

RAC RALLY INTERIM REPORT - CITROEN CX2200 TEST

# AUTOSPORT

*Review of Alfa Romeo's sports car domination*



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## EDITORIAL

### Get the message

Ford, Saab, Lancia, Fiat, Leyland, Toyota, Opel, Datsun, Chrysler, Vauxhall, Colt, Lada, Alfa Romeo, Polski-Fiat and Skoda are just some of the companies who, by the time this magazine is published, will be celebrating success or planning to do better in next year's Lombard RAC Rally.

That list of names is an impressive one — a list which contains nearly all the major mass production car manufacturers in the world. For the past five days they have been taking part in one of the world's toughest motor sport events. In no other form of motor sport do you get such fierce competition. The RAC Touring Car Championship, the racing equivalent for manufacturers, attracts perhaps three or four works teams, no more.

Why does the RAC Rally attract such support from the manufacturers?

Undoubtedly it is an event which carries an enormous amount of prestige. It is watched by millions of spectators and receives more and more publicity from the mass media (who do a remarkable job considering the rather poor press information facilities at the Rally headquarters). There can be little doubt that the RAC Rally now receives more coverage in this country than even the British Grand Prix. The spectator attendance for this one event is probably bigger than all Grands Prix put together. The manufacturers are in it to help them prove and ultimately sell their cars. In a time when the car industry is in the depths of a depression it is indeed heartening to see so many of them with a competition budget.

Why are the public at large and the media so interested in watching the Rally? Compared to even the generally bad racing and circuit facilities rallying has nothing to offer. A spectator has to walk for miles through mud and damp forests before he can see anything, even then the cars can be anything up to about two hours late, there's nowhere to sit, rarely any up to date information on the event and precious few places to get anything in the way of refreshment — yet still they come in their hundreds of thousands.

What it does provide though is a spectacle. Like a Formula One car being driven in anger by a top driver, the combination of a top car and driver in a rally driving on the limit just has to generate excitement. So where is the difference? Spectator involvement. Along almost every inch of the Special Stages spectators are literally a few feet from the cars. If a car spins off it is the spectator who pushes it back on the stage; in his own small way he's become involved in the outcome of the rally. Also between stages the spectator can see and drive behind the competing cars and their service entourage on the road. These may appear to be little things but ultimately they add up to tremendous public interest and that is what motor sport should be all about.

Rallying is also attractive to sponsors. Unlike in motor racing there is nowhere the actual products can be sold or clients entertained, but as a brand awareness exercise for comparatively little money it can have few equals in the amount of people it reaches directly or indirectly via newspapers television and radio.

The promotion of this year's Lombard RAC Rally has been first class as has the Rally itself. All other branches of the sport must learn from this success.

### our cover picture

Slick pit stops and team work were the key to Alfa Romeo's long overdue victory in this year's World Championship of Makes. Our review of the year starts on page 30. Photo: Jeff Hutchinson



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## EMERSON FITTIPALDI QUILTS McLAREN AND MARLBORO

# "I didn't do it for the money"

Last Thursday, Copersucar, the Brazilian Sugar industry, made the surprising announcement that Emerson Fittipaldi, ex-World Champion, was going to drive for them next season. On Saturday, Emerson flew to Vienna to fulfil his Marlboro engagement by appearing at the Jochen Rindt Racing Car Show. Much to everyone's surprise, the Brazilian returned home on Sunday, although he was expected to stay in Europe to test at Paul Ricard at the end of the week.

What makes the story so incredible is that the Copersucar car proved to be totally uncompetitive this season, even when Arturo Merzario took the car over from Emerson's brother, Wilson. This would therefore lead one to believe that the deal must be either purely patriotic or financially very attractive. Supposedly this is an all-Brazilian team, managed by Wilson Fittipaldi and with a second car driven by Ingo Hoffmann.

**"The financial terms negotiated this summer were substantial, and I feel that only an extraordinarily high sum, or a desire to withdraw from competitive Formula One racing, could prompt any such move on Emerson's part" (Pat Duffeler, Marlboro).**

Marlboro World Championship Team director, Pat Duffeler, who was both shocked and surprised by the news, said: "We have no knowledge of any such arrangement which would, in any case, contravene the agreement we made at the end of this summer. We are hoping that Emerson will reconsider any offer he may have received and will remain with the Marlboro-McLaren team next season. I am totally baffled as to why Emerson would want to go to another team because he has a super competitive organisation and car right here where he is. The financial terms negotiated this summer were substantial, and I feel that only an extraordinarily high sum, or a desire — for one reason or another — to withdraw from competitive Formula One racing, could prompt any such move on Emerson's part. He is too bright and intelligent to take such an important step without serious consideration and I can only hope that Copersucar's statement of last Thursday was either premature or inaccurate."

**"... if drivers, constructors or anybody else closely connected, act in an unethical manner, major companies like Philip Morris are unlikely to remain interested or involved in motor racing" (Pat Duffeler, Marlboro).**

When Pat Duffeler was asked who, in the event of Fittipaldi leaving the team, would replace him, he replied: "We would have to seriously reconsider the entire situation — including the possibility of our total withdrawal from motor racing. Since our participation in motor racing we have always seen sponsorship as a form of partnership — but if drivers, constructors or anybody else closely connected, act in an unethical manner, major



companies like Philip Morris are unlikely to remain interested or involved in motor racing.

"One must not forget that McLaren and ourselves have a big investment in Emerson, who, following our verbal agreement of this summer, is privy to confidential information regarding the new and as yet, unannounced car."

**"Emerson had made it known both to Marlboro and ourselves that he would be staying with us next year" (Teddy Mayer, McLaren).**

Even at this late stage there are still several top-line drivers eager to race in what is generally considered to be the most competitive Ford-engined team around today. Already, serious negotiations are underway and it seems that Marlboro and McLaren will have little trouble in replacing Fittipaldi. "The longer I think about it, the more astounded I am. It's totally unprincipled." These were the words of McLaren's managing director and team manager Teddy Mayer when we spoke to him on Monday afternoon. He's already been heavily quoted in both the *Daily Express* and *The Times*, two national papers who'd rapidly taken up the story. "I am appalled and dismayed, particularly as I was not told until Saturday night, after the news had been released in Brazil," he told them. "Emerson had made it known both to Marlboro and ourselves that he would be staying with us next year and we had all agreed very substantial financial terms with him."

Mayer then told us that he'd "enjoyed very much working with him" and that despite the recent turn of events he "had a lot of admiration for him."

What of the man himself? He flew back to Brazil on Sunday but we were indeed fortunate enough to track him down in Sao Paulo and told him of the reaction to his move back in Europe. As ever, he was diplomatic and talkative and particularly interested to hear what the

other involved parties had said about his sudden decision to switch teams.

**"People say I'm in this for the money but that is not true. I want to drive for a Brazilian team more than anything else" (Emerson Fittipaldi).**

"It started last week in Switzerland," said Emerson, "when I went to see Philip Morris (who pay me, not McLaren) about a financial increase. It was a second offer but they refused." Apparently, we subsequently heard, that Fittipaldi's reason for wanting more money was because of inflation in Switzerland.

"Philip Morris gave me until Tuesday of this week to make my mind up," whether you drive for us and McLaren's next year or not. I went back to Brazil and saw my brother's new Grand Prix project and I was very impressed. It's something I've always wanted to do, to drive an all Brazilian Grand Prix car and even if it hadn't happened now, it would have done one day. I never expected that the opportunity to drive for a Brazilian team would come so quickly." Emerson then

**"It's something I've always wanted to do, to drive an all Brazilian Grand Prix car and even if it hadn't happened now, it would have done one day" (Emerson Fittipaldi).**

explained that Copersucar had expressed more than a passing interest to get him into the team. He told them of Philip Morris' latest offer and asked them whether they could top it. They did, "but it was only slightly more. People say I'm in this for money but that is not true. I want to drive for a Brazilian team more than anything else. I really am very patriotic. If I just wanted the money, I could have gone back to Marlboro and said 'this is what Copersucar are prepared to pay, can you better it?' but I really didn't want to do that." Did he feel that he was dropping McLaren into serious trouble, bearing in mind Duffeler's quote about "the possibility of our total

withdrawal from motor racing", now that he had left the team. "No and anyway, even before my decision, they had agreed a new three year contract with Teddy Mayer." Marlboro personnel have since strongly denied this.

**"I don't have anything against McLaren. I've had two fantastic years with them. They're the best Grand Prix team" (Emerson Fittipaldi).**

"You refer to Copersucar making their announcement last Thursday. That's not true" added the former twice World Champion. "It was announced in Brazil at 11 am last Saturday morning and the first persons I telephoned to tell them the news were Pat Duffeler and Teddy Mayer." Mayer claims he didn't know of it until late on Saturday while we at AUTOSPORT first heard of it early on Saturday evening. Fittipaldi continued that "I don't have anything against McLaren. I've had two fantastic years with them. They're the best Grand Prix team, there's no doubt about that and I've always had a good relationship."

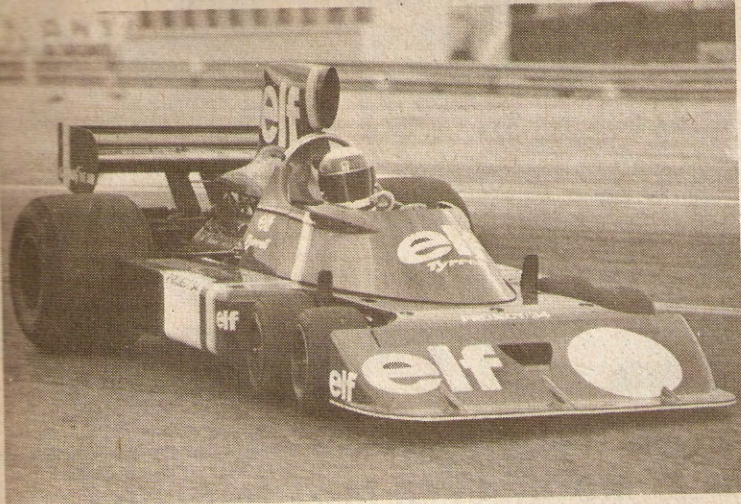
Commenting on the fact that the move from one of the best teams in Grand Prix racing to a team that has yet to prove itself is, aside from the political wrangles, a very bold and courageous move, especially for a driver of his calibre, Fittipaldi said: "I know that we are going to have a very hard start to the season. I know I would have a much better chance of the championship with a much more competitive team. We are desperately short of time before the first race in Argentina but I'm prepared to do it. It can be good."

**"We're in a state of revolution at the moment" (Richard Divila, Copersucar designer).**

We spoke with Richard Divila, the team's Brazilian designer who has been with the Fittipaldi brothers since their early racing days and who still remains over in this country. Divila has just completed a new car which he says "is pretty conventional" and it is currently being constructed back in Sao Paulo for an announcement in a couple of weeks. Divila admits that "we're in a state of revolution at the moment" and although he expected Emerson to join the team one day, he didn't expect it quite so soon. "You must remember," he said, "we're still very young." He added that it was Ingo Hoffman's recent lap times at Silverstone where he lapped the current Copersucar at 1m 20.9s (a 1s improvement on his earlier time) that may have impressed Emerson into making the decision at this stage.

Fittipaldi concluded by saying: "I will continue to work for Philip Morris until my contract runs out on December 31. Naturally I would hope to test the new Copersucar at Interlagos during December, but only if Philip Morris gave me permission, rather like John Player did when I joined McLaren in 1974."

Fittipaldi also informed us that Ronnie Thompson, head of Philip Morris Europe, was leaving the company at the end of the year to take up a similar post with another company. This was confirmed by Marlboro personnel on Tuesday, although they claim that Fittipaldi could not have known of this decision when he made up his mind to move.



The master makes a comeback — Jackie Stewart driving the six-wheel Tyrrell P34 at Ricard recently.

## Stewart's comeback!

Jackie Stewart, three-times World Champion before his retirement two years ago, made a brief Grand Prix comeback recently (November 11) when he drove the new six-wheeled experimental Elf-Tyrrell Project 34 car at the Paul Ricard track near Marseilles in the south of France.

In the clinical style that Stewart perfected during a career in which he won 27 of the 99 Grand Prix races he started, he ran every flying lap faster than the one preceding it, even when carrying television cameras. At the end of the afternoon he went out for five glorious flying laps with the car

in racing trim and returned a best time of 1min 14.37s (98.12 mph). During recent testing on the short (2.027 miles) circuit at Paul Ricard, Emerson Fittipaldi unofficially did 1m 11s and Jacques Laffite did 1m 10.1s.

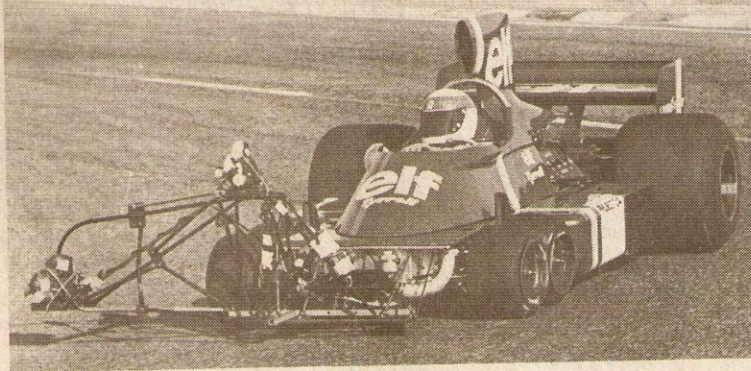
"When I first thought about driving the new car I had mixed emotions," said Stewart after his first laps, settling into a Grand Prix cockpit after two years and one month of racing retirement. "Would I drive it slowly or would I have a go? Now I'd like to... well... have a go!"

He drove initially with the nose

Stewart jokes with Jody Scheckter (left) above the four-wheel steering.



One of Stewart's functions was to drive the six-wheeler with film cameras attached.



removed and two television cameras slung out on a boom ahead of the four little front wheels and later with a camera on the roll hoop behind his helmet.

Stewart enthused about the steering on the new car which steers through four Mini-sized front wheels. "You wouldn't know the difference between two-wheel steering and four-wheel steering. There is absolutely no steering effort at all!"

Later he said that each lap brought back more memories. "All the same old vibrations come through the car. When it comes on song at nine thousand revs you get that vibrational period which I never noticed before... but now it all comes back..."

Stewart's "comeback" laps were watched with interest by Ken Tyrrell, designer Derek Gardner, and Jody Scheckter who joined Elf Team Tyrrell in 1974 following Stewart's retirement. Jackie's wife Helen watched her husband run the 26 laps and was eager to oblige by holding out the "IN" arrow which brought Jackie back to the pits after his final flying laps. And back into retirement.

Scheckter drove the new Elf-Tyrrell in three and a half days of testing at Paul Ricard last week and Ken Tyrrell reports that further development work will be carried out with the six-wheel car before any decision is made on its future. "This new layout introduces a different type of problem and we are now engaged in tackling those problems," said Ken Tyrrell.

Tyrrell also advised that Patrick Depailler has re-signed with Elf Team Tyrrell for 1976, joining Jody Scheckter for their third season together.

## Hunt for McLaren?

Emerson Fittipaldi's departure from McLaren at the weekend and Hesketh Racing's decision to quit Grand Prix racing last week has left the door open for James Hunt to join McLaren as Fittipaldi's replacement.

This wasn't exactly denied by both John Hogan of Marlboro and Teddy Mayer of McLaren when we spoke to them on Monday although a decision was expected later this week. Hogan is, of course, a close friend of Hunt since the latter's Formula 3 days and the tie-up would seem logical, providing Marlboro remain in motor sport.

The McLaren team also receive joint support from Texaco for their

Formula 1 programme and we hear that due to internal differences, their support has been drastically cut by almost a third next year and that Texaco decals on the cars will be much smaller in size.

Hunt's move to McLaren would seem logical although up until the weekend, he'd had talks with several teams, among them Lotus and Brabham, and the former were naturally extremely keen in acquiring his services. At a seminar held in London last Thursday, Lotus boss Colin Chapman was reported to have offered James a contract but thought it unlikely that he would accept, certainly at this point in time.

## No Fittipaldi-Hesketh bid

Commenting on stories in the *Daily Express* on Tuesday that the Fittipaldi Grand Prix team were interested in buying the Hesketh 308C project, designer Richard Divila said: "If we bought a fully competitive race car, we would be defeating the whole purpose of what we are trying to achieve. It would undermine our intentions to the Brazilian people and the national press. If we are going to buy a Hesketh, then it's the first I've heard about it. However, I know our chief mechanic Jo Ramirez was up at Hesketh Racing on Monday, but that was only because we were buying their racing transporter."

## Hesketh quit racing

Due to the shock news of Emerson Fittipaldi's sudden swop across from McLaren to the Copersucar Grand Prix team, Lord Alexander Hesketh's announcement last Thursday that his Grand Prix team would cease operation from there onward seems to have taken a back seat, certainly as far as the national papers are concerned.

However, it is still a sad occasion, for many optimists hoped that even after Lord Hesketh's Friday night deadline had come and gone, there would still be a ray of hope and that one chance remained that the team would continue in motor racing.

Hopes that wealthy industrialist Walter Wolf would buy the team eventually came to nothing and that, according to reports, was the final straw. Hesketh sources say that negotiations with the Rochas perfumery concern broke down over a meeting in Paris last week. Rochas in London deny this quite adamantly. But it's all in vain.

Hesketh Racing first came into being in 1972 when they appeared in Formula 3 with a pair of Geoff Rumble-designed Dastles. Bubbles Horsley, later to become the team manager, drove the first car and then Steve Thompson before James Hunt took over the seat from Monaco onwards.

The team had a slight recession when Hunt damaged one of the Dastles at the British Grand Prix although James appeared towards the end of the season with a works-loaned F2 March with assistance from Hesketh Finance. Due to Hunt's encouraging results, Hesketh Racing bloomed over the winter and the following year they embarked on an ambitious F2 programme with a Surtees TS15.

This idea was soon dropped after a couple of races, during which time James made his F1 debut for the team in a hired works Surtees TS9B at the Race of Champions. The F2 gave way for a new March 731G and the team made its Grand Prix debut at Monaco of that year. The rest has become part of motor racing history.

At the moment all the ancillary equipment is being sold off, although the racing workshops are being kept in working order. The Hesketh 308C F1 project is up for sale and has already received tempting offers while the team's remaining 308B will be kept by Alexander as a memento of his Dutch Grand Prix triumph this year.

## Holbert's FAT

Al Holbert, who this year has won several of the IMSA/Camel GT rounds in his rapid Porsche Carrera, intends to move into single seaters next year. Holbert is expected to partner fellow American Howdy Holmes in Bill Scott's Formula Atlantic team. No chassis have been chosen as yet.

Holbert was due to test a March at Mid-Ohio a fortnight ago but the session was snowed off!

## Mikko's F2 ATS Lola-BMW

Newly crowned European Formula Super Vee champion, Finland's Mikko Kozarowitzky, was in London last week with his German backer Gunter Schmidt, head of the ATS wheel concern. The Finn, who won this year's coveted Gold Cup in his ATS Lola, is definitely moving on up into Formula 2 next year with a brand new Lola. Unlike the car which Ted Wentz has been testing, Kozarowitzky's car will use a BMW GmbH engine and not a Ford.

