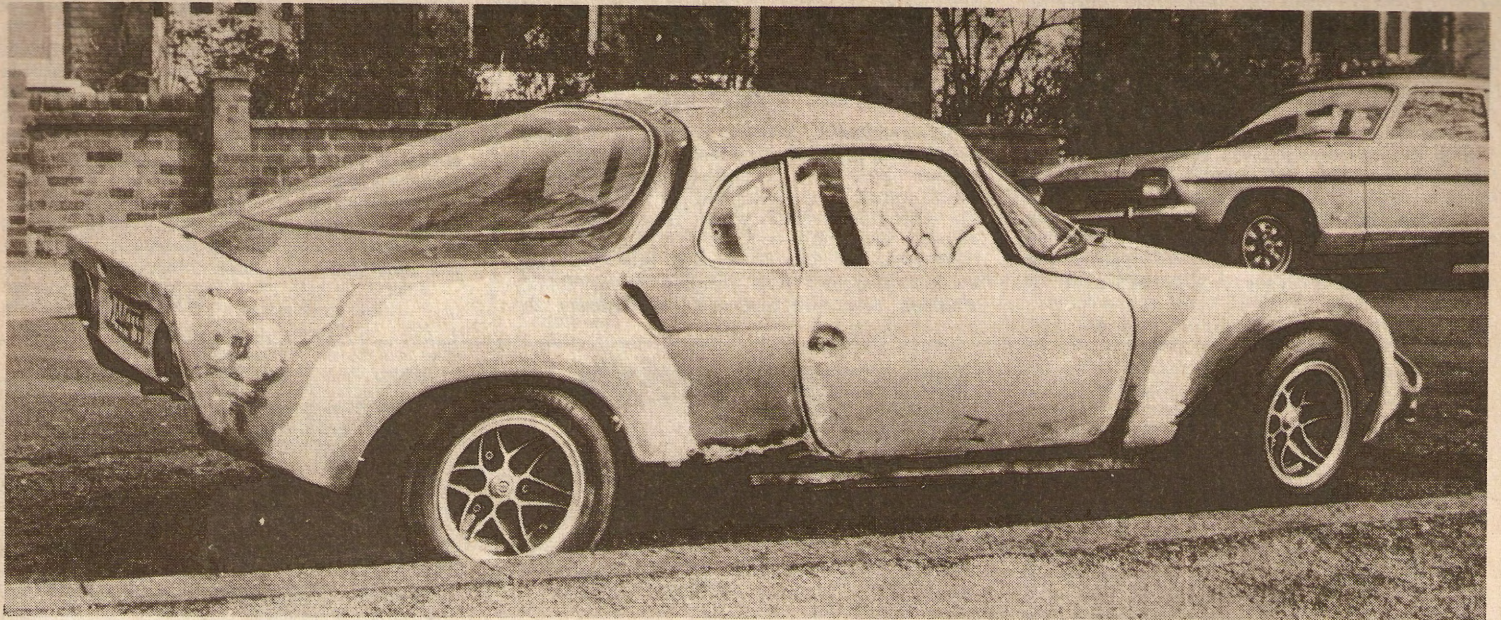
Eighteen events are listed in the 1975 series and, as in some other national championships, some regulars are likely to enter events on a local basis only. The series therefore would seem to be wide open to a number of front runners. One thing that competitors would appreciate is a competent commentator at events where the public is encouraged to watch the proceedings, otherwise the complicated patterns weaved by the protagonists is apparently a load of rubbish and waste of rubber.

**DEREK HILL**

Autotesting can be quite spectacular at times, as Frank Williams shows in his 1.3 Mini.







Although unsprayed as yet, the rubbed down glassfibre bodyshell remains attractive to the eye, and the aerodynamics are really excellent.

## The rebirth of a Matra

By PETER NEWTON

The fine rain that has been falling throughout the day was now gaining momentum and it funnelled down the narrow street on the back of a biting wind, the acute angle of its attack etched against the inky sky in the passing glow of watery headlamps. Time seemed to have reached its end and minute hands crawled lethargically round their dials, each time adding a further nail to the coffin of the welcoming party's resolve. Almost invisibly they drifted away, towards the beckoning warmth of the lights, the muted sounds of the music and the scarcely-imagined clink of glasses. Time was running out and the reception committee, which had once boasted double figures, was now a handful of determined stalwarts, their collars turned up as a gesture against the elements, rivulets of water burrowing down their necks. All conversation had ceased now, the jokes and the laughter, memories that seemed hours old. The embankment traffic eased as the work fugitives reached their havens, and in the silences that now punctuated the passing of the heavy trucks, the grip of the night became almost total. The shivering group under the orange street lamp huddled together in the lee of a garden hedge. They had stopped wondering what had become of him now, it was merely a matter of getting through the next minute, identifying the next set of lights. The numbers dwindled further; inexorably the elements were winning the battle against the night-time interlopers. Passers-by scurried home, the urgent clicking of their heels on the concrete, and the hiss of the rain on their umbrellas, swiftly swallowed up in the foreboding gloom. In the distance a weak orange light crept painfully into view, blotted out momentarily by the advance of an army of thundering trucks, it broke free again, and as it forced its way nearer, the single light grew into two . . . there it was, slinking along beside the wall, past the bus stop, faltering towards the wide-eyed group, the Marshal headlamps now clearly visible on its scarred nose. Hands thrust feverishly into damp pockets, flasks appeared in hands, and 20 reluctant fingers were made to

grapple with four simple screw tops. The little car ground to a halt at their feet. The crackle of the unsilenced engine died away and the driver slumped against the controls for a moment before forcing himself through one of the tiny doors. He brushed past the outstretched hands with scarcely a murmur, the half completed sentences still hanging pregnantly in the air, the outstretched flasks floating in the half-light. The driver opened the door of the house and looked round for an instant before disappearing up the stairs. The group on the pavement looked at each other in silence before following the object of their vigil inside, the little car lying forlorn, almost forgotten, at their feet. The Matra was home.

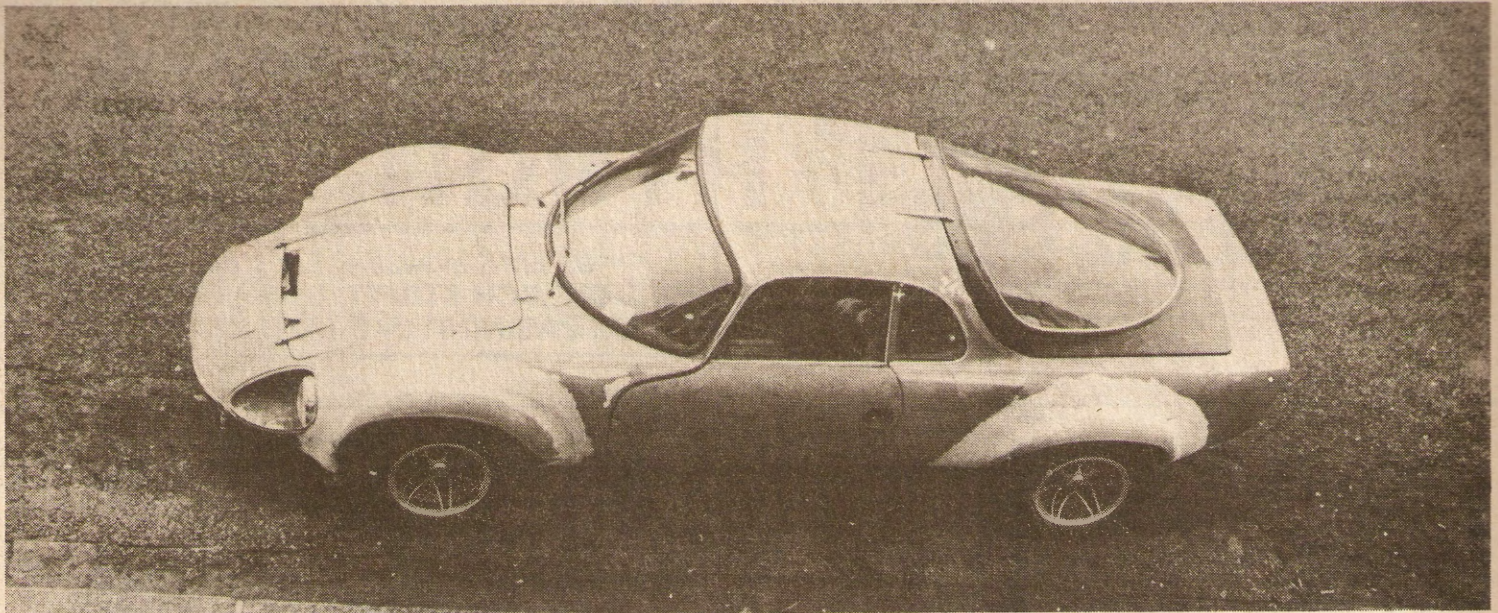
Richard Ware has spent a great deal of his waking hours (and doubtless several of his recumbent ones) totally committed to mechanical toys; cars being top of the list, although he has been known to dabble in metallurgy, aerospace and electronics. It is however the practical application of these pursuits that fascinate him, rather than the academic channels through which such subjects must force the individual. Thus the building of his Lotus 7 meant more to him than the mere possession of it. Two lurid accidents were enough for everyone, however (not least himself) and the second time that he stuck the pieces back together it was only to sell the car and recoup some of the savage losses he had incurred during the love affair. He swapped it for a "Deux Chevaux" and some cash, packed his bags and went to work for Aero Spatiale, hotly pursued by the financial wolves as far as the Straights of Dover. The sports car virus had not finished with him however, and in-between working on the 2CV engine's camshaft and cylinder heads, he was sitting at the roadside cafés admiring the Alpines which flashed around the town square in the evenings. Some casual enquiries revealed that while the French manufacture glassfibre cars, the means to repair them there is virtually non-existent. Any Alpine, however disfigured, was obviously out of reach, but an old Matra Bonnet. . . .