Kozarowitzky was a former professional tennis star until he broke his leg three weeks before the Wimbledon finals in 1968. He then turned to cars concentrating on Formula Vee and Super Vees from thereon, although he spent a season (albeit unsuccessfully) racing an F3 Titan in 1970 sponsored by Pierre Robert cosmetics. After a lay off last year, he returned to racing and promptly beat his fellow countryman and arch rival Keijo Rosberg for the European SV crown with a run of consistent placings that rarely saw



Mikko Kozarowitzky - FSV to F2

him out of the first three finishers.

Kozarowitzky's F2 ATS Lola will receive backing "from an English company which will be announced later" although the German press rumour it to be Marlboro.

## F3 tyres — new shock

The plans for a one tyre arrangement for Formula 3 took a knock at last week's RAC Race Committee meeting. Whereas the one tyre agreements for F5000, Atlantic and 2-litre sports cars were agreed the decision regarding Formula 3 'has been delayed until we have more information' said an RAC spokesman.

This decision has baffled interested parties who set up the original tests and took the provisional decision to use Goodyear G54s at £167 a set. The RAC's Neil Eason Gibson was present at two of the three meetings including the meeting where the decision was taken.

Apparently the Race Committee have asked for further tests to be carried out by Race Committee members Derek Bell and Peter Wardle. The problem arises at this time of year, of course, that the weather conditions are too cold for any proper conclusions to be drawn.

## Lola F2 tests

Ted Wentz concluded Lola's test programme on their new prototype Formula 2 car at Silverstone and Snetterton last week. The car will now be copied as a production model which, if the recent testing is anything to go by, should see the Huntingdon-based marque to the forefront in this form of racing next season.

When Wentz tried the car Silverstone last week, the weather was again bitterly cold and like the Grand Prix teams that have been testing there also, it became almost impossible to obtain worthwhile tyre temperatures. Yet Wentz's best of 1m 23.6s compares well with the current F2 record of 1m 24.15s set up by Jean-Pierre Jabouille's Elf 2J in August and Michel Leclere's pole time in the works Elf March at 1m 23.24s

Trying the car at Snetterton a couple of days later were Ray Mallock, Nick May and Bobby Muir, all of them recognised Formula Atlantic front runners. This was Mallock's second go in the new Lola (he tried it at Silverstone) and he was very impressed with the machine and expressed a desire to race one in F2.

Also interested in moving up into F2 was Muir. The rugged ex-F5000 Australian driver has been well known for his exploits over here this year in one of Bob and Marj Brown's Australian-built Birranas. The team, which run under the Brown's British-based Thermax glass producing company, may well end up quitting Atlantic for the European F2 circuits instead.

## Jaussaud tries Boxer

French racing "veteran" Jean-Pierre Jaussaud was to try out Brian Lewis' brand new John Clarke designed Box Formula 2 car at Silverstone on Tuesday. Jaussaud, who needs no introduction to the British racing fraternity, has been racing less and less over the past couple of years but



Jean-Pierre Jaussaud - tests

everytime he steps into a car he proves to be competitive straight away.

This year he has had one-off outings in Brian Henton's Ford-powered March at Rouen where he finished fourth and took a new lap record plus high placings in a Fred Opert/Gitanes Atlantic Chevron at Trois Rivieres, one of the Ron Dennis F2 Marches at Nogaro and third at Le Mans this year co-driving a Gulf Mirage with Vern Schuppan.

## Kottulinsky too

Also about to purchase one of the new Formula 2 Lolas is former European Formula Super Vee champion Freddy Kottulinsky. The Swedish-domiciled German, who is now well into his forties but as competitive as ever, is expected to race the F2 Lola for the German Fritz Lochmann Racing Team next year.

Kottulinsky, who has just competed on the RAC Rally in a works VW Golf, made an abortive F2 appearance at the last Vallelunga race with a new Ralt entered by the Lochmann Racing Team. This car is expected to remain within the team for another, as yet, undisclosed driver.

## Flammini's works F2?



Maurizio Flammini, the new Italian F2 champion, is strongly tipped to join the works F2 March team for 1976.

While on a flying visit to South Africa last week, sorting out the shipment of Dave Charlton's Atlantic Modus, Rapid Movements boss Ted Moore managed to sell his successful Chevron B29. The car will be campaigned in the country's forthcoming series by John Gibb, who has gained a good reputation in club racing this year.

## Laffite for Ligier-Matra?

"Yes, of course I'm disappointed, especially at having given Guy Ligier a Formula 1 driver who, having spent the year with me, has had a season's racing experience at my expense." That was Frank Williams' reply at having received a telephone call from Jacques Laffite last Thursday to say that there was a very strong chance that he'll be driving for the all-French Gitanes Ligier-Matra team in Grand Prix racing

next year.

The political situation surrounding this new French team and its drivers was plainly evident from Henri Pescarolo's remarks made in *L'Equipe* last week. However, it looks as if Ligier has been able to convince Gitanes that they don't require the services of Jean-Pierre Beltoise after all and that Laffite is their man following his rapid laps in recent testing.

## Amon's future with Ensign

Stories that Chris Amon's injured foot could keep him out of racing until the Spanish Grand Prix next April aren't quite as bad as first feared, according to Team Ensign patron Mo Nunn when we spoke to him earlier this week.

Nunn told us that he'd just been speaking to the New Zealander who was now out of hospital and hoped to start walking exercises in the next week or so.

Nunn is incredibly loyal to Amon and despite his injury, sustained in a road accident at Long Beach a couple of months ago, Mo says, "I

feel that I know what Chris needs," and intends to provide him with a competitive Grand Prix chassis in the form of the latest Ensign which has been revised quite considerably since its last appearance.

The team hope to go down to the Argentinian Grand Prix on January 12, although at this stage they don't know whether Amon will be capable of driving a full Grand Prix distance. "I'm a firm believer in experience in Grand Prix racing," said Nunn, "and that means if I can't run Chris, I'd like to go for someone like Jacky Ickx."

## Libre Daytona

Next year's Daytona 24 hours will be run to the same regulations as Le Mans, ie: anything goes. It will be remembered that this year's race was run supposedly to World Championship of Makes regs but the entry was so poor that they had to open it up to local GTs as well

The prize money is also being increased with a total of \$100,000 being available next year.

Porsche, renowned for their successful application of turbocharged engines in active competition, are thought to be contemplating a move into F1 with such a turbo device.

## Japs score

The Mount Fuji 2-litre sports car race which was cancelled two weeks ago took place last Sunday. Takahashi won the race in his March-BMW at an average speed of 171.112 mph with Noritake Takahara second in a similar car just 7.4s behind. The only European taking part was Marie-Claude Beaumont who finished tenth, four laps down, in her Alpine.

Unconfirmed reports from within French racing circles suggest that the giant Elf petrol consortium will end their sponsorship of Formula 2 teams in 1976 and pool their resources toward three Grand Prix teams in 1977.

## Wella pull out...

As recent reports indicated, Wella, one of the leading hair care companies in the United Kingdom, announced last week that they are withdrawing from the motor racing scene for the 1976 season. This is due to the uncertain economic climate and the need to channel resources into areas which more directly affect product sales.

Wella first became involved with motor racing when they sponsored the BARC Wella for Men" Formula

Ford Championship in 1973 and 1974. The 1973 "Wella for Men" Champion was the young American driver Ted Wentz, as a result of which he was presented with a Formula Atlantic March for the following season. He later switched to a Lola and has continued to keep Wella in front on the Formula Atlantic scene and this year became a champion for the second time when he won the Southern Organs/MCD Atlantic Championship.

## ...and Gulf

Also pulling out of motor sport after a long and successful relationship are the Gulf Oil Company who announced their intentions several weeks ago to terminate their sports car racing programme and to withdraw from motor sport.

Gulf entered motor racing in 1967 in conjunction with JW Automotive Engineering and using the Gulf-Mirage, derived from the Ford GT40. In 1968 and 1969 the programme was continued with the GT40 with outstanding success winning the much prized Le Mans 24 Hour sports car classic in both these years. In 1970 and 1971 Porsche joined forces with JWA and the familiar light blue and orange colours became a regular sight in the winner's circle as the

magic Porsche 917 swooped to victory after victory. This year Gulf an JWA were only involved at Le Mans where they won, a fitting climax to nine years of successful motor racing.

The decision to withdraw was greatly influenced by the current uncertainty regarding the future of sports car racing with which Gulf have been most closely identified and they felt that the duplication of two world "sports car" championships next year may detract from their individual importance. Incidentally it was rumoured in America that the day Gulf announced their withdrawal they received a sponsorship proposal from Don Nicholls to back next year's Shadow team.

## Stewart wins at Oran Park

Max Stewart, driving his regular F5000 Lola T400, took the latest round of the Australian Gold Star series when he won the Toby Lee-sponsored event at Oran Park on November 9.

The race was split into two heats with John Goss winning the first in his Match-Repco from Stewart and the Lola T332s of Bruce Allison, John Hook and Paul Bernasconi.

Stewart took the second leg from Goss, Hook and Bernasconi which remained the final order on aggregate.

## Sponsor switch

It's not McLaren Racing's week. Just before the news broke that Emerson Fittipaldi was no longer staying with their Grand Prix team, reports from America revealed that McLaren's USAC sponsors Gatorade, the soft drink manufacturers, are switching their sponsorship from Johnny Rutherford's works M16D to NASCAR racing.

Receiving the distinctive green and white Gatorade colours for 1976 will be NASCAR coming man Darrell Waltrip who is currently driving for the Di Gard Chevrolet Chevelle stable. A Gatorade spokesman said there was a possibility of a second driver for the team.

## A Swedish F3 is near

Tore Helle, team manager of the impressive Swedish Rotel Formula 3 team, is going ahead with plans to build an all-Swedish F3 car for next season.

News has already broken in the press that Saab are involved and that the team is thinking of going Formula 2 with their new 2-litre DOHC 4-valve engine. This isn't so. That engine will be used exclusively for rallying (see *Special Stage*).

Helle told us on Monday of this week that a prototype chassis is nearing completion and that it was very definitely an F3 car. Any help the project has received from Saab is through the personal interest of one of their employees, Gustaf Bennich, an aerodynamicist from Saab's aero space division.

## Lella goes down under

Richard Oaten Racing, in agreement with Ian Ward who in fact owned the Lola T330 which Ian Ashley drove in this year's Shellsport European F5000 series, have concluded a successful deal whereby Australian Carey Thompson, a former team manager for Frank Matich, will run the car for Lella Lombardi in the Australian section of this year's "Tasman" series.

Miss Lombardi caused quite a stir last year when she drove an old Matich with considerable verve in several Australian Gold Star races.

The Team's Lola T400 which, in fact, was the property of Richard Oaten and rarely raced by Ashley, has been updated by Lola to the latest Team VDS spec and subsequently sold to little known American racer Alan Carlsberg.

● The annual *Autosprint* readers' poll, the Italian equivalent of our Grovewood Awards, have voted, in the following order, Maurizio Flammini, Renzo Zorzi and rally ace Roberto Cambiaghi as their drivers of the year.

## Pironi for F3?

Didier Pironi, the 1974 Formule Renault champion, has expressed an interest to move up into either Formula 3 or even Formula 2 next year. The Frenchman, who this season raced successfully in Super Renault and won the prestigious Monaco round of the championship, doesn't want to continue in Renault next season.

## This Weekend...

### DAYTONA

The final round of the IMSA GT series takes place this Sunday at Daytona. With 20 points for a win the title is still open to three drivers: Peter Gregg, Hurley Haywood and Al Holbert (all in Porsches). The opposition for outright honours for these three comes from the works BMWs driven by Hans Stuck, Brian Redman and Sam Posey. Further excitement comes in the form of a Chevy Monza which will be driven by none other than Al Unser, who will be making his road racing closed coupe debut. The car has been built by Horst Kwech of Dekon Engineering, and Kwech himself will share another car with fellow Australian Alan Moffatt.

There's a big SuperVee race on the programme too with 42 entries. US champion Eddie Miller tops the list with compatriots Howdy Holmes, Tom Bagley, Benny Scott and Bill Scott. Jim Crawley, who did a few Atlantic races over here this year, will be in one of Fred Opert's Supernovas as will leading European entry Keijo Rosberg. Other European names include Jochen Engel, Mikko Kozarowitzky, Manfred Trint and Helmut Bross.

### BRANDS HATCH

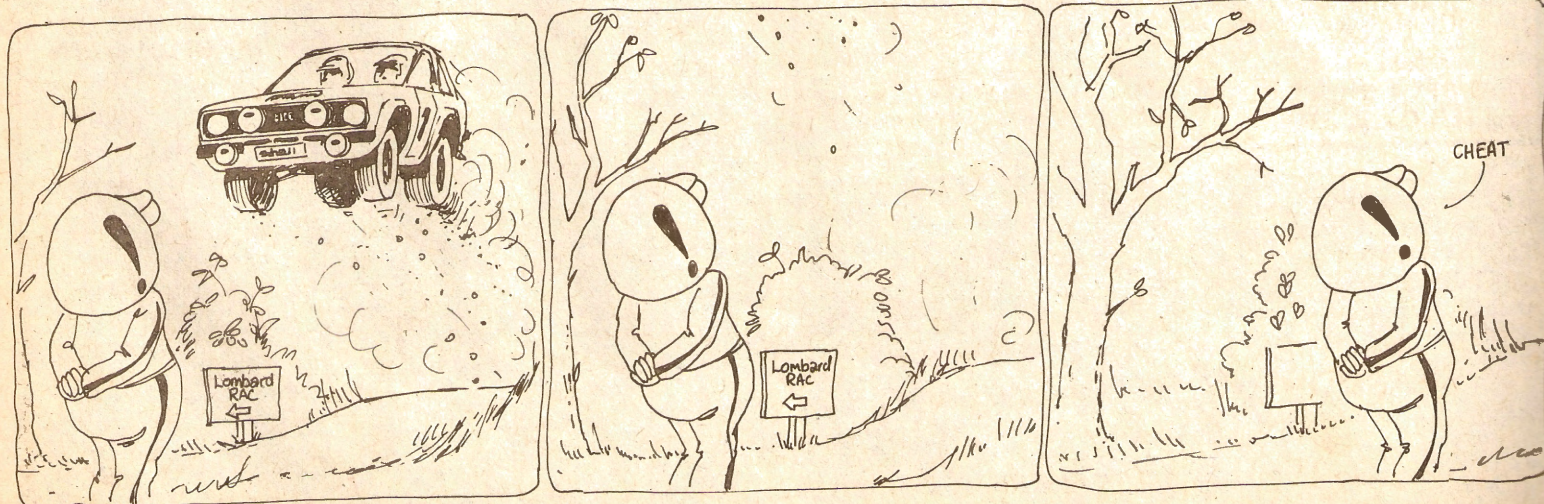
The Rochester MC are in charge at Brands Hatch for their winter clubbie this Sunday. With much support from local firms there are seven events with more than 180 cars and kart drivers entered.

Races cater for FFs, Special Saloons, Modsports, Classic saloons, and a FV/F4 challenge race.

Racing starts at 1.15 pm.

By Barry Foley

## CATCHPOLE



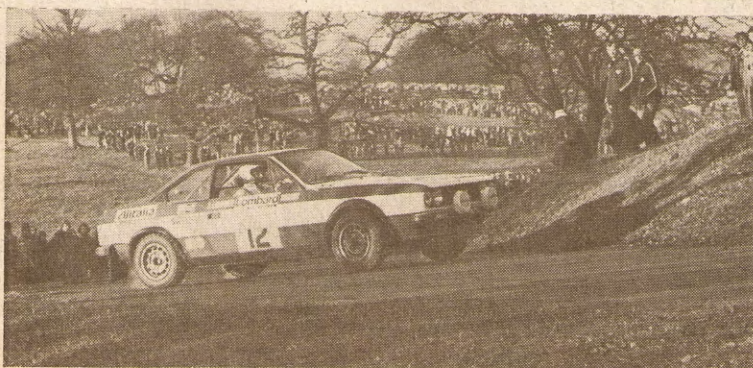


The 1975 Lombard RAC Rally seemed almost signed and sealed as we went to press on Tuesday evening. The might of Europe's foremost teams had been broken, and only Ford, in both works and semi-private guise remained in strength to fight among themselves. The only thorn which remained was personified by Stig Blomqvist in the Saab; now sadly out of the running. British drivers have dominated the rally for the first time ever and both Russell Brookes and Tony Fowkes have put in stirring drives which should earn them lasting attention. Of the remaining makes, Tony Pond and Chris Sclater continue to press hard in the sole competitive Opel and Toyota marques. There could yet be a surprise finish.

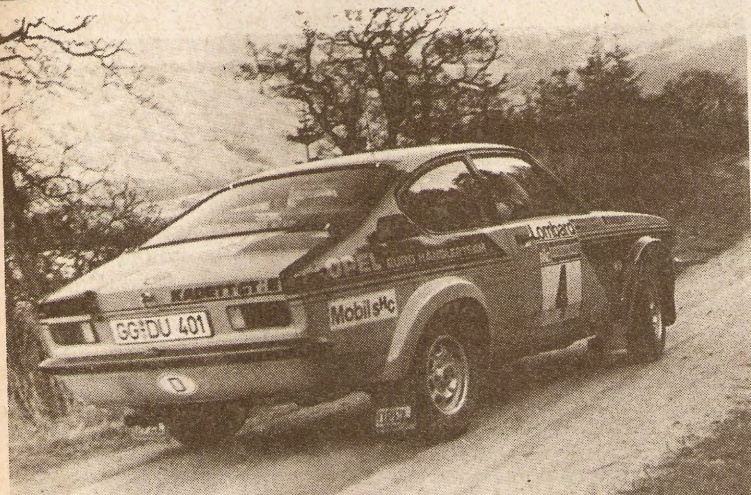
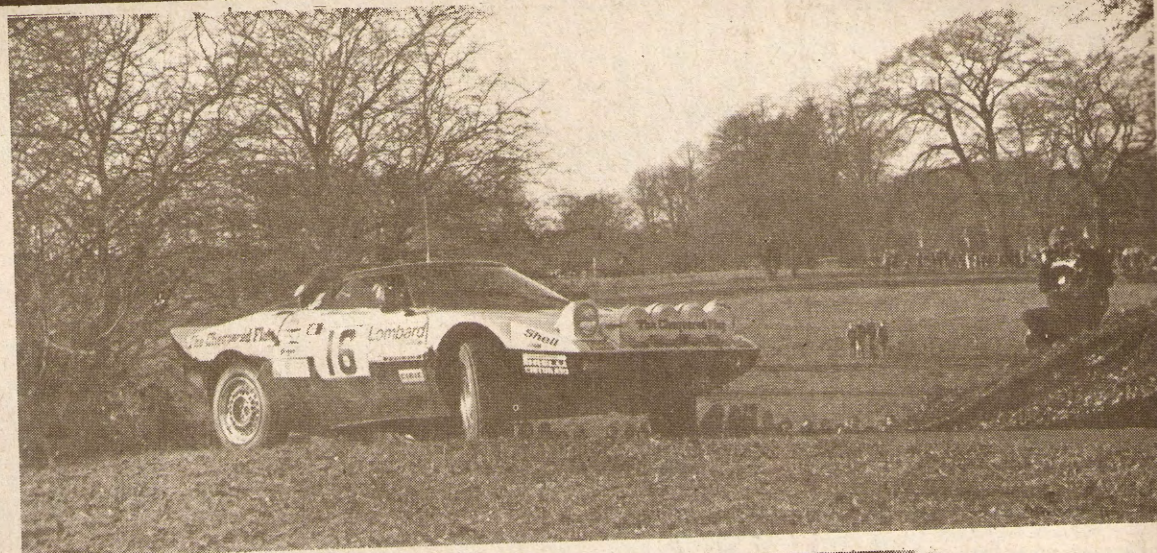


## A battle of the giants heads Ford grand slam

**TOP:** As we closed for press Roger Clark with the Cossack Escort was lying in second position as the field headed out of the wet Lake District. Clark has suffered from braking problems from the outset (including having the handbrake jamming during the first day) and has subsequently suffered a collapsed front strut, at Cirencester Park, and gearbox change. **ABOVE:** Chris Sclater was very soon the sole survivor of the Toyota effort after Ove Andersson (Celica) suffered engine failure and team-mate Mikkola succumbed after a variety of bothers including cooling system and electrics. **RIGHT:** Stig Blomqvist was soon on his own after "shadow" Eklund was stopped with a seized engine on the first day. Blomqvist has continued doing the impossible (one 25s delay roll only) hounding Timo Makinen. **BELOW:** Simo Lampinen was soldiering-on with his spectacular fwd Beta Coupe, using power steering which does not suit his style. Disconnected for one stage as an experiment, Lampinen found the steering "impossible." **STOP PRESS:** Unofficial: Blomqvist out with blown engine.



**RIGHT:** Per-Inge Walfridsson's dramatic style was very evident from the outset, seen here screwing his Chequered Flag Stratos around one of the slippery bends on the first stage of the event at Bramham Park. His impressive run terminated in York with engine problems (see story in Special Stage). **BELOW:** Walter Rohrl's Euro-Handler team Opel Kadett GT/E suffered a variety of problems, including a fire and a malfunctioning gearbox and ultimately retired on the second day. Team-mate Rauno Aaltonen was even less fortunate, retiring soon after the start with his gearbox jammed with fifth only. Anders Kullang's Kadette retired early in the event. Only Tony Pond's car was still running, co-driver Richards reporting it to be in good shape.



**RIGHT:** Brian Culcheth and Johnstone Syer tackle the daunting ford in the Sutton Park special stage on Sunday afternoon. Leyland team captain Culcheth has proved to have made a shrewd choice in deciding to run a Dolomite Sprint in group one — and he led the category from a hard-trying Robin Eyre-Maunsell as we closed for press. Leyland's two other cars — Pat Ryan's Allegro and Phil Cooper's Marina have fared less well. Ryan retired the Allegro on the first day with engine trouble while Cooper's Marina suffered late on Sunday with drive-line problems. **BELOW:** Ford 'A' team lead driver Timo Makinen started as he meant to continue with his Allied Polymer Group sponsored Escort, pictured here on the first special stage at Bramham Park where fastest time went to Stig Blomqvist.



As we closed only two of Ford's official cars had retired — one each from 'A' and 'B' teams. From the B team rallycross driver turned rallyman John Taylor was side-lined soon after the start with head gasket failure while Ari Vatanen retired his 'A' team car somewhat more spectacularly with a dramatic roll on a Clipstone stage on Sunday morning. Vatanen lost his car on a high speed fifth gear yump and destroyed it in the trees. Up till then the 23 year old former Opel driver had been driving impressively, maintaining a low top ten position and resisting the temptation to "set the forests alight." Vatanen's inclusion in the 'A' team would appear to have been a deliberate ploy to keep RAC Veterans Makinen and Clark on their mettle. Now both drivers are fighting it out at the head of the field with no policy seeming to have been taken on tactics.



**RIGHT:** The strange "Praying Mantis" effect of the Lancia Stratos is further exaggerated when the entire rear cover is lost. Bjorn Waldegaard is pictured here in Grovely on Sunday night. The rear section was left in Clipstone Forest where a drive shaft sheared on Waldegaard's car. Due to the time taken in effecting repairs there was no leeway for refitting the detachable section (Waldegaard was alleged to have come within six minutes of o.t.l. clocking into the following stage). Further time was lost when his car was stopped in the ford at Sutton Park, the lack of engine protection obviously the cause. The Swede subsequently set fastest times on just about all of the remaining stages through the night and day back to York, clocking in just 21m 14s behind the leader for 25th place on Monday night. **BELOW:** One of Russell Brookes' best ever drives has seen his Birmingham Post "B" team car up to fifth position on Monday morning after a night in the Welsh forests.



**ABOVE:** Harry Kallstrom, twice a previous RAC winner and 15th overall last year with a similar Datsun Violet, has been having a quiet rally so far, complaining of his Japanese Dunlop tyres which made dry tarmac feel like "driving on ice". **LEFT:** The new European Rally Champion, Maurizio Verini, has impressed many pundits with his flamboyant but obviously safe style on the "loose". Fellow Italian Sandro Munari suffered a much less successful rally than his performance last year in achieving third place would indicate. Trouble started for Munari with his car refusing to handle to his liking. He subsequently (it is alleged) completed two laps of Olivers Mount, dropping, as a result, temporarily out of contention. Munari subsequently climbed back through the field only to go off on Dovey One, further helped off the road by Roger Platt's Avenger.



**LEFT:** Robin Eyre-Maunsell and Neil Wilson are in predictably good form with the A. S. Baird Chrysler Dealer Team Ulster Avenger, seen here on Bramham Park. Their Avenger is (as we closed) less than two minutes behind Brian Culcheth's Dolomite in the hard fought battle for group one. **ABOVE:** Tony Drummond, last year's Castrol AUTOSPORT champion, seen on Grovely on Sunday night shortly after inverting the car on the stage. A new rear wheel can be seen fitted and the crew (co-driver Ron Channon) look like they are receiving more fresh air than is good for them. Tony was earlier challenging for a top ten position.



**LEFT:** Norwegian Eric Aaby set off on Saturday determined to make a good impression and he succeeded in doing just that, taking his Barum supported car into the top ten by the close of the second section on Monday evening, despite rolling on Clocaenog in exactly the same place as he did on the Welsh Rally. **BELOW LEFT:** Will Sparrow slithering over the Cirencester Park stage. DTV are having a less than successful rally—even though all three entries are still running (Tues morning). Paul Faulkner was reported to be three minutes behind Eyre-Maunsell for the all important RAC Championship Group One honours while Finn Pentti Airikkala has been plagued with fuel feed problems, a long pause in the Sutton Park ford and a subsequent electrical misfire. **BELOW RIGHT:** Czech Champion Havel tackling Ingleby. Markku Saaris-to retired with an off in Kingswood Warren, removing a front wheel from the car.



## Give Formula Ford...

Your article on Super Vees in the November 13 issue was well done and SV certainly is an attractive Formula here in Germany. But I am writing this to expand on the comment you made that SV had replaced Formula Ford because "its success has declined since the inception of SV in 1971". I think AUTOSPORT could do justice to the British Formula that has been campaigning successfully on the Continent for five years now.

1971 was a poor year for FF but by 1973 it was recognised by the ONS, the German equivalent of the RAC, and was fully sponsored by American Express, in 1974 by the American brewing company Miller High Life, a subsidiary of Phillip Morris International, the same people who make Marlboro cigarettes, and by 1975 had a full 10-race German National Championship with prize money exceeding £3,200 with £80 for the race winners. This made the series the richest of the lesser classes of racing on the Continent.

In 1975, over 40 drivers were competing in FF and with the exception of one German-made car and a couple of European-built engines, all were using British products and fighting stiff German political opposition in order to campaign the British National Formula. And the product range was complete: Scholar, Minister, Rowland, Close and Piper engines, Lola T340s, Lotus 61s, Royale RP18s and 21s, Hawke DL11s, Crossle 30Fs, Elden MK8s and 10s, Merlyn 18s and 24s and a Van Dieman RF75 driven by the German Formula Ford Champion. The series runs at such famous venues as Hockenheim, long and short course, Salzburgring, Zolder, Nivelles and Osterreichring in '74 and several lesser German tracks. The drivers also reflect the internationalism of the series, representing America, Germany, Austria, Switzerland, Denmark, Belgium, France and the Netherlands.

If present plans are finalised for 1976, FF competition will be expanded so the German series will overlap with the Benelux championship to produce a European Championship for Formula Ford. Perhaps when this happens, AUTOSPORT will finally recognise HM's Formula abroad.

WIESBADEN, GERMANY.

THOMAS DEWELLE

## ...a chance...

I have just finished reading your article on Super Vee. Although very informative why have you spent three pages covering, what in this country is, poorly supported Formula? Your magazine has given the impression quite recently that there are too many formulae in the country chasing money, so why start encouraging one which has only 30 cars in this country?

Due to the undoubted popularity of the recent FF Festival I would have thought you would have done articles on FFs and FSVs. After all there are only about 400 of this type of car in the country and they provide the backbone of our club races where the competition is fierce.

The glib way in which you talk of FSV having a small required capital investment for the inexperienced driver, starting racing, makes me mad. Can you really be serious when you talk of a base cost of about £7,000? (building to £10,000 when taking into account practice, trailer, transport and spares). To make a profit all our inexperienced driver has to do is to finish second in all his 22 races! You then go on about the lack of our drivers going on the continent, how can anyone who has to hold down a job consider "nipping out of the country" for the odd race? Is it surprising they don't do well in competitive meetings abroad where the competition is so much tougher. Mr Phillips and Mr Witty must be living in a cuckoo land to expect our men to do well on strange circuits. In this country our FV men (not FSV) were annihilated by continentals at this year's Silverstone meeting perhaps because the competition in this country isn't good enough?

If you want cars to do a road test the FF manufacturers would probably leap at the chance and even our own home built model is available for test.

So come on AUTOSPORT let's have a bit more consistency in your outlook promote the healthy

formulae! In three years you have never covered FF, as fully as you did Super Vee recently. Why don't you send your men to look into the costs and advantages of FF, F3, FA?

CHORLEY, LANCs.

ALAN BRUNNING

## ...up North

I am writing in reference to Bob Constanduros' report on the Formula Ford Festival and the remark concerning "... Croft/Rufforth regulars who can't seem to be able to tear themselves away from their home tracks." My car is an independent entry, driven by Peter Harrington — no sponsor, no works entry, nor a prepared motor. The budget allowed for one set of so-called racing tyres this year which accounted for a fifth, second and two firsts with one practice session. It's not a case of separating myself from the northern circuits, but rather, from the funds, and a matter of principle.

The organizers could really create a Festival by eliminating the entry fee in recognition of the support given to motor racing during the year by Formula Ford. The circuit owners and various motor organizations must certainly have made enough during the season to sponsor the Festival. Entry fees added to the multitude of other expenses to bring a car to the grid are unrealistic.

If Mr Constanduros is really concerned about a Northern entry on the programme I'll gladly accept his financial assistance next year and embellish the car with his name. The Festival might also be held on a rotational basis at different circuits each year, then we wouldn't have to "tear" ourselves away perhaps next year at Cadwell, a driver's circuit.

HARROGATE, YORKSHIRE.

EDWARD PRAXEL

## Manifestly ridiculous

I note, with obvious pleasure, that (1) there will be separate championships for the smaller classes of special saloons, and (2) that there will be an increase in prize money. However, I feel that whoever has negotiated the prize fund differential between large and small saloons for the 1976 BARC series has been extremely naive.

It is proposed that a class win in each race for cars over 1-litre will be £50, but for cars under 1-litre only £25.

I am only too well aware that the cost of competing successfully has become disproportionate to the prize monies available, particularly during this last year. However, I cannot understand the inference that appears to say that it costs half as much to race an 850cc or 1000cc car compared to a 1300cc car.

If prize monies are increased, then please let us have a fair distribution. A 175 per cent increase (over 1975 figures) for the over 1-litre classes, and a mere 40 per cent increase for the under 1-litre classes is manifestly ridiculous. Would it be too much to ask for a doubling throughout, i.e. £36 for a class win in every class?

LONDON, SE3.

DAVID ENDERBY

## Private Smear

In view of recent comments by Nick Brittan, can I suggest that his column is renamed 'Private Smear'?

Whilst I fully appreciate that motor racing has its fair share of tiresome personalities who deserve to be taken down a peg or half dozen, I think that 'Britnick' is ceasing to be objective in his criticisms of others. Having attended, as a non-partisan spectator, the Indyatlantic meeting at the Astor Spec I disagree with his assimilation of the Formula's architects to silly schoolboys gazing at a pie-filled sky. Indyatlantic may or may not succeed, but it has already served as a catalyst for future ideas. The comments of Nick May on the shortcomings of some aspects of race meetings were refreshing to hear. Indyatlantic has been carefully researched and planned. It aims to

attract big crowds by offering them a new concept of race meeting linked to other entertainments. The popular Radio 1 Production Saloon meetings have indicated that the crowds will turn up if the right carrots are dangled before them.

If Indyatlantic does nothing more than underline the failings of circuit catering, dull practice sessions and races, the tediousness of most commentators and the lack of related entertainments then I will consider it to have been an invaluable help. Mr Brittan would do well to bury his hatchet of prejudice and help support a Formula which, if successful, could for the first time ever enable professional drivers below the top league to go racing at a profit for themselves and their sponsors. Is this not a dream worth supporting?

BUNTINGFORD, HERTS.

JO BAILEY

## Thanks...

May I, through the columns of your excellent magazine, and as a typical F1 enthusiast, thank Lord Alexander Hesketh for all his and his team's efforts since he started in this, the Big League of motor racing. Through his attitudes and publicity, thousands of people are now very aware of motor racing, and this is all very good for the sport.

I am sure my comments are shared by the vast majority of your readers.

LONDON, SW10

MALCOLM CLUEE

## ...Team

I am writing to express feelings both of sadness and shame following the collapse, monetarily speaking, of the Hesketh Racing Team.

Sadness must be the over-riding feeling, in that a team so entirely British and one so aware of the British public's need to get involved, should be allowed to disappear in this manner.

Shame, however, that not one British firm appears to want to use a red, white and blue racing car to advertise its wares or services.

Is there no way therefore, that we the British motor racing public and the motor racing fraternity generally, can help keep the team going.

Is it feasible in legal motor racing terms, to offer the team to the public by issuing shares, rather as a public company. The half a million or so motoring enthusiasts in this country each purchasing a £1 share and you have it, the first true British public subscribed motor racing team. Just imagine the scenes at the AGM!

However, if as it appears it is the end of the team can I offer extreme thanks to Hesketh Racing who have given us, the public, a hell of a lot of pleasure (and a darn sight more frustration waiting for it to come right) and who more than most have at least allowed us to get near them.

Their marquee at Silverstone this year was at least graced with *le patron's* figure and despite some of the undoubtedly inane questions which were being asked of him, especially on Friday when it didn't appear to be going too well, he didn't appear to mind giving an answer.

I only hope that motor racing in general and commerce in particular, realises what it is losing through this. The implications could be long felt.

Thanks Alexander, James, Bubbles *et al.* Long may you live, whatever areas you now choose to pursue.

And remember, your struggle was not in vain! — or was it?

REDHILL, SURREY.

PAUL BAKER

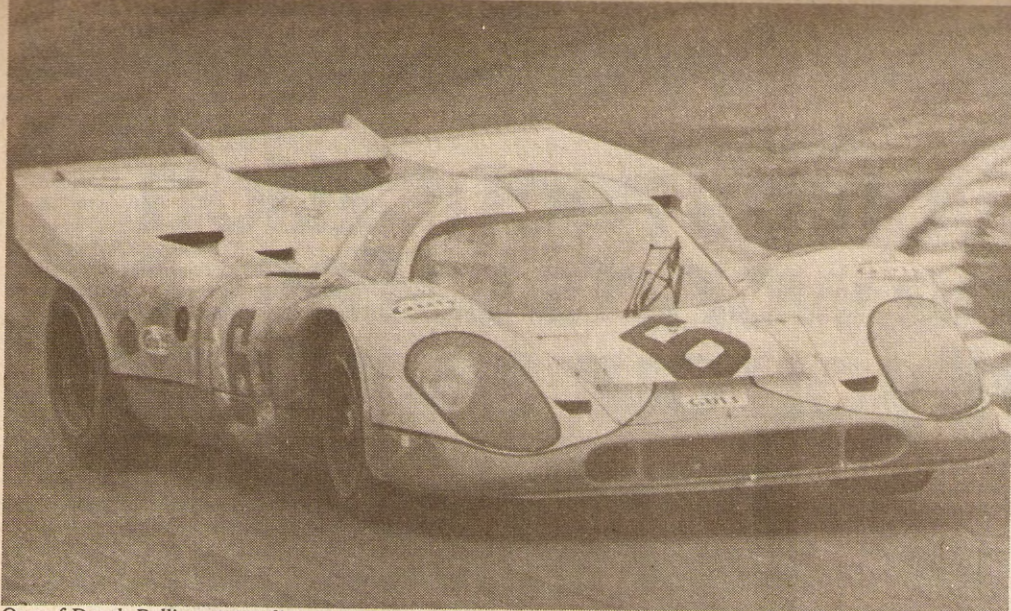
## Acting?

After watching Brands on November 9 and Thruxton on the 15th, can I express my thanks to Messrs Gerry Marshall and Nick Whiting.

Keep in up please Gentlemen, but be careful you don't get done for not joining 'Equity'!

CROYDON, SURREY.

MIKE LINTERN



One of Derek Bell's outstanding experiences took place in the Gulf Porsche 917 — he drove at 245 mph down Le Mans' Mulsanne straight. Bell shared the Porsche with Jo Siffert and gained two wins.



# Derek Bell: the all-rounder

By ROBERT SYNGE

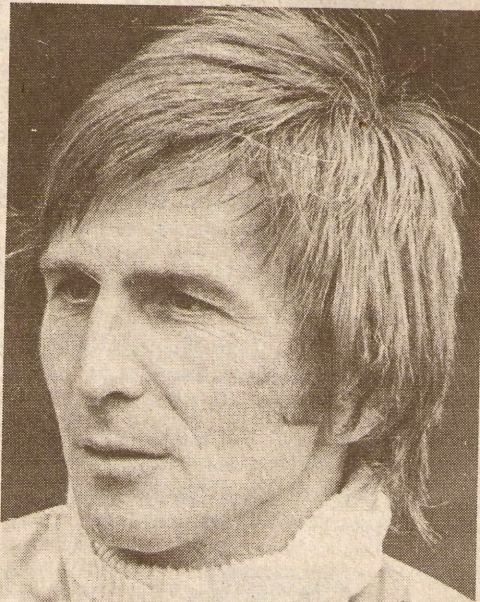
At 34, Derek Bell has become something of an enigma. Although regarded as one of the finest sports car drivers in the world, he still considers himself, above all, a single-seater driver and dislikes the association that has reluctantly matured between himself and prototypes. He has, like most other racing drivers, a deep-seated desire to drive a competitive F1 car, but owing to his remarkable Amon-like talent of stepping into the right car at the wrong time (he has driven eight different marques of Grand Prix car over a career spanning 12 years), he has never managed to achieve this ambition. In the past, Derek Bell has also been renowned for his bad luck, but 1975 proved to be a happy exception. Aside from winning Le Mans ("undoubtedly the highlight of my racing career") Derek won four major sports car races, and proved conclusively to the world that he had lost none of the fire or ability of former years. It seems, then, that this is a suitable time to look back on Derek's career and to reflect on some unusual idiosyncrasies and anecdotes.