Watching and waiting as the boy racers came into town, it was not long before his patience was rewarded. Waving a minute bag of gold he approached a tearful unfortunate and made a deal. The car was badly shunted; just how badly he was to realise later, but for the moment the problem was merely how to get it back from the south of France. A jury-rigged Ford Escort radiator strapped on with Meccano solved the cooling situation, but there was little that could be done about the rest. So, armed with bottles of wine and stuck in third gear he set course for London. Staggering through customs with this bag of bones, it was not all that difficult to convince the mocking men behind the table that the little car was not worth much . . . he paid £8 duty on it.

In 1965 Matra were hard at work building their glassfibre bodied mid-engined René Bonnet-designed two-seaters. The same attractive shell was used to enclose a variety of engines including the 1300 twin cam Gordini unit or an 1100 cc Matra-tuned mill. The in-house tuning arrangements were of a mild nature and merely involved a reprofiled camshaft, revised cylinder head, carburettor jets and exhaust manifold. There was also a Gordini 1100 cc on offer which was a real flyer and featured twin rocker shafts, which makes the Dolomite Sprint "invention" rather "old hat." The engine that is at the moment living in Richard's car is the mildest of the three, but it was rebuilt by Matra just prior to the previous owner's indiscretion, so this area is the only one that he has not as yet played with in great detail. The layout of the car owes a lot to racing practice and although the front suspension and subframe is pure R8 Gordini, the rear suspension was designed by Matra incorporating tubular upper and lower wishbones which are attached to cast aluminium hubs. Twin coil spring/damper units are employed at both sides. There are disc brakes on all four wheels, and the gearbox (a Renault truck unit with a Bonnet designed crownwheel and pinion to make it drive in the right direction), hangs out behind the engine, joined by a rather tortuous linkage using rose joints that Richard acquired at Brabham's.

As soon as he could bring himself to look at the mechanical fugitive in the harsh light of day, Richard got to work stripping the shattered body from its space frame chassis. Immediately he discovered why the Matra had such a craving for French ditches; the

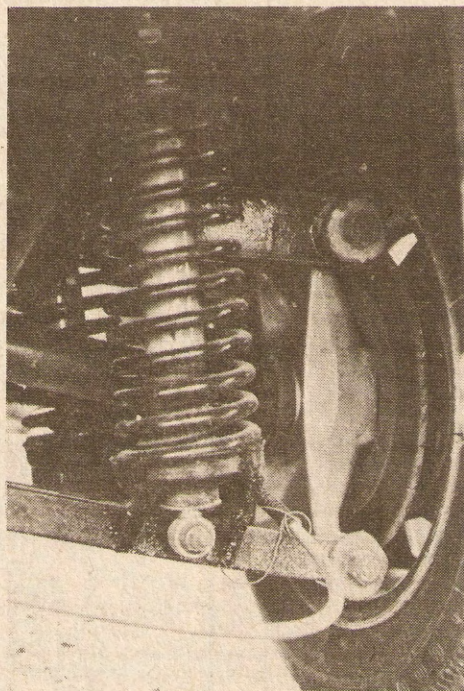




AVO flared arches have been grafted neatly onto the shell—Escort fronts at the rear and vice versa.

chassis was "banana shaped." After hawking it round the less fashionable areas of South London for several days, someone agreed to re-jig it for £35, and then the painful procedure of reconditioning could begin. Things progressed slowly but satisfactorily until he started to deal with the front suspension. "The suspension was ludicrously high off the ground, yet the wishbones were on their bump stops in the loaded condition, so something had to be wrong; it was as if the car had been jacked up, and there was no movement whatsoever." Careful examination of the front end revealed that the car was sitting on standard Renault springs. They had to be the wrong ones. . . .

Here for the first time the owner came up against a problem he was to face all too often in the future; solving the "who makes what" puzzle. The components for the car are nearly all French (not a good start from an English point of view, and certainly not from a financial one). Secondly, information as to component manufacturers can best be described as inconsistent, so as often as not it is a matter of inspired guesswork and many happy hours relaxing in all weathers among rotting piles of disused motor mania from Clapham to White City, searching out the part that looks right or which just might fit. Many new candidates were found for the Dictionary of Slang during this period, but one day Richard returned home clutching a pair of springs that looked right. He cut them to length and got them in as a temporary measure. Meanwhile thanks to a certain Mr Rawlings who has been heavily involved with Renault tuning in this country, he began trying out Alpine springs (these cars use the same cross member) without any luck whatsoever. After six months frustration, he turned disconsolately to British Rail, awaiting the delivery of the one part which he knew he would never find, a Matra nose cone. On his request it was made in Paris on the original moulds and then sent over. It has been the most expensive item of the whole reconstruction process and cost about £100. Apart from not having a nose cone, however, the body was in an evil condition and the French shunt had robbed it of any front "pan" whatsoever. There was no alternative but to make one up out of sheet aluminium. Since this area takes the load of the petrol tank and the radiator, it had to be strong. His usual source of helpful suppliers (the scrap yards) provided a "new" petrol tank, and an R5 radiator took its place at the front. AVO



Twin coil spring/damper units at rear.

provided the wheel arches to make the car legal and three stud aluminium 13 inch wheels took the place of the ancient-looking 15 in steel variety.

Putting the body back on was a comparatively simple task, but the conversion to right hand drive posed some problems. The original high ratio rack was badly damaged in the crash, but Richard acquired an RHD R10 rack which brought all the necessary bits to the other side of the car, and the body was suitably savaged to accept the newly positioned pedals. The slightly nerve racking procedure of chopping and re-mounting the steering column took a while to come to terms with, but it now sprouts from the centre of the old glove box and appears to do the job very well.

The brakes and the hydraulics were next on the agenda, and once again there was the problem of identification as the master cylinders were all non-standard and the Matra used an hydraulic clutch; unlike the R8 and 10 which made do with cables. "No one could recognise the cylinders, and the

bores did not correspond with anything that anyone remembered so the whole thing is rather unsatisfactory at the moment. I shall change the whole system and go to the correct competition pads eventually." Richard is naturally very keen to make the car go properly, and be a totally workable proposition rather than just an old hack which he got on the cheap. . . . "In the course of this operation the most trying thing has been attempting to achieve something which is totally acceptable, almost as new; but one has to draw the line when replacing parts which may be worn, but not broken. Things like suspension bushes have had to be sacrificed."

Since Christmas, Richard has contracted housemaid's elbow in his attempts to rub down the body prior to spraying in French Alpine blue; a colour that he feels is particularly appropriate. The legal problems have at last been overcome. . . . ("you can't get an MoT without a licence number . . . you can't get a licence without an MoT certificate . . . you can't get a licence without insurance and you can't get insurance without a registration number").

Although the car is now ready for the road, as far as Richard is concerned it will not be ready until it is capable of going round corners quicker than a Lotus Europa while managing a genuine 100 mph from its 1100 cc engine; this of course is all a matter of sorting, something with which Richard is very familiar. Meanwhile he is working on restoring the interior (he even queued with sales grabbers outside Pontings to get the piece of end-to-end carpet that he needed for the interior). Meanwhile he remains on the look-out for suitably bent R12s, the TS engines of which would be entirely suitable to overcome the power problem . . . while accepting the fact that on one dark night he might be stranded with a broken crownwheel and pinion (Bonnet's design did not stand up too well to the torque loadings of the 1300 cc fliers), so he is kept busy fantasising over a "big valve Europa" transplant; an engineering problem which he can scarcely wait to put to the test. At present he is worried about problems such as noise and heat insulation, which in the mid-sixties had not reached the level of sophistication of mid-engined cars a decade later, but in terms of hard cash he is the owner of an economical mid-engined coupé. It has cost him just £700 (on the road) and two year's hard labour. It is far too late to turn back now.





The steering is normally quite light, but feels heavier when the car is thrown round corners under power.

## The 99 EMS: Saab's tough 2-litre

Pioneers of front-wheel drive Saabs have long forgotten their one-time obsession with two-stroke engines. They have earned a reputation for extreme toughness and painstaking rust-proofing, the amount of Swedish steel used being proved by the very substantial weight for the size of the car. Swedish engineering has a world-wide fame and in the Saab it is seen at its best.

Of integral construction, the body rides on coil springs all round, with wishbones in front and a trailing dead axle behind. The brakes, with servo assistance, are discs for all four wheels with dual diagonally-connected circuits. The light-alloy wheels are of 15in diameter and carry 165mm radial ply tyres, a respectable size.

The car formerly had a Triumph Dolomite engine and now has a full 2-litre Saab-built power unit, derived from the Dolomite but of more rugged construction. The model tested is the most expensive Saab and has Bosch Jetronic fuel injection. The engine is mounted very high up, though its overall height is somewhat reduced by slanting the cylinder block to one side. The flywheel is in front and carries the clutch, which drives the gearbox primary shaft through helical-toothed spur gears. It will be understood that the gearbox and final drive are below the engine sump, containing their own lubricant. This arrangement results in a compact assembly, though the unusual height of the crankshaft and flywheel elevates the centre of gravity.

The steel body is of the strongest construction and has many safety features. The

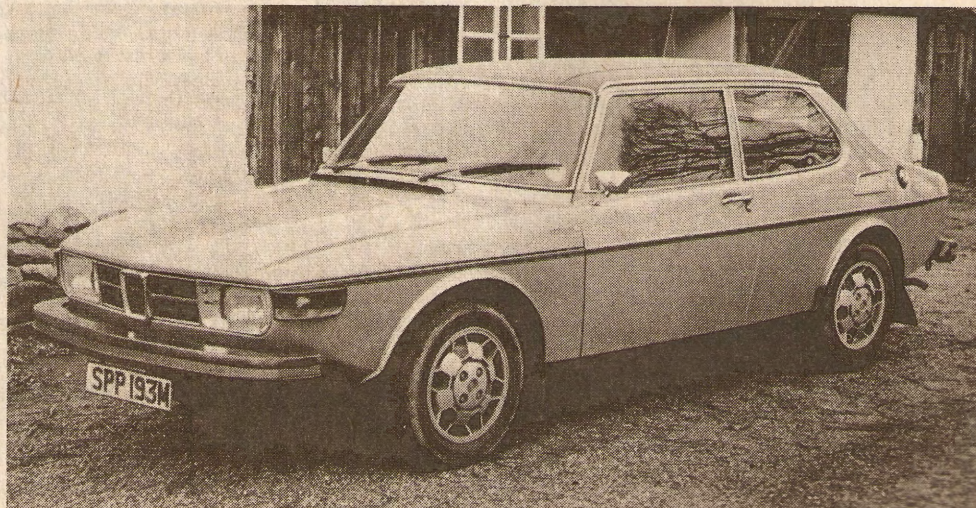
doors contain steel beam reinforcements and they have shock absorbing panels, a construction which is continued in the panels of the body. The passengers are thus well protected against a side impact.

A high standard of finish is found everywhere and though the interior looks rather plain, the materials used are obviously of the highest quality. No expense has been spared in equipping the car and there are some unusual items. These include electric

wipers and washers for the headlamp glasses and thermostatically-controlled heating to avoid the driver freezing to his seat. Having driven in Sweden, I can appreciate the need for this provision. Powerful hot-air demisting of the rear window replaces the usual wires built into the glass.

Instant starting, hot or cold, without any choke or mixture control, is an advantage which some other fuel injection engines certainly do not possess; there is no stalling

The doors contain steel beam reinforcements and they have shock absorbing panels, a construction continued in the panels of the body.





# Road test



The bumpers are of the kind which can absorb low-speed shunts without damage and, usually, they do not ruin the cars appearance either.

during the warm-up period. The engine is outstandingly smooth and flexible for a four-cylinder and feels very responsive and lively. The acceleration is vivid if the gearbox is used but the car will also pick up quite rapidly from low speeds in top gear. As the machine is about a couple of hundredweight heavier than its rivals, the engine must have exceptional torque right through the accelerating range. The disc brakes on all four wheels cope easily with the weight and performance of the car.

Not only does the car feel lively at the lower speeds but the acceleration continues strongly well past 80 mph. This is assisted by the relatively high maxima on the lower gears and the pleasant gearchange. The maximum speed of 106 mph is more than satisfactory for a 2-litre car with a really roomy 4/5 seater body and a large luggage boot. The engine does not sound highly stressed, even when the true maximum is slightly exceeded on downgrades.

Mechanically, the car is never noisy, such sound as there is being merely the purr of a good engine running easily. The transmission is much quieter than would be expected, having regard to the number of pinions involved. Neither road nor wind noise are obtrusive.

The suspension is quite strongly damped and feels fairly firm at low speeds, but in fact the bumps are well absorbed and rear

passengers comment on a comfortable ride. They have plenty of room and the driver is also well-seated, with adjustment for tall men or short women. The view all round is satisfactory, though the scuttle is fairly high, but the long seat backs are a nuisance during intricate reversing manoeuvres—I would much prefer the headrests to be detachable.

The handling is unusual, inasmuch as the drive to the front wheels can be felt through the steering much more than is usual nowadays. There is a straightening-up effect during hard acceleration out of a sharp corner and one notices a considerable change of attitude on a trailing throttle. The steering is normally quite light but feels heavier when the car is thrown round corners under power. These handling characteristics are gradually almost forgotten as one becomes used to the vehicle and are probably due to the high centre of gravity to the power unit.

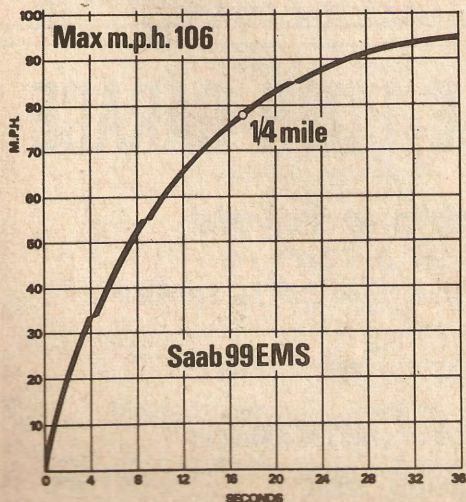
The heating and ventilation are very efficient and easy to control. The instrument dials are well arranged for a good view, without objectionable reflections. At night, the lights are not only effective but remain so throughout a long journey, thanks to their wipers and washers.

Some of the earlier Saabs were by no means good-looking, but this one has quite an attractive shape, though its make is still unmistakable. The bumpers are of the kind which can absorb low-speed shunts without damage, but they do not ruin the appearance as these things usually do.

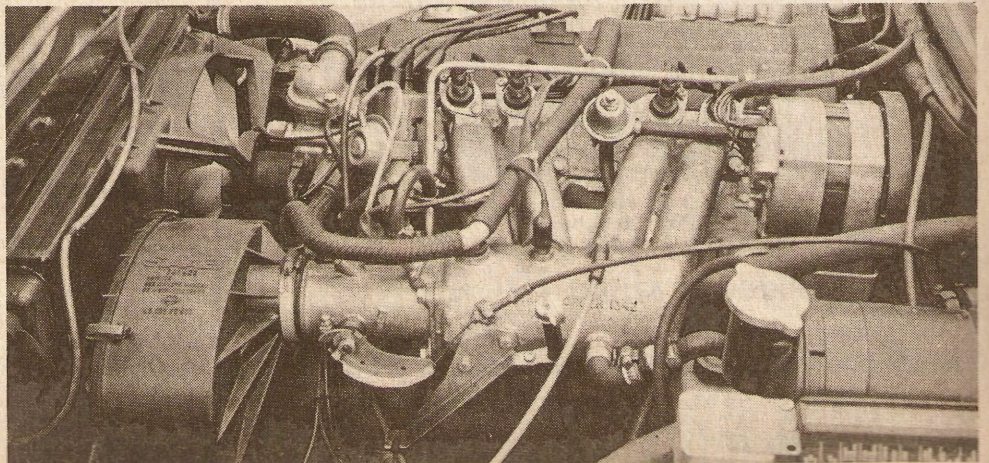
Even by today's standards, the Saab 99 EMS is a very expensive car. It would be possible to buy as much performance for less money and for this reason it is unlikely to sell in great numbers on the British market. Yet, there are those for whom quality is the most important attribute and the Saab may be their car. Its petrol consumption is moderate, especially considering its performance potential and the space for passengers and luggage. The reputation of this make for reliability and freedom from teething troubles is well known and for the man who can pay a little extra it might well be a sensible investment.

#### SPECIFICATION AND PERFORMANCE DATA

Car tested: Saab 99 EMS 2-door saloon, price £2,625.48 including car tax and VAT.  
**Engine:** Four cylinders, 90 x 78 mm (1985 cc). Compression ratio 8.7 to 1. 110 bhp DIN at 5,500 rpm. Chain-driven overhead camshaft. Bosch Jetronic fuel injection.  
**Transmission:** Single dry plate clutch. 4-speed synchromesh gearbox with central remote control, ratios 1.0, 1.39, 2.07, and 3.44 to 1. Helical spur gear primary drive, ratio 1 to 1, and spiral bevel final drive, ratio 3.99 to 1.  
**Chassis:** Combined steel body and chassis. Independent front suspension by wishbones and coil springs. Rack and pinion steering. Dead axle on trailing arms and Panhard rod. Servo-assisted disc brakes with twin diagonal circuits. Bolt-on light alloy wheels, fitted 165 SR 15 tyres.  
**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Water temperature and fuel gauges. Clock. Heating, demisting, and ventilation system with hot air rear window demisting and electrically heated seats. 2-speed windscreen wipers and washers with headlight wipers and washers. Flashing direction indicators with hazard warning. Cigar lighter. Reversing lights.  
**Dimensions:** Wheelbase 8ft 1.4in, track 4ft 7.1in/4ft 7.6in, overall length 14ft 6in, width 5ft 6.5in. Weight 1 ton 2 cwt.  
**Performance:** Maximum speed 106 mph. Speeds in gears: Third 85 mph, second 56 mph, first 34 mph. Standing quarter-mile 17.1 s. Acceleration: 0-30 mph 3.4 s, 0-50 mph 6.8 s, 0-60 mph 9.8 s, 0-80 mph 17.9 s.  
**Fuel consumption:** 24 to 28 mpg.



The 2 litre engine is mounted very high up though its overall height is somewhat reduced by slanting the cylinder block to one side.





# "Tarren": a dream realised?

IAN TO ROBERTS discusses the project with PETER NEWTON

There is still a depressing amount of evidence to support the fact that rallying remains very much the poor relation in senior league motor sport, and nowhere is this more evident than in testing facilities. The myriad different tyre compounds offered by the rubber companies for competitive loose surface driving, in conjunction with the diverse behaviour of the modern rally car according to how its suspension is set up, mean that rally testing is now assuming the kind of importance that has hitherto only been the province of the racers. It is not merely the top teams and sponsors (who appreciate the impact that rallying is capable of bestowing) that require the facilities for testing; for driving experience and advanced techniques of car control on these kinds of surfaces are not something that are picked up overnight. In addition, tuning of suspension and brakes to extract the ultimate out of a rally car is a highly skilled art that requires a feedback from the driver at a level unheard of five years ago. To be really competitive these days, testing is doubtless a highly important factor, if not an essential pre-requisite; yet the facilities for legally testing rally cars in this country are little short of appalling. Besides the ubiquitous Bagshot (whose Alpine loop is often out of commission and the flint-based surface of which is deeply rutted in places, to the extent where results are useful only in so far as the recipients find out what is likely to break up first), there is not much choice for those who do not have the ear of a sympathetic landowner. Rushing about furtively in the woods does nothing for the nerves, the well-thumbed wallet, the competition licence, or the prestige of rallying, whose public image is, despite the boom in its popularity, critically important as always. This combination of circumstances is hardly the right atmosphere in which to carry out objective tests. Last week Autosport were kindly invited by DOT to a new testing facility in the heart of Wales. It was the team's first visit there, and they also had the distinction of being the track's first customers. We took the opportunity of talking to Ianto Roberts, operations director of the "Tarren" project, to ascertain the extent and the aims of the new facility which is of direct interest to two of rallying's premier entrepreneurs, John Foden and John Davenport.