Derek Bell's first taste of motor racing, apart from a trip to the Italian Grand Prix in 1959, came in 1961 when he joined the Jim Russell racing school at Snetterton. However, the course was not to be a lightning one. "I was going to Snetterton for about two years because I didn't have any money to pay for the course and I was studying to be a farmer at Cirencester. I also had a girl-friend in London, and a little old 'banger' car that I used to creep up to see her in; and there was just no way it would make it up to Snetterton the same week-end. So it was either the girl-friend or Snetterton — not both."

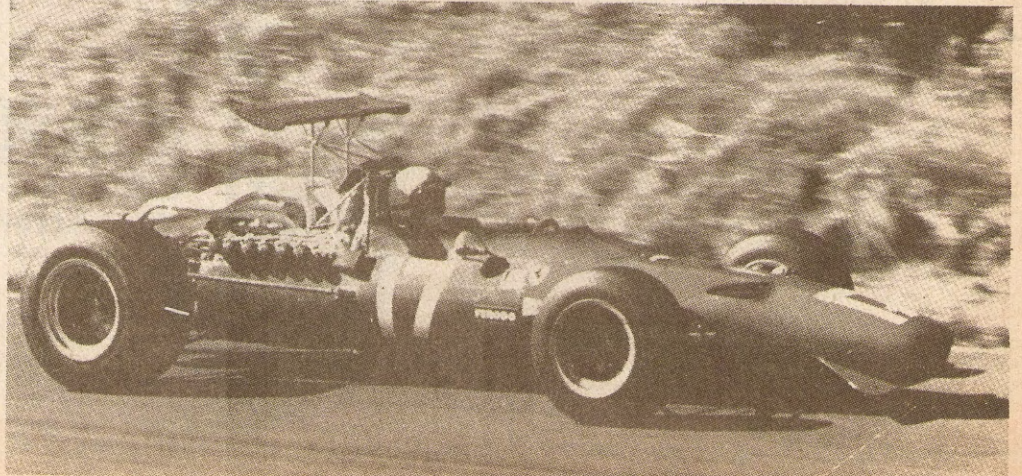
One day, having forsaken the girl-friend in London, Derek managed to impress the eagle eye of Jim Russell by demonstrating a remarkable talent in the tired, old school car. "Jim Russell got very excited — we were lapping quite fast — and I'd got within 7s of Pete Arundell's lap-record. He came up to me and said, 'Were you driving that car?' so I thought, 'Oh Christ, here we go. I must have run over somebody I didn't notice,' because he really used to let fly at people who did things wrong. Anyway, he said it was really good and went on and on about what a future I had, which naturally got me terribly excited." Russell was very insistent that Derek should find someone to finance a car for him, but his parents were totally disinterested ("they thought I was mad, as most parents do when their sons talk about buying racing cars."), and so that seemed like the end of his motor racing aspirations. He had also completed his farming course at Cirencester, so he went home and had a quiet couple of years managing the family farm, at Pagham in Sussex.

Derek was just beginning to think what a nice, quiet life farming was going to be, when the first of the many coincidences in his career happened. "Towards the end of 1963, a fellow came to the farm to sell me some tractors. He was a few years older than myself and inevitably we got talking about motor racing. Eventually he said, 'How about we build a car together?' I've never been very mechanically minded and then I certainly had no clue, so I said, 'OK, I'll do some of the driving and you can do all the work.' So he said, 'That sounds about right,' and eventually we decided to buy a Lotus 7."

About three months was then spent modifying the car ("We lightened the flywheel and camshaft, bought special pistons, had everything very well balanced, got a slightly modified head from Cosworths and all this sort of thing. We even



Derek Bell (above) had his first F1 race at Oulton Park in this Ferrari, but the engine gave out after 15 laps.



welded up a special set of wheels."), until at last the day arrived when Derek Bell was entered for his first race — a handicap event at Goodwood on March 13, 1964. "I remember it was pouring with rain — I was halfway down the grid — and we went off in batches of three or four at a time. I arrived at the first corner — Madgwick — and there were cars sailing off the road there, and then I got up to Fordwater and there was somebody else on the grass trying to find reverse, and I reached Lavant and there were a couple more off the road there, and I came through the chicane to find nobody in front of me at all. I remember folding up with laughter driving the car. I just couldn't believe it." So Bell won his first race, a great start to what might have been, and indeed still could be, a great career.

Derek had an excellent season that year, until his friend and partner John Penfold crashed the car at Mallory Park. They were second in the Lotus 7 Championship, but then John decided to get married and wanted his share of the money from the car. So the Lotus was regrettably sold, the only consolation being that they got £100 more than they had paid for it. For Derek, it signified another end to his racing career. "I thought, 'Well, that's it. Continue with farming.' Fortunately, a mechanic who lived locally got very interested, and somehow managed to convince my step-father that he ought to finance a car for me. He agreed, and we bought a second-hand F3 Lotus 31/22." Another coincidence had saved the Bell career from foundering on the rocks.

However, 1965 was not a good year. Bell's step-father, "Colonel" Hender, decided that it would be a good exercise to build their own engines but, although it seemed an ambitious idea at the time, it later proved disastrously detrimental to their results. "Every time I raced, I used to blow the engine up. If we'd known at the beginning of the year what we knew at the end, we'd have cut our losses and bought two or three new Cosworth engines, because it ended up costing that sort of money. It kept getting to the situation when we thought, 'We are getting there, the car is quicker, we must persevere.' The car wasn't exactly slow — I'd taken Stewart's lap-record at Goodwood — but it never finished a race."

For 1966, Church Farm Racing Team, again financed by "the Colonel," decided that they ought to have a brand-new car. "We bought a Lotus 41, which turned out to be another big disaster; we should never have done that. It looked like a pretty car and Lotus did the old sales talk business and had me up at Goodwood-testing with Piers Courage and Pete Gethin. It all looked so super when you've only been in racing for two years. It seemed like a dream come true. I don't think the car was that wrong, but as an inexperienced privateer, it was a big, big problem."

The season began as it was to continue — catastrophically. The first race of the year, at Mallory Park, ended with a spin into the bank while chasing Harry Stiller for the lead. "I had all sorts of shunts and crashes on the Continent that year — for instance I remember hitting a wall upside down in Italy — we had a terrible time, but I learned a lot from it, even though it was rather expensive experience. The car handled really badly in those days, but I knew nothing about setting up a car, and neither did my mechanic. We were very keen, but we didn't have a clue. By the end of the year we were starting to get it sorted a little better and I was fourth at Enna and fifth at Albi, but I'd been doing most of my racing abroad while the others stayed in England and collected good press and Grovewood awards. However, both BWA and de Sanctis had offered me drives for the following year, so it wasn't too depressing."

However, Bell accepted neither of these drives. Instead he teamed up with Peter Westbury and, with more parental, financial support, they formed FIRST (Felday International Racing and Sports Car Team) to run two F3 Brabhams from Westbury's works at Dorking. "When I got into the Brabham at the end of '66, I could drive it a lot faster than a normal Brabham driver, mainly because I was used to driving such a shambles of a Lotus." Derek won the first meeting they entered — the Boxing Day Brands event — and followed it up with a string of good placings, including several more wins, throughout the year. At last it seemed as though his fortune was changing.

However, the year had its disappointments. Derek was selected to represent the British, with Chris Williams and Charles Lucas, at the European F3 Championship final at Hockenheim. After taking pole position, he led the race for the first 14 laps. "On the last lap, I was lying third, which wasn't too bad a place to be in as we slip-streamed down into the Stadium. However, I'd bargained without Regazzoni, who somehow contrived to collide with Charles Lucas, which shot 'Luke' across on to the grass without any bodywork on; Regazzoni meanwhile had been leaping down the sand for about 100 yards — no bodywork on his car either — and at the next corner he suddenly realised he ought to be on the road, as he wasn't going to be able to slow down. So he just pulled back on to the track, unfortunately forgetting to look where he was going, and he hit Jabouille in the Matra, who was lying third. Jabouille took off and went over the top of me and landed on Jaussaud in the other Matra, who was leading the race. So the four of us disappeared, leaving Regazzoni still on the track all by himself. And the Swiss won the prize; Xavier Perrot, I think, was about 19th. I was a bit annoyed about that, naturally."

The year was to end on another bad note for "Dinger" though, as his step-father decided he'd had enough financially. "He just said 'That's it. I'll let you have the car and the truck. Do it as you want to.' So I thought, 'Right, that's what I'll do,' but there was a great conflict in my mind as to whether I should go up to F2 or stay in F3. Formula 2 was so much more expensive, but it was obviously the way to go and I thought it must be possible to get sponsorship, as everybody does. So I wrote off to 1,000 different companies and the only reply I got was from "Avis," and they sent me a badge with "We try harder" on it. That was the only sort of sponsorship I got."

Just as Bell was about to announce his retirement from motor racing, his step-father decided that he could afford just one more season, and agreed that if Derek could get the money from the bank, he'd guarantee it. So that was how they went racing in 1968, thanks to the National Westminster Bank. A new F2 Brabham was purchased. ("I felt right up to 1971 that a Brabham was the only way to go as a small entrant — it was an easy and sensible car to maintain, it was strong and you could get the parts quickly, etc."); Derek missed the first race at Barcelona due to engine failure and so his first taste of F2 was at Hockenheim, when Jim Clark was killed. "I was

upset about that, naturally, as although I didn't know him well, we had been staying in the same hotel and I'd had breakfast with him and Graham Hill that morning. It seems unbelievable to think about it now, but Jimmy leant over and said, 'Don't get too close behind my car when you lap me,' so I said, 'That's all very well, but coming from you... why am I going to lap you?' He said, 'You were quicker than me in practice, I was fourth quickest, and we've got a problem with the engine — it keeps cutting out.' Anyway, that was the last time I saw him and I still feel he had his accident because the engine cut out, the back slewed round, the engine picked up again and the car flew back the other way, and he lost control. That's my own feeling about the way it happened."

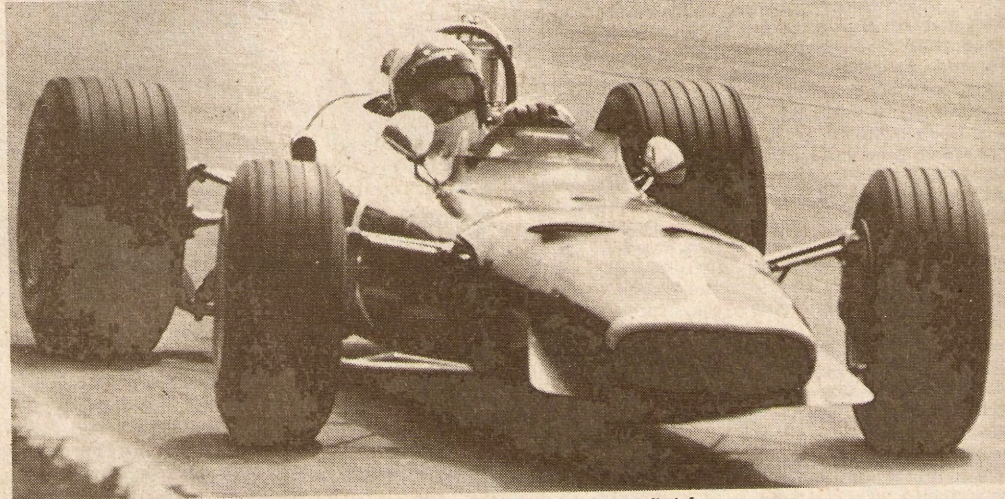
So from that sad beginning to his F2 career, Bell carried on to finish third at Thruxton, second at the Ring, and then came an unexpected invitation to drive an F2 Ferrari, "which seemed a great leap in my career after only three years in big-time racing. I was very dubious about joining Ferrari — I'd heard so many terrible rumours about them — and it took me three months to decide. Ferrari couldn't understand why I wouldn't make up my mind, but at the same time Cooper wanted me to drive F1, and I had a test drive in their hideous Cooper-Maserati, which was like driving a London bus; once you got out of control you were really out of control, and there wasn't a lot you could do about it."

Eventually Bell was summoned to the Cooper factory to discuss contract money. "I hadn't said that I would drive for them, I wanted to see what they were offering. I'd been reading in one of the motoring magazines about the vast sums of

than Ferrari-contracted drivers Williams and Brambilla. A contract was immediately produced, but Bell, ever cautious, declined to sign until after the Monza Lottery race (then for F2) in two weeks' time. "Let's see how we get on together," was his comment to *Il Commendatore*, when he arrived back at the factory for a fitting in the car.

Incredibly he put the car on pole position at Monza — something which hadn't happened for many years. "I was the hero of Italy overnight. I couldn't believe my luck." The next day, however, his luck was to change dramatically. "I was lying in about sixth position in a slip-streaming mob and, I remember so vividly, as we came into the Parabolica it felt as if the back wheels locked up. I don't know to this day what happened, but I found myself spinning round; and it ended up with eight cars being written off — there were four Ferraris in the race and three of them were written off (the remaining one didn't have any bodywork on). I remember seeing Jean-Pierre Jaussaud dropping out of his Tecno in mid-air, the car hit the ground, blew up and was burnt to nothing. I think the gearbox seized but Ferrari say it could never have happened. I know that I didn't lose control because there's all the room in the world there; you can go three abreast if you want to. (Ferrari had a film which showed Derek was hit from behind). So anyway, I reckoned that was a great start with Ferraris and I wouldn't hear any more of the deal."

But while 'Dinger' was flying back to England with his tail metaphorically between his legs, a top level Ferrari conference had already exonerated him from any blame, and a few days later a cable was dispatched, summoning him back to Modena to sign the contract. Perhaps his best F2 race for



Bell in the F2 Ferrari at Monza — a good start but an unfortunate finish.

money Grand Prix drivers were earning, so I reckoned at last I was on the way to making a lot of money. 'They must pay me a big retainer,' I thought, 'this is going to be grand — new, young 'star' on his way to the top — my God, it's going to cost them.' Eventually Major Owens (the financial manager of the team) said, 'Now about money, Derek. We haven't got a sponsor at the moment and so things aren't as good as they should be financially,' so my idea of a £10,000 retainer came down to £5,000. He went on, 'We've had a bad season and money is very, very tight, and so we can't offer you as much as we'd like to,' so my £5,000 reduced to £1,000 and it stuck around there. I thought he surely couldn't offer me any less than that, so I asked him what kind of money we were talking about. There was a long silence and then he said, 'Well; the minimal amount, just for signing, would be £5,' and the contract was for three years as well. So with that, I just thanked him and walked out. I was very flattered. It wasn't the money that put me off; the car did that, but the money might have encouraged me to drive a bad car at that stage."

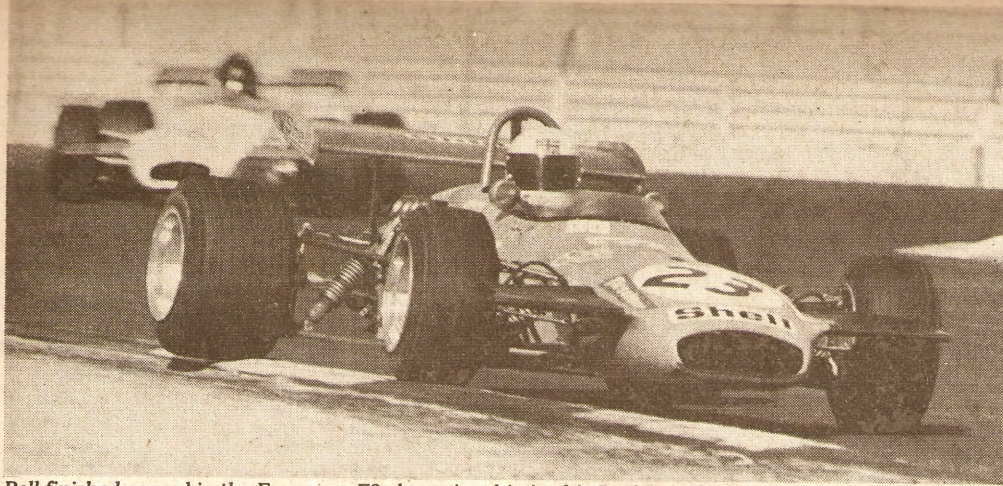
So Derek, after several months fraught with worry and indecision, joined Ferrari. "I flew down to Modena and drove out to the works at Maranello, where I was met by a little man who treated me like royalty. He showed me round the factory and I remember it was a national holiday so there was nobody at work — just these cars that I'd dreamt about in their various stages of production. It was incredible seeing them in this vast, silent workshop. I was very impressed."

Derek lunched with *Il Commendatore*, who suggested that he could attend a Ferrari test session at Monza the following week. Bell duly went along and proved to be considerably quicker

Ferraris that year was at Zandvoort where he put the car in pole position, won his heat and led the race until a few laps from the end when the gearbox really did seize. However, it was another sad occasion for Derek as Regazzoni collided with his friend Chris Lambert, who was unfortunately killed.

Ferrari were impressed with their new acquisition and in late August another cable arrived, asking Derek to report to Modena for a Formula 1 test. "My first reaction was 'My God, they're rushing things,' but I went down there and I remember it was pouring with rain but they hadn't got any wet tyres for the car as they were all on the truck coming back from the German GP. Modena test track is a real bore of a place and if you go off anywhere, you go into these vast Italian stone walls, so I was a bit nervous about the whole thing. Forghieri was overseeing the operation and just before I went out in the car, he called me over and said, 'Derek, if you crash 'ze' car, it will be 'ze' last time you will ever drive a red car. Perhaps you will drive a green one, but never 'anuzzer' red one." So with that ringing in my ears, he let me out with this 400 horsepower F1 car."

Bell drove very carefully and didn't spin or crash it — "it was all very undramatic" — and Forghieri was adequately impressed to enter him for the 1968 Oulton Park Gold Cup, his first F1 race. After driving a steady race there — "the engine packed up after 15 laps" — he made his Grand Prix debut at Monza, instantly causing an impression by achieving a third row grid position, between Hulme and Stewart. However, he finished neither that race nor the American GP that year, both due to engine maladies. But despite these disappointments, Bell found himself pleasantly impressed with the Ferrari approach to motor racing. "They



Bell finished second in the European F2 championship in this Brabham BT30.

always said, 'Just drive steadily, don't panic, we want you to finish the race.' We want to go back to *Il Commendatore* and say, 'he drove a very fine race, he finished 14th, but he still drove a good race,' rather than say 'well... we left the car out there... it's in the scrap-yard.' All this was much against the rumours that I'd heard about Ferrari."