**A question of names to begin with, why Tarren?**

We could have chosen all sorts of Welsh names which sounded right once you've got hold of the pronunciation, but everyone can pronounce Tarren correctly. It, in fact, means "rocky outcrop," which is not inaccurate. I started with "Tarennau" which means "thunder" and we found the word "Tarren" in the dictionary next to "Tarennau," and it sounded right.

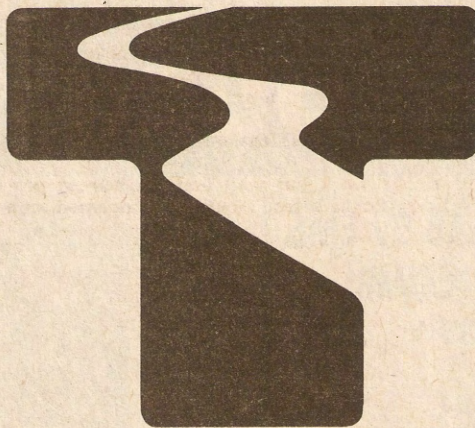
**Whose idea was it and how was it got off the ground?**

Well, the idea first came to me about a week before the Tour of Britain last year. I was doing graphics for Philip Evans of Aberystwyth at the time; he started with a hole in the ground about two years ago and now has a very valuable quarry among other spheres of interest. I went to him with the idea of raising the money (he is a mad keen enthusiast like myself) on the understanding that I would talk to whoever I knew to get some advice. I knew both John Davenport and John Foden and they came to see me just after they had completed the recce of the Manx. Philip concluded that it was probably too expensive (like £50,000) to build a 5km circuit on the site I had originally thought about, and he remembered that a friend of his owned about 5000 acres of suitable land up here. On inspecting it he found to his delight all these roads disappearing all over the place.

**How did you manage to convince the landowner that this idea might be an economically viable proposition?**

Well, Welsh friends are good friends, so it was extremely easy to approach either of them. It has, however, been difficult for Simon (the landowner) to take the project seriously. He is not entirely convinced that we have a product, but he is prepared to go along with us.

... and presumably Messrs Davenport and Foden were getting things in motion. . . . As far as the trade was concerned, yes. They stopped us from sending a letter out to the



# tarren

press asking for your views. They advised us to go out to the trade. So we went to Chrysler, Ford, DTV, Opel, British Leyland, Dunlop, Michelin and Kleber. Most of them came down to see us on a diabolical day at my parents' hotel, the "Ynyshir" at Eglwysfach, Machynlleth. Most people seemed to think that a figure of £25 per-car-per-day was reasonable. This has now become £30, but at that figure the sums seem to work. The motorsport people said pretty comprehensively that they would want to come for two days at a time. It appeared that they had not believed that they were going to be offered anything sensible; presumably because they have been offered cart tracks and fields incessantly. The presentation was extremely successful.

**Your only major overhead at the present time would appear to be the matter of re-grading. What arrangements are you going to make about this?**



Operations director—Ianto Roberts.

It's a question of seeing how quickly it gets sufficiently destroyed to be invalid as a test track, and then how long it takes us to re-grade it; but I don't think it would take us much more than a day to do it.

**Who do you consider your principal clients to be?**

There would obviously be the facility for exclusive testing and we are pretty secure from prying eyes here. We are prepared to offer the place for any length of time to something that requires secrecy; like film making; but in the normal way I should like to stress that we are open to everyone, not just the professional teams. We are open to amateurs and clubs too. We would obviously do a deal with clubs; eg: say £200 per day to a club bringing 20 cars. In addition to this I would hope that parties like Castrol, Dunlop or Kleber would want to put in their own "portabuilding" bays at the bottom of the hill. If, say, Dunlop come, it is obviously in their interest to have more than one car and driver, indeed I tend to think that the tyre people are probably going to be our biggest dollar earners.

**Perhaps you would like to go on by outlining some of your future plans. . . .**

As soon as the weather conditions allow us to start building a road sensibly with a D8 (because between now and May we will be using the period as a sophisticated piece of market research, that is letting the customers use the product); in May we intend to build a five kilometre circuit on the south western side of the property. We are also very keen to run our own and press promotions here—"pursuit" rallying as John Foden calls it.

**How are you costing your road cutting activities?**

If you asked a man to build you a road in a forest to Forestry Commission standards, he would tell you that it costs £2.50 per running metre. This is 16 feet wide with a 10 foot carriageway.

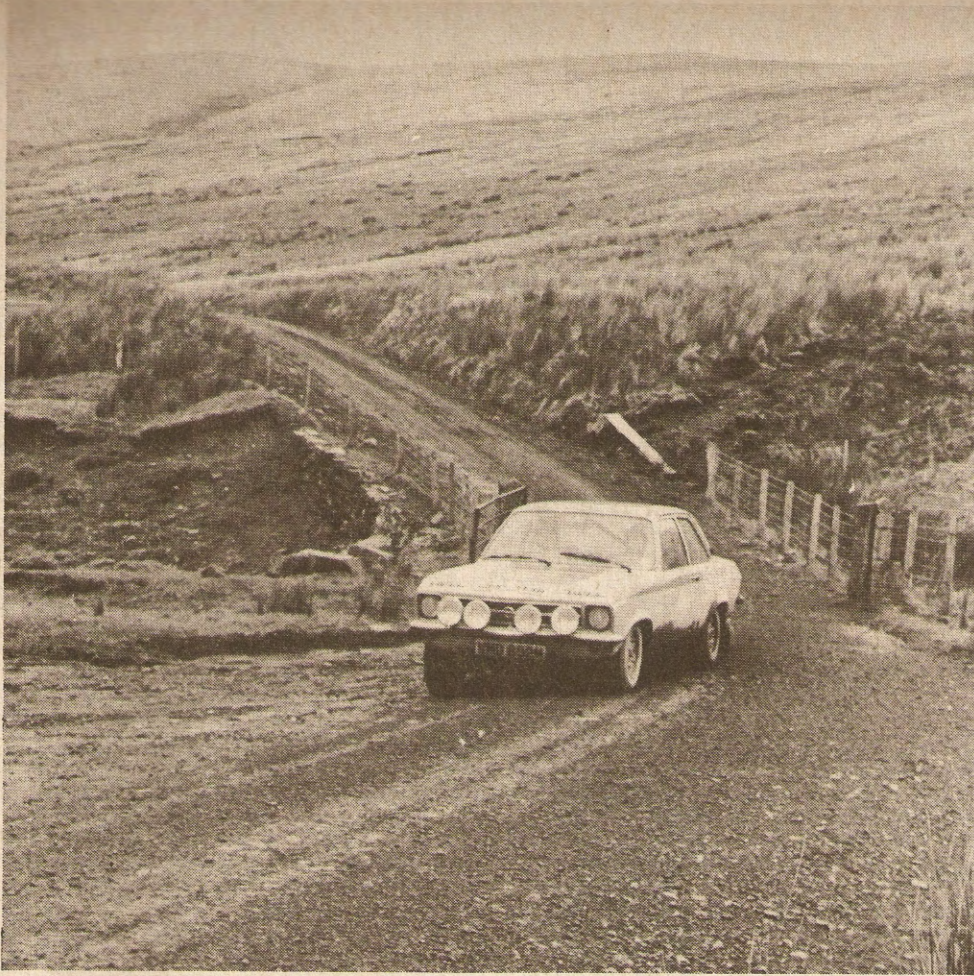
**And what about the history of the existing two roads?**

The existing roads were farm roads developed by Simon's father and then by him. Then hydrology scientists wanted to put up experiments all over the property, so they were further developed. All the roads here now are built to forestry standards including that very tight hairpin which seems rather tough for a 10-ton artic!

**There are one or two fairly precipitous drops on the property, particularly around by the disused mine workings. Do you think that these natural hazards will tend to put drivers off as far as testing is concerned?**

I now have the opinion of three drivers specifically who have driven over it, and they have all "rubbished" the potential danger.





Looking North: Tony Pond swings the G1 Ascona through the gateway.

**What is your position on insurance . . . could anyone claim against you if they were to be injured?**

I have a suspicion that they might be able to at present. However, I feel sure that most drivers are insured for personal damage to themselves, and I would assume that team managers must accept damage to their cars, as they would in the middle of a rally; or they have them insured with Ian Bracey. The situation becomes complicated when you

introduce spectators. I am investigating the whole insurance gamut at present. If our own insurance scheme was forthcoming it would obviously involve the compulsory wearing of helmets and cars prepared to G1 regulations, eg: with fitted roll cages and fire walls.

**How do you see things developing in the long term?**

If things work out well and we have a product as far as a test facility is concerned, and

Looking South: Pond's Opel skitters over the bleak moor "just like a real stage."



we have a viable special stage for the RAC, the Welsh and THE one of the Castrol/AUTOSPORT rounds, then I would think that we would probably put in a tarmac road, and that would be the next step towards a full-blown circuit. I would think that the appearance of Formula racing cars on the Tarren complex is about five years hence, but I don't see it as being unfeasible, particularly if Wales gains self-government.

**I have heard some interesting talk about the possibility of a rally school being set up here. Would you be prepared to say more about this now?**

This is the province of Messrs Foden and Davenport rather than ourselves. They intend to do a full-blown Aaltonen-style rally school here. They would like to start running it as soon as the link is put in making the circuit. The school would use existing building at the start at least. I think the resident rally driver may be Colin Malkin. The idea is that the pupils will stay three nights at my parents' hotel. John D will teach them pace notes. I think that they only intend to run about four or five sessions in the year with six crews. They are expecting the pupils to bring their own cars.

**Are we to understand that all your PR management work will also be undertaken by John F?**

You could say so, yes; he has been extremely successful.

**You are very concerned that clients don't just come and get completely soaked here and return home hungry, aren't you . . . ?**

I am not too concerned about people being rained upon because nobody seems to mind that. We intend to have an office, reception room and garage space virtually immediately. I have also applied for a radio frequency so that I can control traffic. We want to build a circuit principally so we are completely away from the farm and we can fence the area off accordingly.

**How long will the link road be between your existing "goers"?**

We have got to build a whole new 5 km circuit from virgin ground, which is not as awful as it sounds. To put in the link between our existing roads, however, is a mere half a mile.

**What is the overall capital situation?**

There is certainly no lack of capital backing. The operation will become a limited company in the near future. My parents' hotel will be assuming the position of hospitality centre.

**You talked about timing earlier today; Harry Gee was saying how important it would be to have definite starting and finishing points so that he could then switch tyres as one would do on a race circuit to compare times . . . what are your plans as regards timing?**

With us being laymen, it is up to the tyre people and the teams to tell us what they want. If there is something that is startlingly obvious that would be a great advantage to Tarren, such as the electronic timing and lap recording system that we are investigating, then we would put it in. Tony Pond did not think that it was feasible to turn round consistently accurately at the top. The turning circles at both ends will, of course, become much bigger. For the moment we shall probably put up posts. It's a question of feeling our way, because none of us is motorsport cognoscenti by any means. We won't be building the new roads entirely to forestry specification because we don't have to worry about 10-ton "artics," so we could have a gradient that is greater than 8-in-1.

**What is your position with regard to having your own rally cars on the premises?**

Before Foden and Davenport came up with their ideas about running a rally school I had imagined having five or six rally cars, and running our own school along similar lines. Probably they would have been G1 cars with perhaps one good G2 car. We certainly intend to run our own rally car next year for a "name" driver. We would buy the car from a "works" and do the job properly. I think that Phillip has some visions of getting into the sport with a view to becoming perhaps the Ken Tyrrell of rallying. It's certainly an exciting thought.





Walter Rohrl/Jochen Berger pressing on through La Roca. Tyre problems dropped them out of contention for the lead.

## COSTA BRAVA RALLY

# Verini's Fiat victorious after Andruet's Alfa fails

Report and photographs by MARTIN HOLMES

Maurizio Verini and Francesco Rossetti won last weekend's Costa Brava Rally in the sole surviving Italian works car by over five minutes from the Spanish "works" Renault of Juan Carlos Pradera/Juan Petisco, after withstanding a long challenge from Jean Claude Andruet/Biche in the new Alfetta, which retired in the late stages. For the 1973 Italian rally champion and for his co-driver, this event provided the first international win of their careers, and for Verini, the result places him third in the ECR after four events, behind Stig Blomqvist and Simo Lampinen, the joint leaders.

It must be difficult to live in a country where another rally, in this case the Firestone, carries a far higher prestige, yet still make a success of this one, and it was very encouraging for the Barcelona organising club to be awarded co-efficient three by the FIA, the same as the Firestone. In certain respects the insularity of the north-east part of Spain showed through, and both the marshalling and the route instructions were far from perfect, but the toughness of the rally was predictable even if the identity of the winner was not.

## ENTRY

There were no fewer than five works cars from Italy on the entry list, three from Fiat and two from Alfa Romeo. The Fiats were to be driven by Verini, Fulvio Bacchelli and, as a surprise, the girl driver Anna Campiaghi. Anna, the sister of the ex-Stratos private owner Robero, has now changed allegiance to Alfa Romeo, her entry was not taken up,

and there was talk that the entry was only a Jolly Club one anyway. The two remaining cars were the usual 124 Rallye Abarths, with nothing new except the Pirelli Super-sport S10 rain tyres, which have only recently become available in 13 in sizes. The width of these tyres make the Fiats look like caricatures of rally cars! The other two machines were the new Alfettas. The brutal vehicles seen in Corsica came from the same factory as the beautiful creations seen in the hands of Andruet and Ballestrieri.

The most serious opposition, apart from the local crews, was expected from the Euro Handler Team Opel Ascona of Walter Rohrl, which was fitted with fuel injection. Rohrl was not ready for the rally, having been ill and having had just two proper days of practice only. This lack of practice shows in the way that he gained fastest time on all six of the 20 tests that were loose-surfaced, yet on only one tarmac stage. Then there were two Polski Fiats, one a true Polish-built 125p as seen on the Monte (and from which the

Monte stickers had still to be removed), which was driven by Stawowiak, while a surprise entry was that of an Italian-built 124 Rally Abarth, with eight-valves, to be driven by Andrzej Jaroszewicz, the son of the Polish prime minister and a man who, after lessons at Rauno Aaltonen's rally school, has improved immensely.

These cars are sponsored by Castrol, having the use of one of their vans, and are also assisted by Michelin. The foreign challenge was heightened by several Porsches, led by a 3-litre car of last year's Cos'a Brava winner, Claude Haldi—of the type which uses a 917 braking system, injection engine and lightweight body. Then there was an entry for Antonio Borges, but trouble in Portugal meant that the car was not ready. From England came an entry from Marek Gierowski/Martin Holmes—a lightweight Group 4 car with twin plugs and carburettors and standard brakes, together with a similar one for Hans Schewe but his had fuel injection. Jolly Club in Italy entered two Group 1 Alfasuds with 1300 cc engines for "Bancor," the driver who went well on the San Remo, and for Alberto Brambilla. These did not turn up as it is said that the cars have proved disappointing on tarmac events. The Costa Brava had only 30 per cent of loose surfaces.

The best of the local drivers was Pradera, in an Alpine A110 with 1800 cc engine, which used Dieppe-supplied engine and gearbox, and which is painted in an imaginative colour scheme, just like the works cars save for the fact that the blue paint was yellow, the Spanish racing colours. Seat entered two 1800 cc 1430s for Zanini and Canellas, whilst there were predictably a great number of private 1430s, of 1600 cc size, further down the entry list. Prominent non-starters, apart from Borges, included his fellow countryman Cortes Berruto, who failed to appear despite practising and Couloumies (car not ready).

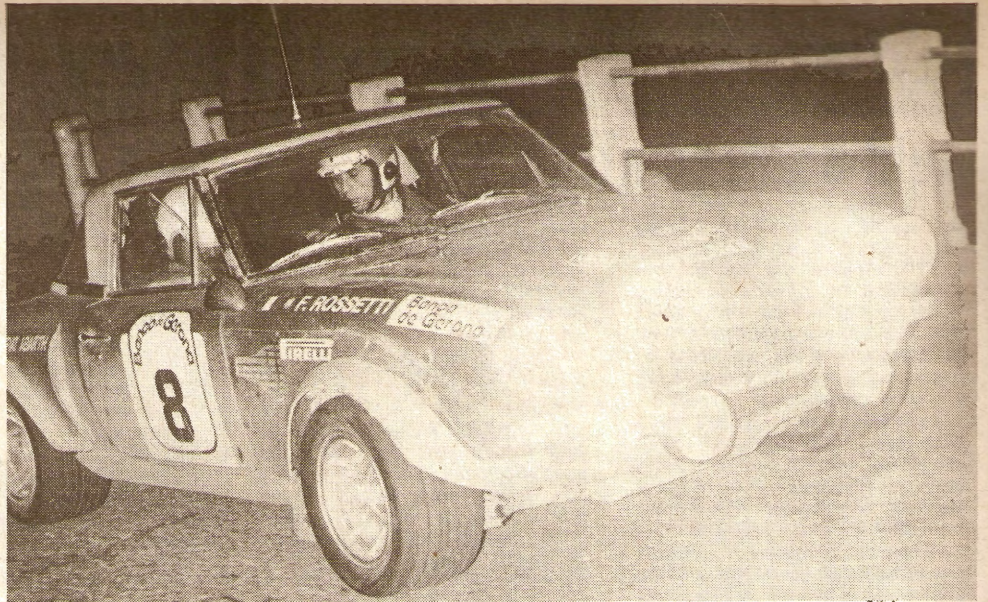


## RALLY

The format of the event was simple. It was held over two nights with a rest halt in the middle, each night was divided into two legs, each containing five stages. These varied from a rough hillclimb section called Santa Barbara, a series of some 31 hairpins within 6½ kms, through to an up-and-down test of 44 kms, used twice. Just two stages were held in daylight. The loose sections always came in pairs, which helped competitors with tyre changes, and the only ice was found at the top of the Montseny hillclimb test, and then for only a couple of kilometres at the top. Although there was fog the week before the rally, the event itself was clear, although there was some heavy rain during the first night.

The event started with two tarmac tests, on which Babler jr's Seat crashed, allegedly when a wheel broke, and Schewe lost 25 minutes with electronic ignition trouble, long enough to place him OTL. Gierowski reached the end of the long stage convinced firstly that he had a puncture, and then that he had broken a driveshaft, though eventually as he limped over the long link section it transpired that a wheel had come loose. It then came off, and stuck under the wheel arch. Two rough stages followed, and despite fifth best time, this was the end for Ballestreri as a stone had caught between the sump and the skid plate and holed it. Haldi reached the beginning of the next test and then had transmission breakage. He had previously had a traumatic experience when he discovered that his brake calipers (about £500 each) fouled the wheels on to which he had fitted his knobby tyres, and the only way to continue was to chisel off the cooling fins. Gierowski then retired when a camshaft-drive failed, just metres away from a 125p which had suffered the common halfshaft breakage, while Servia's 1430 also retired with transmission failure.

With this rash of retirements, the rally settled down to a pattern. At the end of the first night Verini was leading by 89 s from Andruet, and a further 90 s from Rohrl, with Zanini the best local driver next up. Zanini's team-mate, Canellas, was not going so well, having rolled just before the break, blocking the route. This stage was scrubbed, which looked a little bad, but fairness was seen to be restored when he was forbidden



The Verini/Rossetti Fiat fought off Andruet's strong challenge in the new Alfetta, to win.