Bell also did the Tasman Series that year with Chris Amon and the 2.5 litre Dinos which "was a super, little car. We had a splendid seven weeks out there with Jochen Rindt, Piers Courage and Graham Hill."

But in 1969 everything went wrong. The Ferraris lacked development early in the season and in June the decision was taken to withdraw from motor racing completely and, apart from driving the 4-w-d McLaren in the British GP, Derek hardly raced at all. The prospect for 1970 looked bleak. However he did meet Tom Wheatcroft, who suggested that they do the 1969 Tasman Series together. This they did, having purchased the ex-Ickx F1 Brabham BT26, but after a disastrous three races they had to come back to England, as Derek had blown up all Tom's engines and they'd run out of spare parts. It was a difficult time — both morale-wise and financially.

However, when they got back to England Tom agreed to sponsor Derek in F2 for 1970. "I was so lucky to have Tom then, as there wasn't any future at all at that time. Nobody was interested in me as far as I could see." They bought a new Brabham BT30, yet again running it from Church Farm, and the year was a resounding success. Bell led the F2 Championship until the final race, having scored points in every Championship round, until he was pipped to the title by friend Regazzoni again. He also had his first sports car drive, in the Jacques Swaters Ferrari 512M for the Spa 1000Kms. "This was a great experience for me and again I was very lucky to have the opportunity. There were five Ferraris in the race, and I was the second quickest driver — Jacky Ickx naturally being quicker. The only problem was that my team mate was 28 seconds a lap slower than myself, which was a bit disappointing as we got up to fourth at one stage." Bell also drove the Swaters car at Kyalami for the nine hour race, and rounded off the year by finishing sixth in the United States GP for John Surtees — scoring his one and only World Championship point.

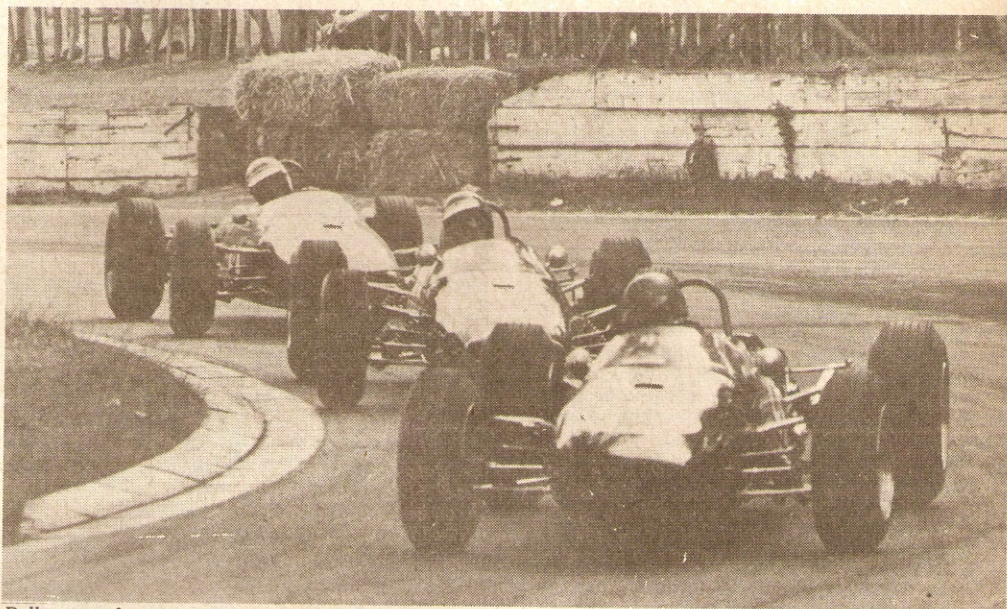
But the view to 1971 looked very promising. John Wyer, having seen Derek's remarkable performance at Spa, had approached him about a Gulf-Porsche drive and March were on to him to drive F1 alongside Ronnie Peterson. Unfortunately that never came to fruition, but the Gulf drive, as team mate to Jo Siffert in a 917, looked just the thing. "They had a test day at Goodwood and I was asked along with Pete Gethin and Ronnie Peterson, and whether they judged correctly or not, I got the drive and Ronnie and Pete didn't."

The year proved to be a success for Bell, although it had its sadder moments, especially when both his team mates, Jo Siffert and Pedro Rodriguez, were killed. The Gulf-Porsche team won the World Championship, Derek contributing to their points tally with wins at Buenos Aires and Monthlery. However, he regards the two highlights of that year as putting the 917 on pole position at Spa (with a lap record of 163.4 mph.) and driving at 245mph down the Mulsanne Straight at Le Mans. He also drove for Frank Williams in F2, which, apart from a brilliant Nurburgring performance, was fairly disastrous.

The last couple of seasons are recent history. Both the F1 Tecno and Surtees and the Gulf-Mirage sports car proved disappointing and Derek

opposed to endlessly modifying tracks. It must be significant that fewer people get hurt in sports cars than they do in single-seaters. The Gulf, for example, was built like a bloody tank and the Alfa-Romeo that I drove this year has proved itself to be very strong on several occasions. I approve of chicanes though in that they are successfully slowing the cars down and this means that, from a driver's point of view, there's always the chance that if something breaks on the car, it'll break at a slower speed. I think they are also making the racing more exciting for the public, and this is important. Catch-fencing seems to be a very good idea, though it hasn't been perfected yet. The only problem I can foresee is someone getting caught up in the wire with a burning car and this is a thought that really terrifies me. However, if the catch-fencing has done its job, then the car shouldn't be on fire in the first place."

My final question to Derek concerned the future of sports car racing and it was instantly obvious that I'd inadvertently touched a hidden nerve. "Ah, now I'm glad you asked me that



Bell scooped many good F3 placings with the FIRST Brabham. Here he follows Jonathan Williams at Crystal Palace.

never seemed to achieve the results he deserved, although he managed to earn the nick-name of Derek 'never-say-die' Bell for his unflinching efforts with the latter.

One can find out a lot about a driver's character by asking him to name his two favourite circuits. Derek's answer to this question was predictable. "I would rate Spa and the Nurburgring as my favourite tracks. I love demanding circuits and, from that point of view, the safety aspect doesn't worry me unduly. I know Spa is very fast, but so is Le Mans, so is Silverstone. You can go off at either of those tracks at 170 mph and however much guardrail you've got, you're still going to have a big accident. I feel more apprehensive before a race at Spa than I do anywhere else but it's been my most successful circuit as far as results are concerned and I get a lot of enjoyment and satisfaction out of racing there, whereas 'mick-ey-mouse' circuits give me no pleasure. Even so, I wouldn't drive in the Spa 24 hr race, as the marshalling is of a very low standard and this can make life unnecessarily dangerous."

"As far as safety in general is concerned, I feel that we should be building stronger cars as

because this is something that I feel very strongly about indeed. I honestly believe that the CSI has a death-wish on sports cars — the regulations they've produced for next year are so blatantly ridiculous that it's impossible to see the type of reasoning behind them. There are obviously too few manufacturers to support two separate championships and I foresee both the Silhouette and the Sports Car championship collapsing early in the season.

"If I had my way, I'd lump the two championships together into one series, with classes for 3-litres and 5-litres. This would result in people like Obermoser putting Cosworth engines into their cars and so you'd have a lot of ex 2-litre cars being updated to 3-litres. There'd be no problem — Cosworth engines are two a penny these days. The effect would be two classes of very full grids and close racing. It would be such a simple idea and I know for a fact that all the main manufacturers would support it. I suppose I really shouldn't criticise the CSI, being on the RAC Race Committee, but I'm damned if I'll sit back and let sports car racing die on its feet. It has such potential. It really is a tragic shame."

Derek celebrates this year's Le Mans victory with Jacky Ickx and others. It was a milestone in Bell's career, the celebrating went on for some days.



## Saab's new '99' engine

The excitement and spectacle of Stig Blomqvist's arrival at corners cannot fail to have escaped those who were fortunate enough to have watched the RAC Rally at close range. The sight of Stig and Per in their venerable 96s, their cars crouched in the ditches at the very edges of the track, all four wheels pointing in the straight ahead position yet impossibly crossed up and travelling forwards at virtually undiminished speed, remains as an astoundingly dramatic picture which is especially useful in whiling away those tedious hours at work — the deep throaty note of the V4 scarcely rises or falls for the right feet are pressed firmly on the floorboards and it is the left which keeps the astonishing, swaying projectile in balance and on track — a sight perhaps to rival the Stratos.

Next year though, it seems that the 96s are at last to be put out to grass for serious moves are underway to make the 99 into a rally winner. A story which appeared in one of the few remaining enlightened monthlies last week heralded the arrival of a new works developed

engine which will put the 99, whose sole real problem in rallying terms has hitherto been a lack of power, into the winners circle.

The official announcement of this unit's existence is expected in mid-December but it has already been tested by Stig in European rallycross events. The bottom end will be as previously, in other words based on the block fitted to Triumph Dolomite Sprints, but Saab have designed their own cylinder head and have broken away from Triumph engineers' thinking in that the head is a belt driven twin overhead camshaft device, which is reported as being conventional in design but of course utilising 16 valves. Problems are currently being encountered with the bottom end of the unit, but power so far achieved is around 200bhp. Attempts to wrest more have so far been thwarted by distributor trouble. Problems of this nature however are the staff of life to Saab's painstaking engineering and competition departments so it seems that we have finally seen the last of the incredible 96s.

## DTV's Roadshow keeps on truckin'

Having blitzed Luton with a welter of slick repartee, film shows and exhibits, the burgeoning DTV Roadshow is moving on across country to occupy the strategic town of Maidstone. The date of the occupation is to be the 3rd December and the entourage will set up their base at the premises of Drake and Fletcher Ltd; London Road, Maidstone, at the usual time, 7.30 to 8.00 pm. Admission to the extravaganza is of course free and on the panel, chaired as always by the personable John Foden, will be Will Sparrow, Gerry Marshall, Chris Coburn, Roger Willis and John Horton. There will also be films, exhibits, drinks etc.

## Galway regs

Regulations are now available for the International Circuit of Galway which this year is being sponsored by Henley Forklift (a company previously involved in F5000 racing with Ian Ashley and Bob Evans). A prize fund of £6,000 has been made available for the all-tarmac spectacular and the ratio of stage to road miles is as impressive as the event itself; 250 miles of stages in a 450 mile total route. Secretary of the meeting is Brian Thornton from whom regulations can be obtained. His address is: "Pabria", 12 Sylvan Avenue, Fairlands Park, Newcastle, Galway. His phone number is 091-63057 during office hours.

● Something useful to cover anything unsightly on your den's walls could be the "International Rally Calendar" produced by Gower Photographic. Costing £1.25, including post and packing, the calendar features three months at sight, four action colour pictures per spread and a list of 1976 fixtures for each quarter of the year. It looks to be well produced and can be obtained from: Gower Photographic, 43 Drury Lane, London WC2E9PD.

## Dukeries date

Dukeries Motor Club have moved the date of the National Dukeries Rally from September to the early spring. The 1976 event will be run on the weekend of March 6/7th with a modified format plus the possibility of a midnight Saturday start.

The Midland's top rally will again be based on the Sherwood Forest stage complex, the suggested new start time meaning both night and daytime visits. It has been included in the BTRDA Gold Star Rally Championship once more, this championship now having a sponsor for 1976, details of which are due to be released in December.

Dave Clibbery and Ray Downes, as Joint Clerks of the Course, will head the same organisational team as the very successful 1975 event. It is hoped to tie up sponsorship arrangements in the near future and full event details will be announced shortly.

In it's time, Dukeries MC have devised or implemented a number of innovations. Although the move to the spring has been made by several other rallies, the unusual part night/part day format should attract many crews who are desperate for this type of experience prior to tackling Internationals.

● Phil Short has informed us of a race and rally forum which is taking place on Wednesday 3rd December. The evening is being organised by Leeds University Union Motor Club and it is to be held at the Lipman Building, Leeds University, starting at 7.30pm. The panel will include Bob Bean, Peter Hanson, Phil Short and David Sunderland who between them represent the spheres of racing, rallying and competition engineering. There will also be a motor sport film, as yet undisclosed, and other good news is that there will be a bar extension. Admission is 40p and includes a buffet supper. Tickets are available from Mr T. Leppard, Motor Club, Leeds University Students Union, University Road, Leeds 2; or on the door should any be left over.

## Lombard RAC International 1975 Rally of Great Britain

# The Ford legions roll on

## British drivers star—Stig's engine fails

One of rallying's most enduring and appealing features besides the multitude of characters whose participation makes it so compelling, is its unpredictability. Who could have predicted with anything other than cries of derision from his audience that by the end of the third day, the combined might of the most powerful of Europe's rally teams would have crumbled to the precision and professionalism of Boreham. Fords have not been without their problems — and at a guess it would seem that most of these have stemmed from the fact that all the cars in the 'A' team are new for the event; certainly Roger Clark, who has driven superbly throughout, has had one of his most fraught rallies of recent years; but the two veterans, while forced to give best to the crushing speed of Bjorn Waldegaard's Lancia on the first day, have tenaciously set the pace and forced those trying, either to stay ahead or to keep up, into a vortex of mechanical problems which even the most costly service operations seen in this country have failed to cure.

For team Toyota the rally is best forgotten — their Celica GTs were side-lined almost immediately, leaving only Chris Sclater's Levin to soldier gamely on. Ove Andersson was in trouble right from the very first stage and Mikkola was not long in following his team mate into retirement. Opel have fared little better and transmission trouble has crept up on them leaving only the Tony Fall Automotive car in the talented hands of Mr Pond still charging through the forests, chasing the Fords. Fiat were never really in the hunt and Alen, who is always capable of a spectacular performance, lowered their spirits early with head gasket and overheating trouble, leading to retirement. Verini has driven neatly, but the pace at the front coupled with his inexperience of this type of event has meant that he cannot match the quickest times.

Who also could have predicted the amazing challenge of Stig Blomqvist

and the venerable Saab 96. His driving of the old machine has been the highlight of the event and wherever he has flashed into sight, seemingly appearing out of nowhere in the most fantastic attitudes, he has had the immense crowds up on their feet, shouting, cheering and exulting in the sheer unadulterated spectacle that the quiet little man unleashes from within his battered cockpit. After the demise of his team mate Per Eklund with a seized engine he has stuck grimly to his task in his attempts to put pressure on the seemingly relaxed Timo Makinen — a situation which inevitably involves comparisons with last year. Now, sadly, it is all over.

Behind these two, a legion of hungry British hordes are closing in. On Tuesday the vanguard was being led by Roger Clark who has seemingly overcome the braking problems which have dogged his progress throughout the event. He had been storming up on Blomqvist so that as the exhausted crews headed back to York in the gathering West Midlands gloom, he sat just a minute and ten seconds behind the flying Saab. Behind these three crews a fantastic battle had been raging between Tony Fowkes and Russell Brookes who have both been having the drive of their lives. After lying fourth overall for most of the day Russell, was demoted to fifth by the determined Fowkes but it is a battle for British enthusiasts to get genuinely excited about. Tony Pond, in the sole surviving competitive Opel, has been right there with them through Wales, but a critical puncture dropped him near the clutches of a flying Billy Coleman who speeded up markedly in Wales after a mechanically trouble-free run. Meanwhile Makinen continues serenely on his way and Henry Liddon sinks lower and lower in his seat. Roger completed another miserable day with a gearbox and clutch change, yet was second at the end of the day. Sclater and Pond were also ideally placed to strike on the final stages.

*He wants that hat trick badly — but suspension damage caused by two punctures on Greystokes may cause future worry.*



## Incidents

● Bjorn Waldegaard — commanding leader of the rally by afternoon on the first day — despite a number of spins. On the second day, broke a drive shaft in Clipstone forest, spent an hour in the forest and the mechanic sent in did not have time to replace the rear bodywork, dropped to 106th overall and came into Blidworth within six minutes of being OTL (stewards enquiry pending). Engine stopped after the ford in Sutton Park and lost a further 11 minutes. Got going again though very late and has set fastest time on nearly every stage since. Currently into top 20 (Tuesday).

● Stig Blomqvist — Going as quickly as he knows how but at present cannot match the ultimate pace of Makinen — the situation may alter if weather conditions deteriorate in Scotland however. Rolled in Clipstone — quoted as saying that he host 25 seconds in the incident because sleepy British spectators did not get him back on his wheels quick enough!

● Walter Rohrl — Early pace setter; had problems on Sunday and eventually retired on the Cricket St Thomas stage after having lost second and third gears. He apparently came over a brow, missed his change and hit a wall. The brake fluid caught fire, was extinguished, but the engine would not start. Tony Pond, who had two rockers changed on his old German engine because it had become so noisy after Grovely, was sent into the stage with a spare fuel pump which they fitted. But Rohrl's car only got a further 200 yards before it stopped again with ignition trouble. Got a maximum and subsequently retired.

● Both Polski Fiats retired on successive stages with identical failures. In the Clipstones on Sunday morning a ball joint in the front suspension failed, putting both cars off the road.

● Nigel Rockey had an exciting incident at Longleat, his car sliding wide and ending up straddled on top of a gateway. He lost two minutes while marshals lifted him off. He then had a puncture on Pantperthog and two more on the left hand side in the very rough Betsw-y-Coed; went off while trying to complete the stage in this condition and dropped to 33rd overall. His Goodyear tyres helped him put up remarkable times but the wear rate was very high so Harry Gee was frantically calling for replacements.

● At Cirencester Park George Hill had the left-hand turret punched through by the shock absorber which then rested on the fuel filter; the chain reaction starving the engine of fuel. Lost four minutes. Then he hit the back of the car in Coed y Brenin 2 and got to the end of the stage to find only two wheel nuts holding the wheel on.

● Harry Kallstrom seemed to be having a quiet rally; he went off on Bramham Park and complained about the Japanese Dunlops which he said made try tarmac feel like driving on ice.

● Pedestrian killed in the west country when he was run over by a competing car on a road section through a town. Man was apparently an old age pensioner who suddenly veered off the pavement under an Escort as it drove slowly through the town.



Stig — fantastic drive.

● Cowan changed the differential of the Colt Lancer in Betws-y-Coed because the LSD had become inoperative. This second one almost immediately failed, however, and he did not think he had a spare.

● Saaristo retired the Skoda on Kingswood Warren when he took the front wheel off the Skoda after going down a bank.

● Munari went off in the classic place; 1.1 miles into Dovey 1. After a flat-out uphill section where the road goes flat right into a square right at a deceptive junction. The stationary Stratos was then hit by Roger Platt's Avenger GT and co-driver John Platt was hospitalised in the accident. Munari was challenging for fourth overall at the time, having come up through the field after lost time at Olivers Mount where we are informed that he did two laps instead of one. He had also been complaining of bad handling.

● Dessie McCartney had a big moment at Munari's resting place; he had clutch trouble on Clocaenog 4 and suspension bothers. He was also running out of money hence tyres, but was in storming form and lying 14th overall on Tuesday. Will

### RAC Rally action — the first days see page eight

Sparrow had had numerous punctures and an alternator went in Wales necessitating Jean Ames rushing into Dolgelly to buy one.

● Makinen stalled the engine in Clocaenog 5 and could not get going again on the key because the fly-wheel had chewed the Bendix away. Had to be push started. Exhaust was then flattened under the car on some rocks and he lost power, however, these problems have now been sorted and the starter motor changed. A brake pivot snapped on Sutton Park. Like Clark he is using hand-cut slicks in many forests.

● Clark had the gearbox go in Clocaenog 3, leaving him with just first and fifth gears; the mechanics changed the unit in 18 minutes between the stages, and he entered Clocaenog 4 with a new unit. Persistent brake problems were by this time said to be sorted. Ran out of brakes on Cirencester Park and went off. A coil spring collapsed and he finished the stage with the front bodywork almost on the ground on one side; lost a minute on the stage.

● In the Forest of Dean area Chris Sclater had his camshaft drive re-tensioned but it was slackened off in error, and he was forced to do two stages with an engine which sounded as if its moments were numbered. It was re-timed again, however, and all was then well.

● Airikkala having a fraught rally. The first day was spent trying to cure a critical misfire which was occurring because the fuel system was sucking in air. Eventually it sucked up an aluminium globule from the bottom of the tank which brought the car to a dead stop after leaving the Severn Bridge halt. He had previously lost 18 minutes drowned out in the ford on Sutton Park, and later another misfire was traced to the points and the condenser; he also broke the exhaust manifold and ran out of brakes on Heaton Park, having to use the handbrake to spin the car in order to avoid crowds of spectators standing in suicidal positions. Had it not been for his quick reactions there could have been a horrifying disaster.

● Erik Aaby going very quickly in the ex-Pentti Airikkala C and S Escort. However rolled in Clocaenog 3, same place where he rolled on the Welsh. Car landed on its wheels and continued losing only 20 seconds.

● Simo Lampinen has found the Beta Coupé all but impossible to handle without power steering so it has been connected up for all but one stage. He said it felt very odd though, and disconcertingly light and vague at speed.

● Brian Culcheth has been leading G.1 for almost the entire rally in polished and undramatic style although he did say that he wondered whether the axle was still connected to the car over some of the rougher sections. He was lying in 21st position; 79 seconds ahead on Robin Eyre Maunsell's battered Avenger GT on Tuesday. Faulkner managed to get through three throttle pedals by Tuesday and was a further three minutes down on Robin.

● Tony Stubbs rolled his Lada severely on Wykeham and shot down the inside of the corner, putting both crew members in hospital with concussion. Stage scrubbed because an ambulance had to be sent in and delay caused.

● Markku Alen's Fiat suffered a blown head gasket almost immediately and struggled on through the first day, never really in the hunt and overheating led to retirement.

● Rauno Aaltonen in the Euro Team Handler Opel Kadett had severe gearbox trouble right from the start and eventually retired with only fifth gear left.

● Hannu Mikkola started 20 minutes late on the first day as a mechanic had gone off with the ignition key of the Toyota. He subsequently succumbed to water pipe and electrical troubles in the early stages.

● Russell Close retired early with suspected big end failure after Andy Dawson had worked all night to try to get the car ready in time. Dawson himself arrived in York at 05.00 on Saturday morning and his two mechanics spent the remainder of the night driving the car to Collford and back in order to run it in.

● Ari Vatanen had an enormous roll in Clipstone while flat out in fifth gear. He is reported to have destroyed the car. Was lying comfortably in the top ten at the time.

## Clockwise Circuit "even better"

Regulations are now available for the Benson and Hedges Circuit of Ireland which takes place between the 16/20th April. For the first time in five years the event is going around Ireland clockwise, starting in County Down at Bangor Sports and Leisure Centre at 16.00 hours.

This fantastic tarmac spectacular, now with Clerk of the Course Peter Allen at the helm, once again offers just about everything that is best in tarmac rallying. The 1500 mile route takes in 62 stages which total some 500 miles, only two per cent of which are loose. There are many new stages and four of them will be designated as spectator stages — an idea which proved very popular last year.

The route winds south from Bangor covering 15 stages into and through the night on the way to Kilkenny for breakfast at 05.00 hours in the New Park Hotel. Competitors return to the fray at 06.00 for a tough run to Killarney where they are scheduled to arrive at 15.00. Rally HQ there is of course that legendary hostelry, the Great Southern Hotel. The Sunday Run promises to be every bit as exciting as it has been in past years and the following day the rally will restart at the now familiar civilised hour of 14.00 when competitors will head north for supper at the Royal Hotel, Athlone, arriving about 21.00.

Crews take off again at 22.30 for a hard night's rallying before reaching the finish in Larne at about 11.30. Rally HQ will again be the Kings Arms Hotel. The prize fund for this great event has now reached just under £7,000 and first prize is £1,500. Peter Allen and his dedicated team will be recruiting international stars on the RAC at the weekend, and the UAC are indebted to their sponsors Benson and Hedges, the Northern Ireland Tourist Board and Bord Failte for making it all possible. The event is of course a round of the RAC championship as usual and an ECR round (though exactly what, if any coefficient was still unknown to the organisers on Tuesday. One feels that anything less than the maximum would do this rally a grave injustice for it has rightly earned its place among the classics).

● Owing to "overwhelming" interest in rallying in New Zealand, the total entry list for next year's Heatway Rally is to be increased from 120 to a maximum of 150 starters. Next year's event will be run on the South Island between July 6th and 11th, the rally using forestry roads for the majority of the competitive mileage. Cash awards total \$15,000. Various tours are being arranged for overseas competitors including skiing, shooting and fishing trips, in order to make an extended "holiday" out of competing in New Zealand. Interested parties should contact the competitor liaison officer for the rally (address below). Also, for overseas competitors special arrangements will be made for air travel and accommodation. Additional information from: Competitor Liaison Officer, Rally Organisers Association New Zealand Limited, PO Box 27308, Telephone 844-064. Cables and telegrams "ROA" Wellington.



## Stratos—back to square one?

"As soon as we get the chassis right, we return to mechanical trouble . . ." That was how a disconsolate Graham Warner described another sickening chapter in the saga of the Chequered Flag Stratos. Some people, prominent team managers among them, say there is no such thing as bad luck in rallying, and that a team makes its own luck; if this is the case then the Chequered Flag story is particularly cruel; for having spent several thousand pounds recently in Turin at the Lancia works, getting both chassis and engine rebuilt to the latest works specification, Warner was more than justified in thinking that at last, with what amounted to a full works car and works service; and having taken care of every conceivable eventuality, including lending the Alitalia team his own plane as a high speed liaison vehicle, his costly project might at last fulfil his dreams.

All went well at first and after four stages, Per was handily placed in the top five driving at 7/10ths and describing the handling and feel of the car as "formidable." As the car entered Wykeham forest, a misfire developed, and initial thoughts that the problem lay with the plugs gave way to more serious misgivings as the car became slower and slower. The Alitalia mechanics removed the offending cylinder head to reveal a worn camshaft lobe on the newly rebuilt engine, and it was suggested that they change the head at the big service planned for Sunday morning.

Per struggled on throughout the day. Eventually the inevitable happened and the worn lobe in turn wore away the cam follower which resulted in the exhaust valve failing to open at all. Somehow Per got the car back to York with a blown head gasket through overheating in the Saturday evening traffic.

On Sunday morning the stricken car just started on the last gasp of the battery and staggered to the Alitalia base at a garage on the edge of town. There the Chequered Flag team watched helplessly as the Alitalia engine men went to work changing the complete cylinder head. They had two and a half hours for the job but it was not successful for on starting the car the timing was found to be out and the engine immediately bent all its valves.

What was Warner going to do now? "I just hope we now get some support from the factory," he said. "We did everything possible from our end as usual, and co-operated totally with their programme. . . . I just hope we can keep Per for next year; he's not the manic people thought he was, and I was really impressed with his approach on the RAC. This was the big one for me, the event I have spent months planning in minute detail; on Sunday I was completely shattered."

Per reported that he was overjoyed with the way the car performed in the chassis department, saying that one now hardly had to drive it at all to set quick times. Warner will of course be going on next year.

## WITSEND RALLY

### Tiptoe through the sewage works

Naturally the preoccupation with the Lombard RAC Rally this week has taken precedence over other rally-orientated news, but there was a rally held over the weekend for Southern Counties heroes.

The Esso Uniflo Witsend Rally started from the Farthing Corner Service area on the M2 at 11.01, Saturday, and finished at the Black Prince, Bexley, at Midday the following day. Run by the Bexhill Light Car Club, the event was a qualifier in the LCAMC championship and consisted of a mixture of stages and selectives in the Romney/Graveney marshes area.

Peter Watson led the rally away as Roland Shepherd (currently the leader in the championship) non-started his RS2000, so the Adlands Mk2 (now apparently fitted with the 1600 pushrod Swindon Racing unit from the Penthouse race car) was first off the ramp. At three were Mike Harrington/John Dixon in the HGV Motorcycle RS2000. This crew are at present trying to win their second championship this year as they have already clinched the ACSMC series. Following them away were Geoff Jackson/Richard Harris (Mexico) and at five were John Parsons/Barry Cooper in the Davenport Vernon entered Avenger GT. The leading six seeds were completed by the second Adlards entered car, the Mexico of Mike Greenland/John Anderson, the eventual winners.

The meat of the rally consisted of five selectives on the infamous Romney Marshes and on these tortuous testing sections, the fastest man was Greenland with 169 penalties from Harrington on 178. There were also eight stages on the agenda although the first was cancelled because its route lay very close to an Ornithological trust and it was thought that the noise of the action might disturb the birds. The second and third stages consisted of two runs in Wouldham chalk pit, an exceedingly slippery test which resulted in innumerable rolls. Peter Watson put himself out of the running here with a spin and a visit to an unsavoury compost heap, while Jackson/Harris were fastest from Greenland; a position that was reversed on the re-run. The following three stages were held at two farms and consisted of 'autocrosses' in thick mud around the perimeters of fields and slimy tracks. Harrington was the most notable retirement here as he got stuck in the mud at Hook Green Farm and took a maximum. The finale wound up at Crossness Sewage works which was reliably reported to be in especially pungent form, where two miles of straights and square rights on tarmac awaited competitors. The last stage (the re-run) was fittingly won by Greenland.

1. M. Greenland/J. Anderson (Escort Mexico) 3839 penalties;  
2. M. Harrington/J. Dixon (RS2000) 4453;  
3. G. Jackson/R. Harris (Mexico) 5068.

## New plans for Swedish Rally

The Swedish Rally, which will take place on February 22/24 next year, will be included in both the Swedish Championship and the World Championship. For the first time in Sweden, the World Championship will be driven without possibility of advance practising.

"This was one of the things we insisted upon if we were to arrange the Swedish Rally in collaboration with KAK," said the newly-appointed Clerk of the Course Bengt Anderson. "We in 'Värmland Runt' have for many years been arranging the Swedish Championship and, naturally, we wanted to continue to do so also in 1976. In order to get a good many qualified entries in the Swedish Rally, we regarded it as one of the conditions that the rally was also included in the Swedish Championship. However, if it was to be included, no practice could be allowed. When this problem was solved, we in 'Värmland Runt' considered it possible to arrange the World Championship together with KAK."

Thus, a discussion which has been going on for more than 6 months between KAK and the seven clubs in "Värmland Runt" has borne fruit at last. With this collaboration one of the foremost Swedish rally contests in the last few years disappears — "Värmland Runt". An important part of its special stages will, however, be included in the 1976 Swedish Rally.

In 1976 the rally will be concentrated in Värmland, the long and boring sections in Dalarna will disappear. The drivers will round the course twice. The first lap is included in the Swedish Championship and then those chasing World Championship points will continue and cover the second lap.

"I think this is a good solution for all parties concerned," says Nils Björkman, the KAK Rally's grand old man. It is for natural reasons difficult for us to arrange a rally in another part of the country from Stockholm."

"In this way we get new fresh blood into the organization, at the same time as the organizers in a natural way are bound to the area where the rally is driven.

"Furthermore," concludes Nils Björkman, "it might earlier have been too much with two big rally contests in the same area in the course of a few weeks.

● The South Bucks Motor Club are organising a post-RAC Rally forum on the 5th December in High Wycombe. It promises to be most interesting/ amusing as Brian Culcheth, Tony Pond, Chris Sclater and Andrew Dawson will be thrown together for a session of dynamic repartee and the evening will be compered by John Horton of Dunlop. The fun is to be at the Chiltern Rooms, Desborough Road, High Wycombe; entrance is 50p and there will be a licensed (extended) bar, a raffle and a car display. Leyland ST are planning to bring along a European specification TR7 and a G2 Sprint.

## Good omen

Next year's Welsh Rally will be plugging into the System Share computer results service following a report from the International Rally Drivers Club criticising the "appalling" results service. Other points raised by the IRDC included the poor facilities and organisation at main controls, late arrival of spectator information to the press, late arrival of service packs to service crews, lack of information in the road book about service areas and the lack of eligibility scrutineering for groups. The IRDC report that their comments received almost instant attention, which augurs well for an improved rally next year. In the past the Welsh organisers never bothered to reply to any constructive criticism, forcing the IRDC to take up the matter with the event's sponsors.

## Mintex news

Entries are already beginning to accrue for the Mintex International Rally (20/21st Feb '76) since regulations were first published on the first of this month. The entry list will close on January 3rd, with a January 13th deadline for late entries. Scrutineering is scheduled to begin at 2pm on Thursday 19th Feb., and the event is due to start at 8am on Friday morning. The rally should have run its course at 5pm on Saturday evening after an overnight halt back in Scarborough.

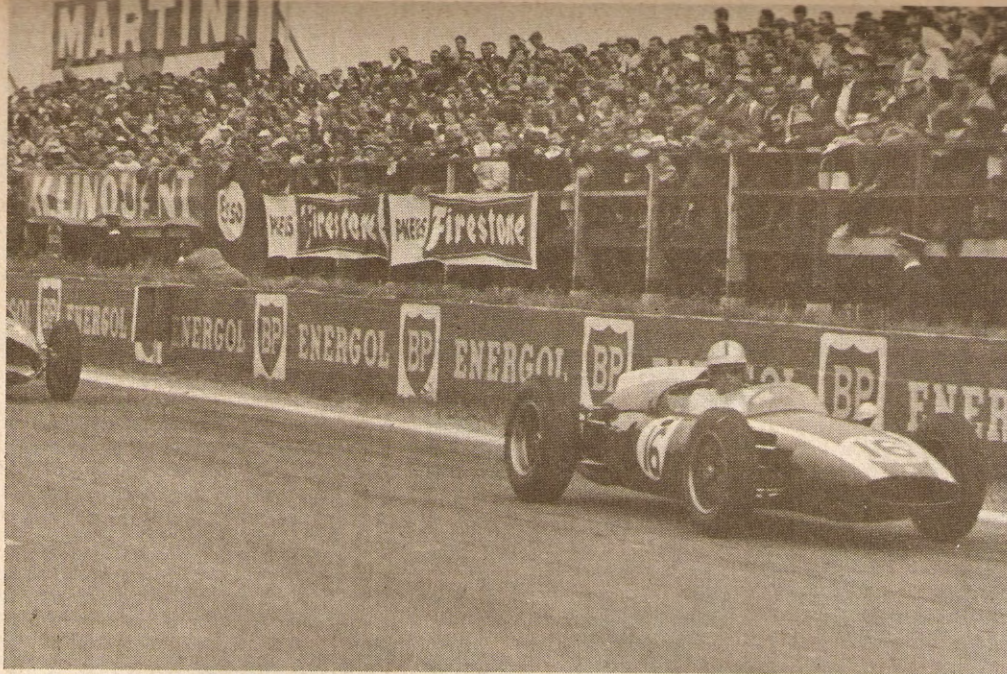
Although the final list of stages is not yet complete the organising club, the De Lacy MC of Pontefract, have confirmed that the hill climb at Castle Howard and both Marine Drive and Olivers Mount will be included. A prize fund totalling £3,250 has been accumulated. For those of you not already equipped with regulations, entry forms and hotel booking cards, they can be obtained from: Mr Norman Pyke, 28 Woolgreaves Garth, Sandal, Wakefield, West Yorkshire. Telephone Wakefield (0924) 55786.

## BRIEFLY . . .

● Sixty and Worcestershire MC will be hosting a rally forum on Friday, December 5th, at the clubhouse, Foxwell Street, Worcester. On the panel, giving accounts of their success or failure (they can't all win) on the RAC, will be Will Sparrow, Russell Brookes, John Brown and Brian Evans, plus Bill (Rolls-Royce) Bengry. There will also be film of last year's RAC entitled "The Unknown Forest," the whole evening getting underway at about 20.00 hours.

● Members of the International Rally Drivers Club, a body which is steadily becoming increasingly "tigerish" on matters of principle and the quality control of events, will be asked to pay increased subscriptions next year; the fee rising to £3.50 per annum. This marks the first increase for many years.

● Robin Eyre Maunsell has just been voted Motorsport Personality of the Year by the Association of Northern Ireland Car Clubs.



Phil Kerr joined Jack Brabham in his first successful championship year. Above, "Black Jack" studies his Cooper's mirrors at Reims on his way to the 1959 World Championship title.

## Seventeen successful years

**ALAN BRINTON** talks to retiring McLaren director **PHIL KERR** about his racing involvement and future plans

It does not need a crystal ball to forecast that some time in January there will be the very whale of a party somewhere in New Zealand.

Phil Kerr, returning there after 17 years in Britain with Brabham and McLaren, and Denny Hulme, also going back after a prolonged spell here, will be settling down in their home country.

That's enough for a party, but throw in that bon viveur and occasional party musician Mike Hailwood and you have the makings of something special.

Yes, Mike the Bike is emigrating down under, leaving Britain this week en route for South Africa, where he plans to spend a few weeks before going on to his eventual destination, Kiwi country.

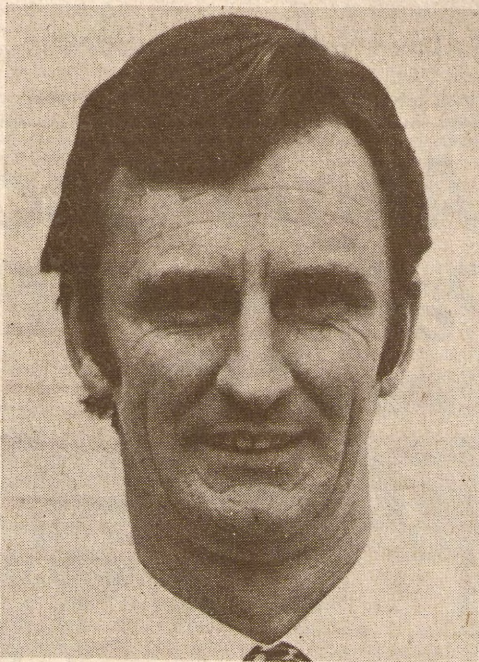
It has been an open secret for quite a while that Denny and Phil were planning to return to their home country, but Mike's decision has been hidden behind a heavy security blanket. For not only are all three arriving in New Zealand at roughly the same time but they are also planning to become involved in some sort of business together. It may be mucking about with boats (something which interests all three), or light engineering, or a road safety programme in which they hope to interest the New Zealand authorities.