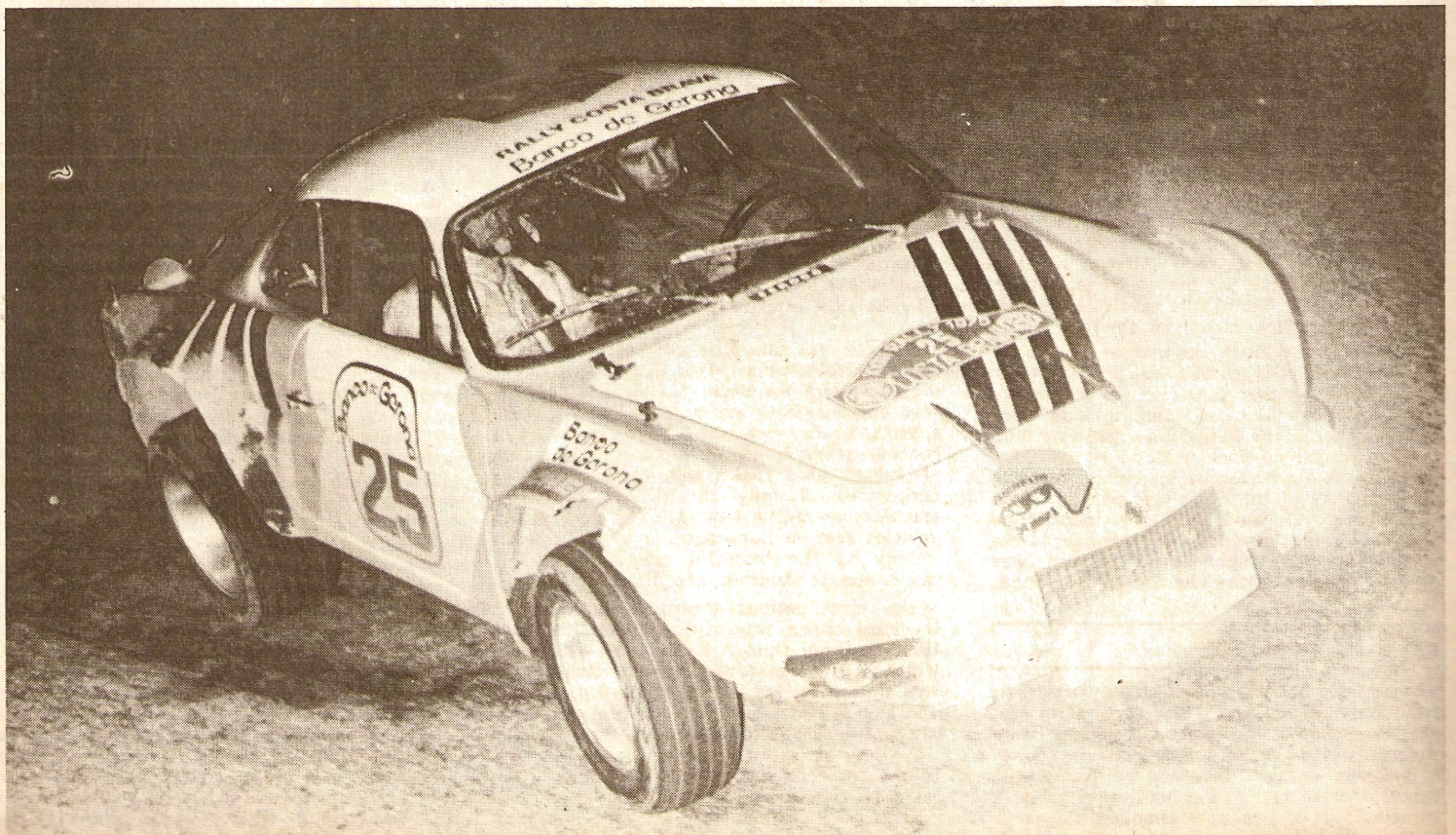
from continuing due to the condition of the car. The second night was clear and a little cold, almost perfect for high speeds. The first loop saw Andruet slowly catching Verini, particularly when the Fiat driver bent the steering rack by glancing a stone on an icy stretch. In fact Andruet came almost within a half-minute of Verini when his oil filter bowl was smashed and he retired. This was just after the Santa Barbara test, which was followed by an incredibly rough road section with an impossible time schedule. In fact the organisers relented and increased his allowance, to the dismay of Fiat who felt their cars would suffer least. To their further dismay, Bacchelli then stopped with zero oil pressure, which in the end was found to be due to a fracture in the pipe leading to the gauge. As dawn broke, Franz Wittman in the Bosch Racing Team BMW retired when a weld in the repairs to the gearshaft linkage failed.

With Andruet out, Verini was relieved of much of the pressure, though the placemen behind were driving hard. Jaroszewicz was

going better and better in his 124 Rallye Abarth, eventually taking second best time overall on the final stage, while Pradera was gradually gaining. Rohrl was suffering tyre trouble, three times he stopped to change wheels on stages, and on the final test he finished with both tyres flat. He entered parc fermé at the end on three racers and one road tyre! The next round in the European series is the Snow Rally in Finland (coefficient 2) while nearer home there are three events next month, the Lyon-Charbonnières (4), Ronde de la Giraglia (1) and the Firestone (3). There were 77 starters and 23 finishers.

1, Maurizio Verini/Francesco Rossetti (Fiat Abarth 124 Rallye) 14732.3 secs taken; 2, Juan Carlos Pradera/Juan Petisco (Renault Alpine A110) 15078.0; 3, Antonio Zanini/Jorge Sabater (Seat 1430/1600) 15094.0; 4, Walter Rohrl/Jochem Berger (Opel Ascona 1.9) 15164.6; 5, Andrzej Jaroszewicz/Janusz Wojtyna (Fiat Abarth 124 Rallye) 15658.5; 6, Eleuterio Serra/Ana Maria Mor (Seat 1430/1600) 16094.9; 7, Carlos Caba/Miguel Galofre (Alfa Romeo 2000GTV) 17287.1; 8, Jacques Regis/Chantal Argillies (Opel Ascona) 17346.5; 9, Jose Maria Jorda/José Enrique Monforte (Seat 1430/1600) 18088.7; 10, Xavier Olcoana/Maria Dolores Sargatal (Seat 1430/1600) 18342.8.

Local crew, Pradera/Petisco went very well in their Alpine A110. Both the engine and gearbox were supplied by Dieppe.





## Gold Stars reintroduced

ShellSport are re-introducing their popular Gold Star awards for 1975 based on the number of outright or class wins during the season by drivers using Shell fuel and oil. However, this year the awards will be restricted to saloon car drivers only competing in a number of specified championships and instead of a prize fund for the four most successful drivers, each winner will now receive £10 per victory, credited to drivers throughout the season and presented at ShellSport's annual awards presentation at the end of the season. The overall winner will also receive the ShellSport Gold Star award Trophy.

To qualify for Gold Star awards, competitors must register with ShellSport and carry

one ShellSport visor across the top of the windscreen and add a Gold Star on each side of the car for each victory. Wins will only count from the date of registration.

The eight qualifying saloon car championships are the RAC/Southern Organs British Touring Car, the BBC Radio One production saloon car, Forward Trust special saloons, BRSCC Penthouse Mexico challenge, Britax production saloon car, Kent Messenger 1000 cc special saloon cars, Tricentrol Super Saloon and Simon's Special saloon championships. Drivers can score victories in any number of cars. Registered drivers will also be able to purchase leisure clothing from ShellSport's soon to be announced range of clothing.

## FF drivers unaware of regs change

Some Formula Ford competitors, it appears, are unaware of a new regulation in this year's published Blue Book which forbids any water or oil pipes to run through the cockpit area. This includes chassis tubes which carry oil or water. Among the cars affected are the Lotus 61, Jamuns, and some Merlyn's.

When asked whether they would be enforcing this rule from the opening meeting, the RAC confirmed that they would, indeed, be watching for infringements of the regs in such cases where the cars have not been converted.

## No penalty for Webster

Organisers of the Lincolnshire AC Rally last Saturday were full of pride when one of the 35 crews managed to complete the 150 mile route without penalty. The crew which managed this unusual feat were Steve Webster and John Chadwick from Nottingham in their Fireza who completed 16 controls and half a dozen secret checks without blemish.

A minute dropped in each half gave Tony Newsum and Derek Brader second place in their Avenger GT and they took the award for best Group 1 car. The first two crews finished a long way ahead of the rest of the field for Godfrey Jones and Stuart Bruce were 11 m down in their Escort in third and eight minutes up on John Beaty/Mick Ranby, also in an Escort.

1. S. Webster/J. Chadwick (Fireza), 0 m; 2. T. Newsum/D. Brader (Avenger GT), 2 m; 3. G. Jones/S. Bruce (Escort), 11 m; 4. J. Beaty/M. Ranby (Escort), 19 m; 5. P. Moulson/P. Haikyard (Simca), 26 m; 6. J. and J. Cunningham (Escort), 47 m. Novices (under 1600 cc): C. Booth/A. Milner (Mini), 1 F 45 m; over 1600 cc: F. and S. Scarbrough (Viva), 3 F 52 m.

## Oulton's Sunday problems

Oulton Park's Sunday race meetings, introduced two years ago, are in jeopardy. The two year planning permission for these events has run out and as yet, the council have not renewed it.

The circuit has appealed against the decision and, until this is heard, the Sunday meetings will continue.

## Selective gives win to Cattini

Rod Cattini and Tony Thorne scored a 6 s victory on the Stort Valley MC's Arlington Starlight Rally last weekend, a better time of the one selective on the 200-mile route, giving them victory over George Loos and John Kappler.

In their Opel Ascona, Cattini/Thorne dropped 46 m 35 s in defeating the Loos Magnum while Roland Shepherd/Mike Wise returned in third place with their RS2000 on 48 m 50 s.

This was the sixth running of the event and some 83 cars started the rally which was run in dry conditions. Ice formed on some of the roads late in the event and caused some minor incidents. First expert crew home were John Dalton and David Chennells in their Escort Sport on 51 m 58 s while Sarah Cohen and Richard Holder were sixth in their Escort GT on 57 m 55 s. Top novice crew A. Beaumont and D. Murton finished 13th in their Imp.

1. R. Cattini/T. Thorne (Ascona), 46 m 35 s; 2. G. Loos/J. Kappler (Magnum), 46 m 41 s; 3. R. Shepherd/M. Wise (RS2000), 48 m 50 s; 4. B. Weeks/C. Sylvester (L/Cortina), 50 m 31 s; 5. J. Dalton/D. Chennells (Escort Sport), 51 m 58 s; 6. Miss S. Cohen/R. Holder (Escort GT), 57 m 55 s. Novices: A. Beaumont/D. Murton (Imp), 88 m 55 s.