Although New Zealand has an overall 50 mph speed limit, Denny says that the standard of driving and riding is poor. (Actually he used another descriptive phrase.) 'They are impatient to a high degree,' he says, 'and I would like to do something about it, to make people in New Zealand aware of the fact that they are so bad on the roads.'

On this Phil says: 'I think New Zealand will be very fortunate to have one of the world's finest drivers and probably the greatest motorcycle racer of all time to provide educational training and guidance to improve the standard of road safety. I think it is important that we should try to do something in a public spirited manner to help the country.'

The trio's plans are very fluid at the moment. Phil will be settling down in Auckland (where he came from); Denny will first make his home on Lake Rototoiti (where he already has a house) but is planning to build again at Tauranga; and Mike will base himself temporarily around the Auckland area while he scouts out the land.

For Phil, leaving Britain is inevitably something of a wrench, all the more because he is severing his connection with McLaren Racing and indeed with motor racing completely. But he does not feel that his going will affect the efficient working of McLaren Racing because they have such strength in depth and such dedicated people that the organisation virtually runs itself.



Phil Kerr above, and at the Ferodo Trophy presentation for 1974.



'Racing in New Zealand is only at club level,' he says. 'I shall be interested to watch racing there as a spectator, but I don't intend getting involved.'

Why this complete cut-off after such a close involvement? In his Colnbrook office at McLaren Racing he explained: 'I have now spent more than half of my working life in motor racing, but in my book one should try to tackle more than one type of task in a work span of 40 years. I think it would be the easy way out to spend the remainder of my working life in motor racing, but I doubt if I would be quite as ambitious as I was because we have achieved a great deal in the last two decades. So I don't think it would be quite fair to other people to remain without the urge or desire to remain super-competitive.'

Phil, who is now 41 and trained as an accountant, came to Britain to join Jack Brabham. And chose a good moment, for he arrived here at the beginning of 1959, which was to be Jack's first world championship year.

'That really was fortuitous,' he says. 'To join up with Jack at that time provided me with a marvellous platform for the future.'

They met when Jack was in New Zealand for the Tasman series, and talked about Britain and motor racing. With Bruce McLaren also having been to Britain it was natural that Phil should follow.

'Jack and I had nearly nine years together,' he recalls. 'Jack was a very hard taskmaster. He had this tremendous ability of knowing where he wanted to go and a great determination to succeed. It was difficult not to become wrapped up in his enthusiasm and drive. He taught me an awful lot about the determination and dedication that you need. You have to have a natural competitive spirit yourself anyway, but you need those other factors as well if you are going to make a success, particularly in motor racing.'

In 1968 Phil made the switch and joined Bruce McLaren. 'It was something we had always wanted to do, to work together in the same combination, preferably one of our own, going motor racing.'

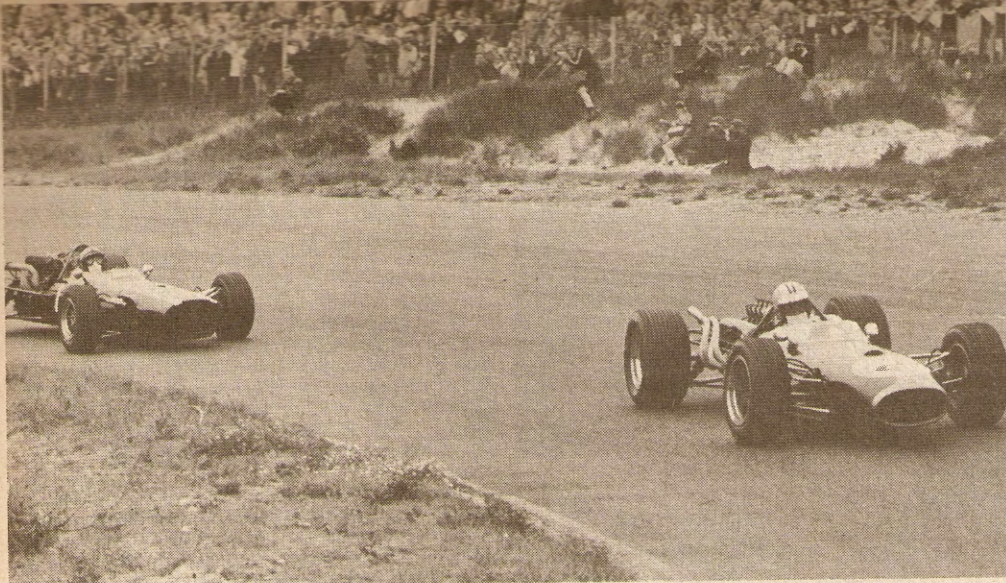
'It took a number of years for it to happen, though Bruce had earlier taken the step of going

**"Jack was a very hard taskmaster. He had this tremendous ability of knowing where he wanted to go and a great determination to succeed."**

on his own. At the start of 1968 the opportunity arose and I moved to McLaren's. At the same time Denny moved in, too, having won the world championship with Brabhams the previous year.'

It proved a happy and successful partnership. Phil feels that the period following that move, up till Bruce's death in 1970, was probably one of the best he has known. 'And it was very good to see the achievements of the McLaren team after Bruce's death, and to have been part of that success.'

Asked to nominate his outstanding memories during 17 years in Britain, Phil says there were so many he finds it difficult to isolate them. But he does think that Jack Brabham's world championship seasons in 1959 and 1960 were extremely



After Denny Hulme had won the World Championship in a Brabham in 1967, both Hulme and Kerr left Brabham for McLaren. Above is Hulme at Zandvoort.

significant, and so was Denny's world title in 1967 because it paved the way for the link-up with Bruce.

'Something else that stands out was the impact of the McLaren cars at Indianapolis. I think it was quite extraordinary that British cars were able to go to Indy and do so well against the Americans in a form of racing which had been totally dominated by the Americans, with the exception of the Jim Clark era.

'But the climax, of course, and something which was most significant to me in establishing the McLaren name in perpetuity, came in 1974 when McLarens not only won the Formula 1 World Championship with Emerson Fittipaldi but also won the Indy 500 with Johnny Rutherford. That was a fantastic double and was the real highlight



Mike Hailwood - decided on New Zealand.

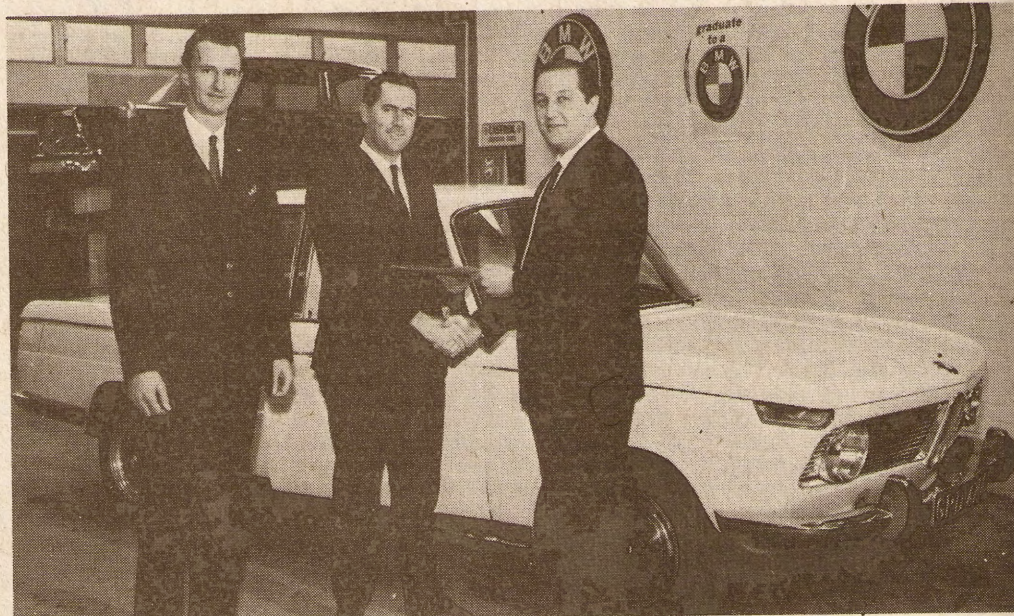
for me.'

There was the great CanAm domination, too, but Phil thinks that for two or three years McLarens were probably over-ambitious.

'I think there was a period between 1968 and 1972 when in fact we attempted too much. For example, in 1972 we were in four forms of racing - Formula 2, Formula 1, Indianapolis and CanAm. I don't believe any other racing company in the world was capable of conducting four race programmes in any one year. I think we had a total of 114 starts that season, and that stretched our resources and organisational ability right to the limit in our effort to cope. I think it is a tribute to the quality of the people at McLarens that we were in fact able to do that, and do it successfully. But we then realised that we had to trim our programme back, because there was no way we could continue at that level. So we decided to concentrate on the Indy 500 and USAC events, and Formula 1 racing, and the results show that our decision was right.'

There is no doubt that Phil has thoroughly enjoyed living in Britain. 'At the time I left New Zealand, which was just a very young country, it

was obviously developing but at a slow rate. England was very new to me and made a big impression since I was young. It also gave me the opportunity to seeing many other countries,



Phil Kerr and Jack Brabham celebrate the acquisition of a BMW agency in 1965.

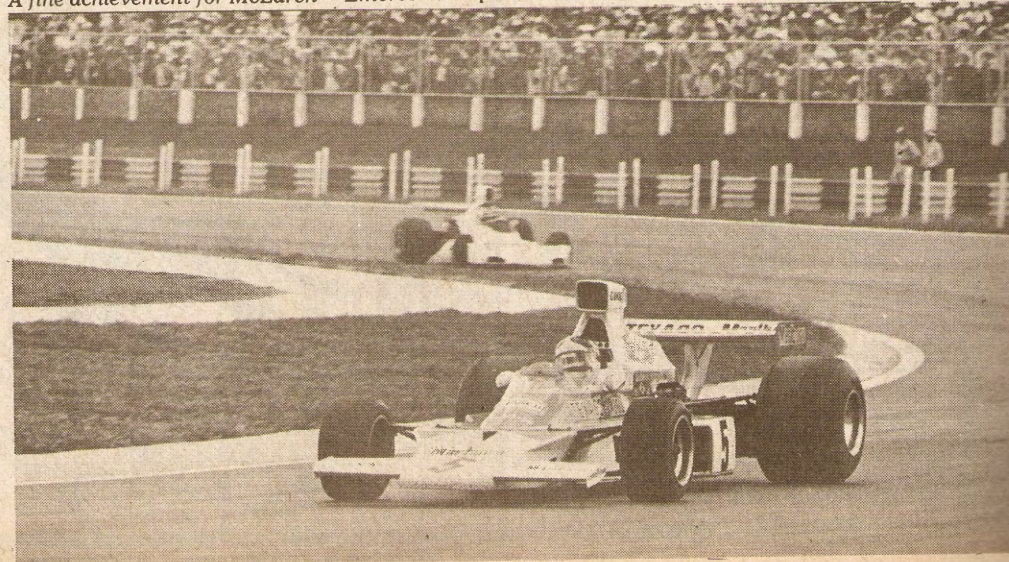
**"I think there was a period between 1968 and 1972 when in fact we attempted too much."**

and his two young children.

All three ex-McLaren characters promise to pop back to Britain from time to time, and all racing fans will look forward to that.

Meanwhile, I do so wish I could be there in January when they hold that party!

A fine achievement for McLaren - Emerson Fittipaldi's 1974 championship winning season.



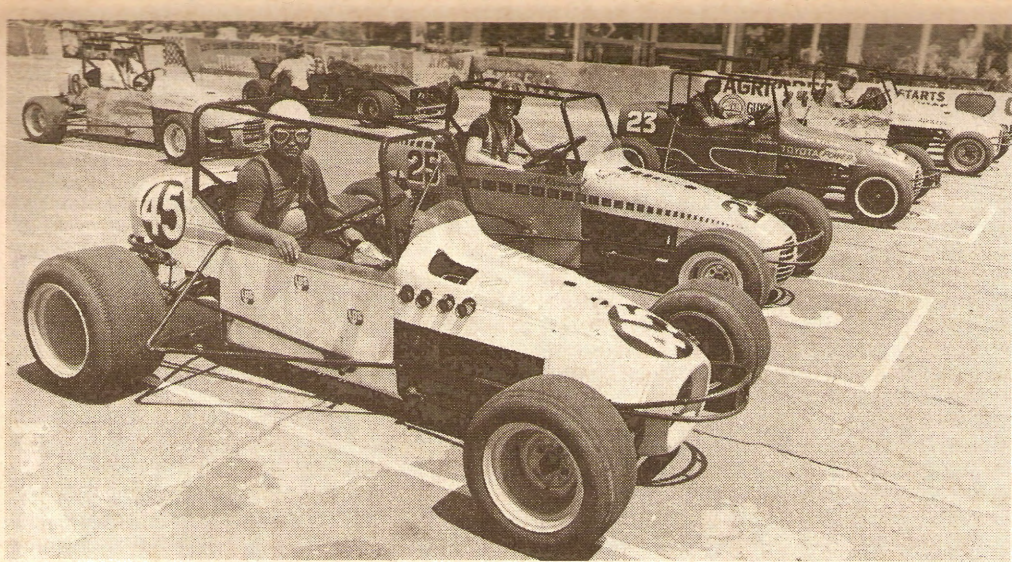
including a lot of Europe. All this was very good in terms of broadening my experience, so I enjoyed it all tremendously because it gave me a totally different outlook on life. Equally it has made me appreciate that New Zealand has changed and improved over the years. I am sure that when I am back there I will equally enjoy being there, and I am looking forward very much returning to the New Zealand way of life. I am going to notice the change in pace, for certain. But one always has ties with the country of one's birth, and I certainly have strong ties with my country.'

He thinks that Auckland, now a major city by any standards, will provide him with the opportunities he is looking for.

What about the new combination of Kerr, Hulme and Hailwood?

'Almost certainly we shall be joining up. It is too much of a coincidence, isn't it, that we are all going to New Zealand at the same time. We have all had a fantastic time in motor racing and now it is time for us to do something new. I want to introduce Mike to the way of life in New Zealand, and I know he will like it very much. We had a great time when I was in charge of the Yardley McLaren that he drove; he is such a likeable personality that I am sure everyone out there will find him a very engaging character and someone who they will take to immediately.'

Mike already knows something of New Zealand, having been there on a Tasman tour. He has looked around the world quite carefully in his search for a base, and decided that New Zealand is one of the few places left where he feels he can have a good future for himself, his wife Pauline,



The amazing Guysprints prepare for their race.

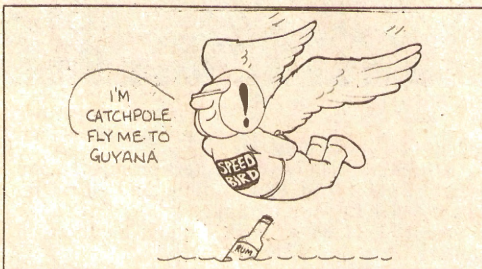
## GUYANA

# Pass the Rum!

On November 2 I became a Speedbird. The British Airways Team Speedbird (to give it the proper title) is a team of British drivers who go over to Guyana to race against the locals in the Guyana British Airways Race of Champions. If you find that confusing, worse is to come.

This year the team consisted of Jenny Birrell (a genuine Speedbird) and Barry Foley (who?), both driving the Gordon Spice Mini; Derek McMahon (the Fred Emney of Ireland) driving a Group 1 Escort; Bob Howlings ('call me Mary') in an Elan; Robs Lamplough (swims in his T-shirt); plus team manager and Speedbird mother hen Keith Cundell.

For those of you (like myself) whose geography finishes at the end of the M4, Guyana is not in Africa. It is, in fact, up in the top right-hand corner of South America, squashed between Venezuela and Brazil. It's a small country by South American standards (about twice the size of Britain) and even smaller in population — 750,000. Sixty per cent of the country is uncharted jungle. It's main products are Bauxite, sugar, diamonds, gold and rum.



A strange place to hold a motor race you might think, but the Guyanese have three overriding passions in life — cricket, motor racing and rum. (And if it really comes to the pinch, they can live without cricket).

Their enthusiasm for motor racing is helped by the Prime Minister, who is president of the Guyana Motor Racing Club and an ex-driver, and the Minister of Trade, who is a committee member and who, up until last year, raced a Sprite.

This huge national enthusiasm has been harnessed to build a beautiful race circuit just outside Georgetown on the edge of the jungle at a place called Timehri. Georgetown has a population of 50,000 and they have been known to have 20,000 people at the track. Beat that for enthusiasm!

The racing consists of events for Group One saloons, Group Two saloons (anything goes), Formule Libre (called Group Three), Go Karts (class one), motor bikes and, most incredible of all, a local brewed formula called 'Guysprints'. Now, Guysprints are 1300 front engine single-seaters with solid rear axles, beam axle fronts and full roll cages. The intrepid drivers sit astride the transmission in an upright position using a horizontal bus steering wheel. They sport offset

suspension with wide 10- and 12-inch wheels on the outside and skinny 8-inch wheels on the inside. If that sounds exciting you should see them in action (rather like Hans Stuck in a swamp buggy).

We arrived at the circuit on our first night for some rum sampling. It's pitch dark, and rushing round the track at full race speed is a great hairy 'Guysprint'. It's painted black and bedecked in white swastikas. It opposite locks through 'Clubhouse Bend', the flames from its exhaust lighting the road, and disappears into the dark. Driving it was a large Negro clad only in swimming trunks. "It's alright, he's only practising," they say. Next time past and he's being chased by an eleven-year-old kid in a go-kart. The kid tries to take him on the inside and they disappear into the dark again. Obviously the kid is serious — you can tell — he wears a helmet as well as trunks. The weather is hot, and the rum flows.

The cars may not be very sophisticated by European standards, but the racing is good, very good, and the circuit is as good as anything in Britain. The organisation is amazing, all free and easy, no rush and yet they manage to pack upwards of 20 ten-lap races into the day. They alternate races on the long 2.7-mile and the short 0.7-mile circuits. Everyone gets at least four races and everyone, but everyone, enjoys himself, the crowd goes wild over dices. There really is an element of sheer enjoyment here that's gone missing from English club racing. But my God it's

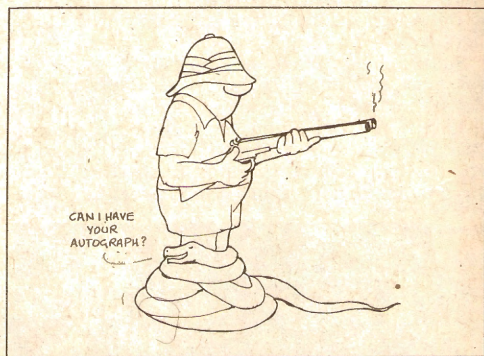
hot. The tyres are at racing temperature before we start!