## Larger grids at Thruxton

Thruxton are now able to offer grids of up to 33 cars now, with a possible practice capacity of 36 cars. For the March 2 meeting, the BARC have attracted capacity or near capacity grids for many of the races. Fifty special saloons are to race in two separate races, there are 34 Clubman cars, 37 Formula Fords, 35 mod sports and 31 Formule Libre cars.

## Harrison beats Bradbury

Early leader in the new Association of Midland Motor Clubs PCT Championship is Blackheath driver Mike Harrison. Following his class win on the first round, he swept his Midget to an outright win last Sunday when Owen Motoring Club ran their Snowy Mountain Trial at Franche, near Kidderminster.

Although a determined Reg Bradbury (Sprite) managed to match him early on—in fact was ahead at one stage—Harrison blasted his way through the glutinous mud in the later stages to romp home on index of performance and also had the day's lowest total of 135 marks for the 40 sections.

In the Mini class Kevin Caley eventually won by five marks after throwing away a sizeable lead. He beat John Hodgson

with Ian Spencer third and taking best Owen member award. Among the conventional saloons Dennis Wells had a comfortable win with his Skoda saloon beating the estate version of Nigel Hugo by 18 marks while his wife Peggy collected the ladies award on 202 marks.

Bradbury took the sports car class on 167 marks, a huge 40 marks better than Malcolm Brown and Reg Fitt won his class in his Imp at the third attempt on 234 marks, beating John Sargeant's VW comfortably.

Overall: M. Harrison (Midget), 135 marks. Class winners: K. Caley (Mini), 142 marks; D. Wells (Skoda), 165 marks; R. Bradbury (Sprite), 167 marks; R. Fitt (Imp), 234 marks; I. Purcell (Clan), 229 marks. Ladies: Mrs P. Wells (Skoda), 202 marks. Novice: A. Preston (Suliteto), 289 marks.

## Victory for Hunt

Mistakes by several leading competitors led to Tony Hunt taking his small engine Mexico to overall victory last Sunday on the Birmingham University MC autotest at the University's West Car Park. Hunt, himself in trouble with a 10 second penalty on one test, won with an 11 test time of 455.0s.

Both Ray Webb (1098 Sprite) and Mike Styles (998 Mini), threw away victory chances. Webb had his incorrect on the third test but still won his class in 474.8 s while Styles went all wrong on the eighth and ended up with a class winning time of 460.4 s.

Overall: T. Hunt (Mexico), 455.0 s. Class winners: R. Webb (Sprite), 474.8 s; M. Styles (Mini), 460.4 s; M. Tabberer (Simca Rallye), 539.4 s. Novice: J. Heigham (Mini), 552.2 s. Best Birmingham University: P. Scully (Cooper), 484.4 s.

## VW battle to Ricks

Run to their own non-conformist rules and classes, the extremely popular annual semi-sporting trial organised by Eastwood & District MC again had a huge entry for the 1975 event running at Burrows Farm, Clifton, nr Nottingham, last Sunday. The 87 entries were divided into four classes, with one class being further sub-divided for Land-Rovers, Buggies and cars with limited slip diffs.

With everyone aiming to get as near a maximum of 100 pts on the 10 sections, each done twice, top scorer and winner of Class 1 for cars with engines over driven wheels was the VW of T Ricks who totalled 85 pts. He had a heck of a battle before beating Mick Pownall, also VW, by a single mark.

The Spartan Special of T. Cox was best in Class 2 a class for front engined RWD cars and his score of 68 pts was four better than John Smith's Cortina. The class for Town & Country tyres went to David Webster in his

Cooper with 68 pts, beating T. Dutton's Viva by a couple of pts. Mrs Elizabeth Billings took the Land-Rover sub-section of Class 4 but only by a time deciding factor for she and M. Jelly both scored 84 pts. Among the section for cars with limited slip diffs Richard Haskins (Escort TC) scored 74 pts to beat Tony Barnes (Escort), handsomely.

Class winners: T. Ricks (VW), 85 pts; T. Cox (Spartan), 68 pts; D. Webster (Cooper), 68 pts; Mrs E. Billings (Land-Rover), 84 pts; J. Rouse (Buggy), 72 pts; R. Haskins (Escort TC), 74 pts.

● Although our lap record survey credited the over 3000 cc mod sports record for Aintree to the late Brian Hough (TVR), Aintree rang us on Monday to say that, as far as they are concerned, John Pearson holds the record in his XK120. This is because Hough was entered in a sports/GT race when the set his record. Under these circumstances, Pearson now ties with Bob Jarvis for the most number of lap records held by one driver.





Peter Kirk led from start to finish on the Towers Lec Trophy rally.

## Kirk's farewell to rivals

An outstanding drive into tenth overall in their Cortina GT gave Frank Mason and John Chapman the novice award on last Saturday's Towers Lec Trophy Rally run by Furness & District MC over a 90 mile route in West Cumbria. Mason and Chapman dropped 21 m and enabled two of the major trophies to go back to the Kirkby Lonsdale club for overall winners were the well known Peter Kirk and Stephen Bye in an Escort RS who dropped a mere six minutes.

Kirk and Bye rushed off into the night to lead from start to finish and came home four minutes ahead of the rest of the

47 crews who finished. Geoff Birkett/Dave Orrick (Ascona) headed five crews who finished within five minutes of each other, Birkett/Orrick having a minute in hand over the Avenger crew of Eddie Farrell and Dave Sherwin. Neil Hudson/Adrian Dixon were fourth in their BDE engined Escort. For Hartley Timmins, his sixth place was his best placing for a long time and Russel Grant was a new navigator.

1. P. Kirk/S. Bye (Escort RS), 6 m; 2. G. Birkett/D. Orrick (Ascona), 10 m; 3. E. Farrell/D. Sherwin (Avenger), 11 m; 4. N. Hudson/A. Dixon (Escort), 12 m; 5. P. Sandham/N. Hunter (Firenza), 14 m; 6. H. Timmins/R. Grant (Triumph 2.5), 15 m. Novices: F. Mason/J. Chapman (Cortina GT), 21 m.

## MacDonel leads, then disqualified

Unluckiest crew on last Saturday's Moonraker Rally run by Tavern MC in South Wales were Phil MacDonel and P. Woodward. Dropping only nine minutes on the 100 event, they would have been second in their Escort but for more than half the event they ran without any rear lights and subsequently were disqualified.

Outright winners, on six minutes, were the Bristol crew of John Taylor and Bob Rutherford who gave their Cooper S a fine win, finishing some nine minutes up on the rest of an entry of 52.

Two crews tied on 11 m but second spot went to Barry Mole and Richard Jarman (Mexico), from Gerry Phelps and Philip Robinson (Ascona). The next three crews all finished within two minutes of each other. Richard Rogers/Alec Davies (Imp), were followed by Phil and Adrian Turner in a TR4 and James Orr/Mike Rowley (Fiat 850) completed the leaderboard.

1. J. Taylor/R. Rutherford (Cooper S), 6 m; 2. B. Mole/R. Jarman (Mexico), 11 m; 3. G. Phelps/P. Robinson (Ascona), 11 m; 4. R. Rogers/A. Davies (Imp), 12 m; 5. P. Turner/A. Turner (TR4), 13 m; 6. J. Orr/M. Rowley (Fiat 850), 14 m. Team: White Horse MC.

## Seventeen FF2200s for Mallory

An entry of seventeen has already been received for the first round of the Allied Polymer Group FF2000 championship at Mallory Park on March 9. Damien Magee, Bernard Vermilio, Donald MacLeod, Ian Taylor, Derek Lawrence (see accompanying story), Chris Pryer, Frank Bradley, Syd Fox, Roger Orgee and Jeremy Rossiter are all entered in their announced cars.

New names to be involved with the Formula include Brian Davis in a March, Peter Slade in a Merlyn, while Wil Arif has not bought a Palliser as at first thought, but a Crosslé. An Alpine has also been entered, while there is an MRE and a Van Diemen for unspecified drivers.

Six cars are entered in the Thruxton *Formule Libre* race on March 2; for Pryer, Bradley, Orgee and Arif in their usual cars, with the addition of Steve Bradley in an Ashtune Van Diemen, and Ken Hensley in his Dufon.

● Noel Edmonds' Radio One Capri 3-litre is being race prepared at Stuart McCrudden's D'Arcy motors garage at Tolleshunt D'Arcy.

## Moffatt's rough victory

Bill Moffatt took his championship winning Ginetta G15 to an easy overall win down in Surrey last Sunday when Farnborough & District MC ran their Valentine Trial. Compared with previous years some of the sections were extremely rough and this, allied to seemingly untoward delays, meant only two rounds of the 16 sections could be attempted.

RAC Champion Geoff Spencer took his Cooper to an easy win in the first class, his score of 56 marks being some 17 better than Tom Higginson (Mini) and five fewer than Graham Lindley (Mini). Lindley and Higginson engaged in a private duel all day for at halfway Lindley was a single mark ahead of Higginson.

Finding the conditions to his liking Mike Stephens blasted his Mexico to a four mark win in the conventional class. He beat Peter Higgins (Mexico) while Charles Barter, who broke his differential on the last hill, took third with his Popular only three marks down on Higgins.

Best of the sports cars was Paul Skelton who dropped 71 marks in his Midget to beat John de Lacy Taylor by nine marks and Colin Valentine's Stiletto reigned supreme in the small capacity rear engined class with a 41 mark total.

Overall: W. Moffatt (Ginetta) 20 marks lost. Class winners: G. Spencer (Cooper), 56 marks; M. Stephens (Mexico), 42 marks; P. Skelton (Midget), 71 marks; C. Valentine (Stiletto), 41 marks; B. Ramsay (Chamois), 83 marks.

## Lawrence's Crosslé

Derek Lawrence, the 29-year-old Wolverhampton racing driver, has accepted an offer to run the sole works Crosslé in the Formula 2000 championship. Lawrence made his decision following tests in a prototype in Ireland last week and his first outing will, it is hoped, be the Mallory Park round on March 9.

Lawrence, one of the most experienced drivers in Formula Ford and in Formula 3, said: "This new formula is going to be one hell of a scrap. I tried both the Hawke and the MRE before the Crosslé and found the Irish car suited me very much better."

The only Crosslé in existence, the one Lawrence used for testing, will be used as a spare for the year and Lawrence does not expect to receive his rolling chassis until the end of this month.

Following his successful—not to say exciting—trip to the USA last year Lawrence is considering returning during mid-summer to contest several events.

## Holden wins run-off

New member Jeff King scored a single mark victory on Shipley & District CC's production car trial at Oakworth near Howarth. In his 1300 Escort Sport he dropped 14 marks on the shortened course, reduced because of extremely wet weather.

Graham Wilson and Steve Sayer were class winners in company cars, hence anonymity, on 26 and 55 marks, but Graham Kaye was out in his own Mini to take Class 3 on 18 marks, five up on Kevin King (Escort) and a further four ahead of Billy Wilkinson, also Escort borne. Ken Holden and Paul Knowles dead heated the Fiat 850 Coupe they shared in Class 4 and so to decide the issue they borrowed a Hunter and Holden won on a run-off.

## Rallycross on Sunday

The final round of the Castle Street Garage (Thetford) Ltd rallycross series at Snetterton takes place this weekend. An entry almost entirely similar to the last one has been received, and heading this are the two Mini men who lead the series on 24 points, Mick Bird and Nick Brice. Amongst the others are the Bernard Rodemark Porsche, Hugh Wheldon's Volkswagen, Tim Fraser's Mini, John Winsor's similar car, and the Escorts of George Warren and Tony Merriale. Practice starts this Sunday at 10 am, and the first race is at 12.30 p.m.

## Miller's Clubmen

The BARC tied up their final championship recently with sponsorship from National Organs for their Clubmen's series. This a 14 round championship at nine different circuits, and the prize fund amounts to almost £100 per championship round.

Southern Organs International are Britain's main importers of Japanese manufactured National Organs with 40 nationwide dealers, many of whom will be involved with trackside promotions.

Qualifying rounds are: March 2, Thruxton; April 20, Thruxton; May 11, Thruxton; May 18, Mallory Park; May 26, Croft; June 1, Cadwell Park; June 8, Silverstone; June 29, Snetterton; July 13, Cadwell Park; July 27, Mallory Park; August 17, Brands Hatch; September 21, Brands Hatch; October 4, Oulton Park; October 26, Thruxton.

● Still awaiting confirmation that the Siva is eligible for prod trials Mike Hinde entered a Ginetta G15 for last Sunday's Valentine Trial, but turned up with a 1300 VW.

Commented Hinde "The Ginetta was not ready so I bought the VW from a vicar two days ago and fitted a couple of new tyres and drove it down."



## The continuing story

The remorseless march of Jack Pearce in sporting trials continued last weekend when he scored his fourth win in five events on the Peterborough Club's Charles Pollard Trial. Pearce dominated proceedings with his Kincraft initially taking a seven-point lead from Robin Alexander (Cannon) on the first tour but Tony Harrison, despite running on three towards the end, came strongly through to finish runner-up, only two marks behind the champion.

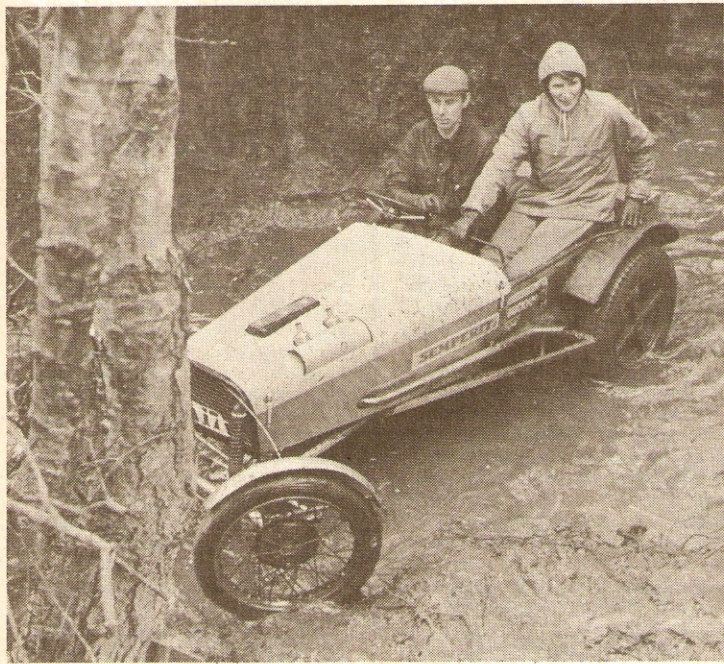
With 34 starters and minus the Allen brothers and Lol Hurt (down with flu), the struggle for

places was fairly even initially with six cars only 10 marks apart. On the second round Harrison shot from sixth to second ahead of John Fack's Impunity with John Benson (Jabs) and Ivor Portlock's Driad in close attendance. All the front runners kept station for the third tour of the 10 hills.

Pearce now has 73 pts in the series with John Fack, second, but a long way behind.

1, J. Pearce (Kincraft), 51 marks; 2, T. Harrison (Kincraft), 53 marks; 3, John Fack (Impunity), 65 marks; 4, J. Benson (Jabs), 72 marks; 5, I. Portlock (Driad), 77 marks; 6, C. Highwood (Cannon), 80 marks.

John Benson was the highest placed non-Kincraft driver in Jabs.



## Hawker heads 75 cars

With one of the best entries ever for a production car trial down South for some time—75 cars turned up including 18 Ford Populars—last Sunday's Golden Springs sponsored trial run by Woolbridge MC was won by Vivian Hawker in his Mexico.

Hawker rushed round the 30 sections on the tank training ground at Bovington with the loss of only 50 marks to take the event on index.

Pat McCausland took a Renault 5 into joint first in the front-engined FWD class where, among 17 Minis, he equalled Roland Love's score in his Cooper of 83. Roy Drake took third in his Cooper on 92.

Kings of the Pops were Robin Wells and Roy Mitchell, both of whom dropped 57 marks to beat Roger Wiltshire by three marks. In the rear-engined class—19 starters—Dennis Greenslade's VW put it across a horde of Imps by three marks. Graham Wiltshire and Alan Purchase were second and third.

Among the Specials, Cannon driver John Knight dropped only

two marks, to beat Frank Wilson (Rover 1), by three marks while Mike Jacque (Cannon) was third.

Overall: V. Hawker (Mexico), 50 marks lost.

Class winners: R. Love (Cooper) and P. McCausland (Renault 5), 83 marks; G. Greenwell (Anglia Estate), 62 marks; R. Wells (Popular) and R. Mitchell (Popular), 57 marks; R. Wood (Austin 7), 91 marks; P. Durrant (Imp), 31 marks; D. Greenslade (VW), 43 marks; J. Knight (Cannon), 2 marks. Novice: B. Moore (Popular), 65 marks. Best Woolbridge: Knight.

● The extremely wet weather of the past month has caused considerable problems for clubs organising prod trials. Of more than 30 events due to have been held up and down the country in this time, less than a quarter have been held. In many cases venues have been "on" but land-owners are becoming increasingly wary of leasing land likely to be badly cut up and which will take a long time to recover.

● Elden will be conducting customer test sessions during the last two weeks of February and the first two of March, for those interested in going Formula Ford or FF2000. Serious drivers should contact Faineat 823164.

## Ford engine men meet

Most of the leading engine tuners in FF2000 attended a meeting on February 11 called by the RAC for their scrutineer, Howard Mason, to explain how he will be interpreting the regulations on engines this season. There was a great deal of free discussion, and those who attended found the interchange of information and views very valuable. All areas of doubt were apparently cleared up, so there should be no excuse for the "well I thought..." type of excuses, should an engine be found to be illegal. The absences, ones which the RAC found of interest, were Rowland and Scholar, both of whom accepted but failed to turn up.

## Evans pulls out

Bill Evans, runner up in this year's BTRDA Championship Trial has retired from the sport and sold his car. At this point in time he has not decided if he will re-appear in a year or so with another, re-designed Beva. Whatever his future plans are he will be greatly missed from the sport in which he has proved to be such a contender for top honours.

● Zandvoort Circuit are very interested in hearing from anyone with a championship winning or interesting competition car, who would be interested in showing the car at a Racing Car Show at Utrecht in Holland. Interested parties should contact Johann Beerpoet, Cenav, Zandvoort circuit, Holland, to discuss fees and expenses, or telephone Zandvoort 7041.

## LAC £750 sprints

The Lancashire Automobile Club are organising their fourth sprint and hillclimb championship this season, with a total prize fund increased from £350 to £750, still with the interest of Thomas Motors who present the awards. First prize, in the class orientated scoring basis, is £175, with £140 for second, £120 for third, going down to £5 for tenth. Bonus points are scored for breaking hill or course records.

There are seven sprints and five hillclimbs, the best eight events of the twelve to count. The seven sprints are at Woodvale, Oulton Park and Longridge, and the five hillclimbs are at Castle Howard, Baitings Dam, Harewood, and Scammonden. Only two of the programme of events clash with the Longton series.

There is a maximum of 100 entries, and interested parties should contact Tony Iddon, 7 Lyndon Avenue, Great Harewood, Blackburn, Lancs, or phone 02354 884521.

● The Ministry of Defence has taken the unusual step of sponsoring a drag race meeting this summer, that at their Naval Air Yard base at Wroughton near Swindon. They will also purchase prime advertising space for the Royal Navy at drag race meetings in the UK in 1975, in the form of trackside hoardings.

● Richard Jenvey is entered in the Thruxton Libre race in something built last year called a Vogue SP1. This machine, built by Lester Ray in the Midlands, is reputed to be powered by a 2.0 BDA. Jenvey is a well known mod sports competitor in Sprites, and recently, Elans.

Derek Wileman (right) receives the keys of a G1 Chrysler Avenger from Lance Parker, managing director of Harringtons, the Sussex Chrysler dealers. Wileman was a very successful Mexico driver, and will contest the BBC Radio One championship. He will have two engines, one from Hartwell and the other from Denny Rowland, who prepared his Mexico engine.







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