Big 'D' McMahon wins two races out of four, Robs wins one in the U2, Jenny gets a second place and Mary Howlings is suffering from heat exhaustion having run in six races (his exhaustion may have something to do with his visits to the Cambridge, a famous Georgetown education establishment). Stewart Hodgson and Gary Green win motor cycle races. So the British honour is upheld (except for Bob Howlings who lost his in the Cambridge).

Strange things sometimes happen at a track on the edge of the jungle. Local Vauxhall ace Philip de Freitas (who is married to Gabriel Konig) ran over a 'tiger' in the goose-neck, the impact with the animal threw the car high in the air, but Philip kept it under control and carried on in the lead. The marshals got a nasty shock when they trotted over to see what had fallen off the Vauxhall and found a dying 'tiger'. Philip claims he was overtaken by one of the marshals going down the straight.

Another race was delayed on the grid when the marshals appeared running towards the start line. They had been chased from their flag post by a Jaguar — the furry sort. So the Clerk of the Course passes the rum round while they all cool down. Don't forget the drivers, it's bloody hot sitting on the grid. You would be surprised how difficult it is to drink out of a bottle with a Bellstar on. And still they manage to pack in 20 races.

In Guyana the race doesn't finish on race day. After all it only happens once a year — the next day is presentation night when Erick Vieira, the Club secretary, gives away enough silverware to sink a battleship and everyone else consumes enough rum to float it.

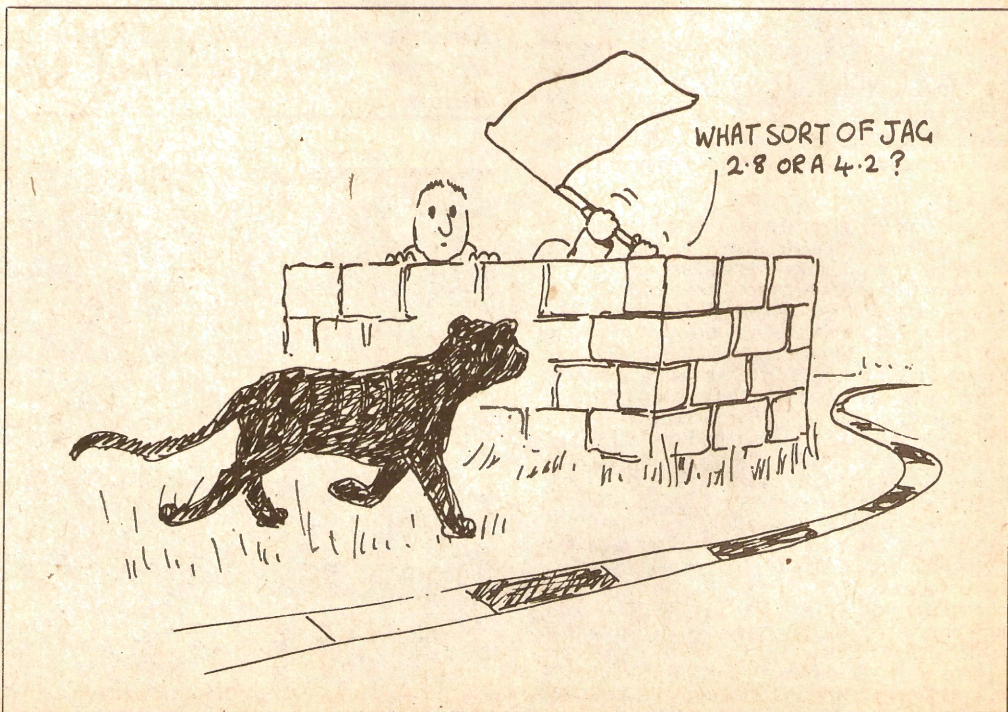


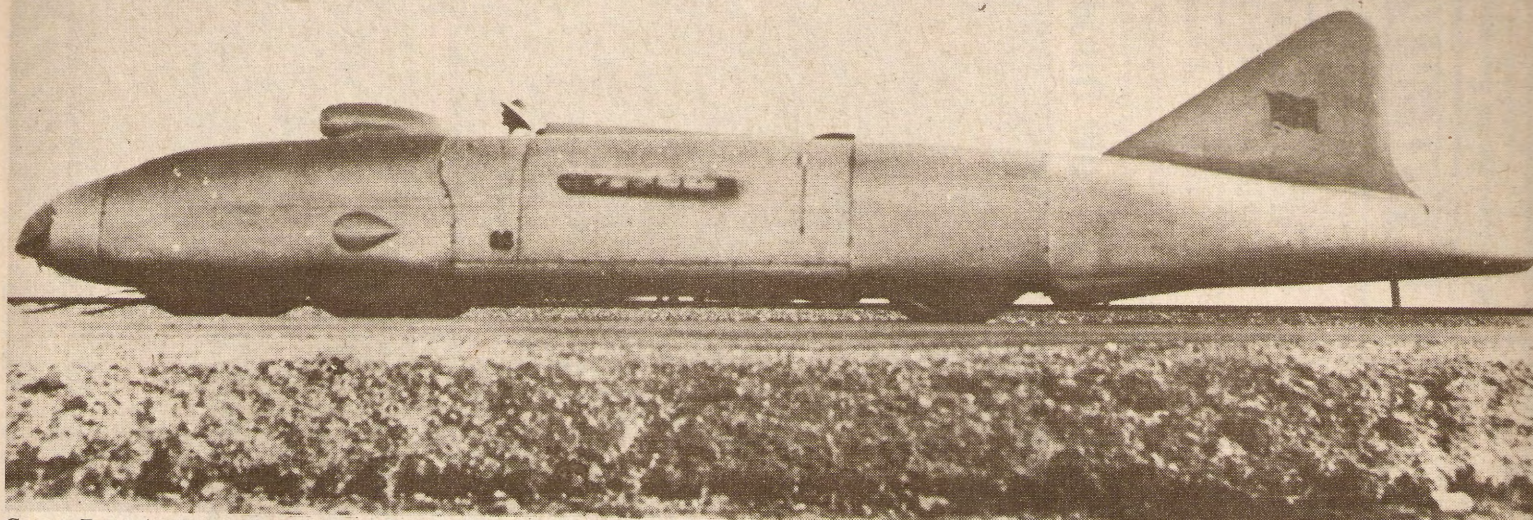
"Let's streak to the creek." "The water's nice and cool." "I haven't got a cozzey." "Who has?" "Who cares! There's already 53 people in there, not a stitch between them." "Yippeel!" "Hey, look at Jenny!"

The celebrations and festivities take another week or two to die down.

If they ask me back next year I'll be first in the queue.

**BARRY FOLEY**





George Eyston's six wheeled Thunderbolt at the Bonneville salt flats prior to recording a run of 357.50 mph in September 1938

## Six wheels—a precedent

When Chopper Tyrrell unveiled his six-wheeled Grand Prix car, there were those among the audience who were too young to remember George Eyston's Thunderbolt, which had a similar configuration. For their benefit, perhaps I should recall that George took the Land Speed Record at Utah in 1938 at a mean speed of 357.5 mph. The LSR carried much more kudos in those days than a grand prix victory and I shall never know why George wasn't knighted, as were Segrave and Campbell previously, but that is by the way.

Some readers may think that a 4700 bhp car, which, without getting out of second gear, could overtake the Tyrrell at its maximum speed in fifth, is scarcely relevant today. They might suggest that Capt. Eyston had no corners to negotiate, and certainly a less closely fitting body shell around the front wheels would be needed for that purpose, but cornering and stability on the straight are really the same thing. What the driver is doing is to prevent his car from going round innumerable corners, and in doing that the tyres are generating the same latent forces as they would in negotiating a curve. A steering gear that was too slow to give proper control on a road circuit would equally be unsuitable for killing the many incipient skids that 350 mph motoring is apt to entail. Therefore, I maintain that the steering and suspension geometry of Thunderbolt's four leading wheels is directly applicable to a road racing car.

It would, of course, be possible to argue that the big machine was actually an eight-wheeled car. Certainly it had eight tyres, as it had twin rear wheels on the driving axle, which followed the design of Malcolm Campbell's last Bluebird. However, the object here was to increase the area of rubber on the road, for better traction, a method that was then almost universal on the more powerful hillclimb cars — I used twins myself on a 2-litre ERA. The greater area could be obtained by using modern, wide tyres, but they would not be suitable for a 350 mph velocity in their present form.

Thunderbolt's four front wheels were independently sprung, with an orthodox double-wishbone layout. At first, the suspension medium was transverse leaf springs, but George later went over to coil springs when he was pruning some weight off his monster. Where his design differed from that of Derek Gardner was in the narrower track of the leading wheels, compared with those just behind them. This was to allow the forward section of the body nose to be narrowed for better penetration.

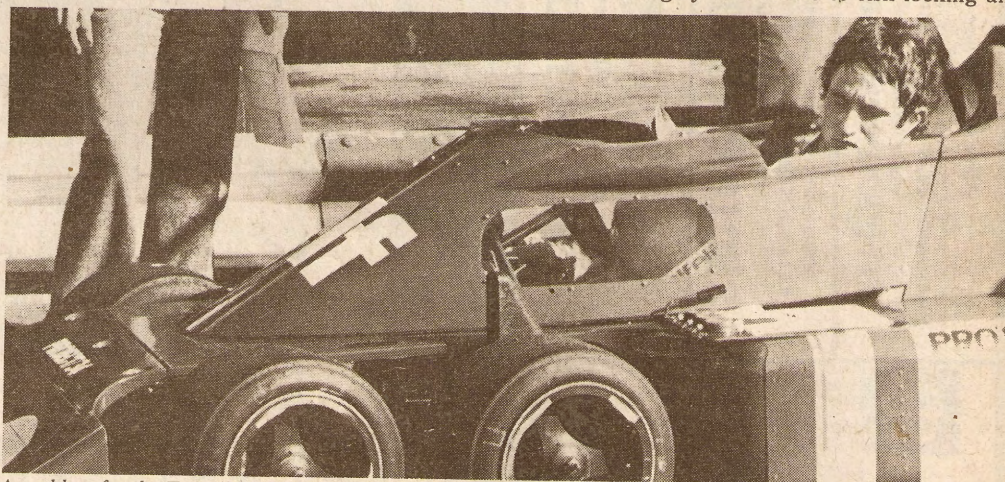
It must be realised that the complete enclosure of the wheels and tyres was necessary for safety as well as for low aerodynamic drag. At Utah, which has a high altitude and hence low barometric pressure, the velocity of the tops of Eyston's tyres, in relation to the ambient air, took them well

through the sound barrier. The effect on the lift generated by uncovered wheels might have been catastrophic, resulting in total uncontrollability or unwanted aviation. George is a brilliant man and was perfectly capable of making the necessary calculations, whereupon he opted for boxing in the wheels as completely as possible.

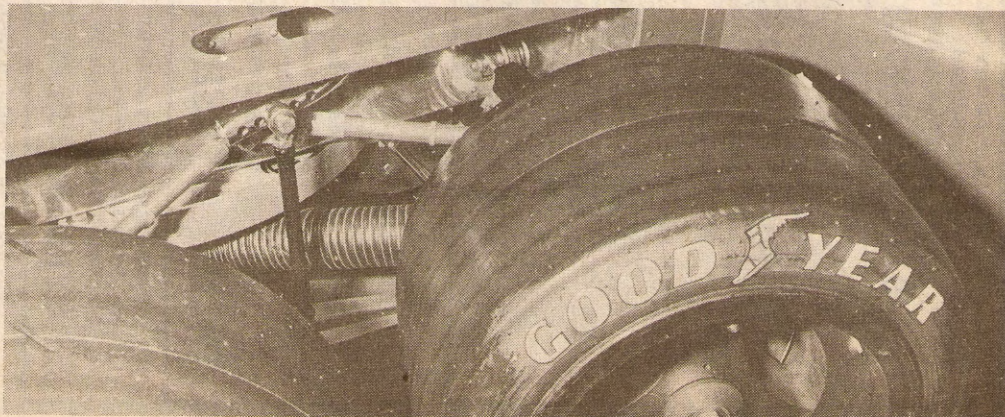
The braking arrangements of Thunderbolt and the Tyrrell also differ widely, the latter having outboard discs. Thunderbolt had inboard discs, the first time that such a braking system was employed, if one excepts early cars with inboard disc transmission brakes, such as the Lanchester and the AC, not to mention the Fordson tractor! In fact, the driveshaft from the front hubs to the brakes followed modern F1 practice.

As disc brakes were not available in those days, even for aircraft, George Eyston reasoned that the quickest way to get them was to adapt the technique of clutches. What is a disc brake after all but a single dry plate clutch, suitably adapted? It was therefore logical for George Eyston to visit his friends at Automotive Products and order some outsize clutches. These had the friction material on the rotating discs instead of on the pads, and they worked perfectly, a Lockheed servo later being added to reduce pedal pressure. A torsion bar was incorporated to reduce the danger of surge or grabbing. An inboard transmission brake was used at the rear, there being no differential between the two pairs of wheels.

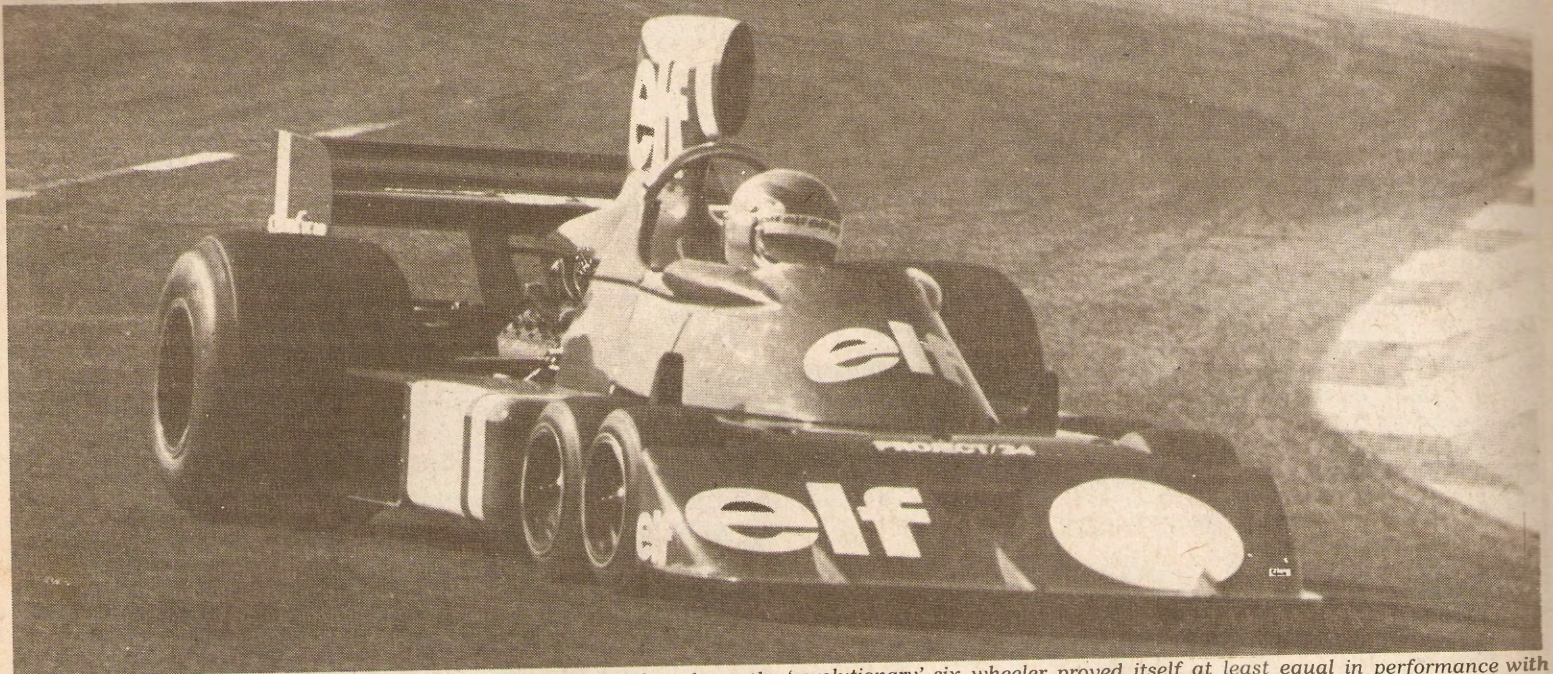
Another difference between the speed record and Grand Prix cars was that only the rear pair of front wheels, with their wider track, were braked. It is probable that the leading pair were relatively lightly loaded, and in any case it was no doubt considered highly inadvisable to risk locking all



A problem for the Tyrrell Project 34 drivers is being able to see the front wheels hence the cockpit windows (above). Like the Thunderbolt the front wheels are all independently sprung but the track of each pair is identical (below).



# Technical and Otherwise



Patrick Depailler testing the Tyrrell at Paul Ricard recently where the 'revolutionary' six wheeler proved itself at least equal in performance with conventional Grand Prix cars.

four, a thing which you would do just the once at such speeds. Actually, the car had flap-type aerodynamic brakes, which worked in the same way as the parachutes used by drag racers. These proved so effective that George didn't have to stamp on the pedal until the speed was down to 180 mph. Even so, to stop a car weighing 7-tons was no light task and the brake discs were schemed to act as turbo blowers for a copious flow of cooling air.

Though the Land Speed Record is only based on the speed of the car, timed both ways, over a 'flying' mile or kilometre, acceleration and braking enter largely into the equation. Before jet propulsion was allowed, all this acceleration had to take place by traction through the tyres, which was a much greater strain on their treads and carcasses than the actual maximum speed.

Even on the salt flats at Utah, there is insufficient space for record attempts unless the car has tremendous acceleration, the braking area being equally limited. The territory may look vast, but when you are covering a mile every ten seconds, it doesn't take long to disappear over the horizon. George Eyston ensured a sufficiency of power by installing a pair of supercharged 12-cylinder Rolls-Royce aero engines, with a total capacity of SEVENTY THREE LITRES. These were R-type units which had brought Greay Britain victory in the Schneider Trophy races and which also held the Air Speed Record at the time. Subsequently, John Cobb was able to take the record with a rather lighter and less powerful car, by employing four-wheel drive, but speeds were reaching the upper limit for pure propulsion through the tyre treads.

It seems possible that the six-wheeled car might

bring back four-wheel drive to grand prix racing. If power were applied to the rearmost pair of the front four wheels, the front pair could be allowed to turn freely and develop their maximum cornering power. Such a car could be a winner if the width of the rear tyres were ever restricted.

When Laurence Pomeroy went to Germany after the war, to survey the remains of the motor industry, he discovered that a Land Speed Record contender had been built by Mercedes-Benz, and that it had survived the bombing. This was a six-wheeled car, but of a different configuration, for although, like Thunderbolt, it was what we call nowadays a mid-engined car, it had only two front wheels and a couple of pairs behind.

Far less advanced technically than Eyston's 'baby', it has a chassis frame consisting of what is known among the upper echelon of technical boffins as two bloody great tubes. The centre-locking wire wheels, with outboard drum brakes on all six, were probably pinched from the grand prix team, though the large-diameter, narrow tyres were of typical LSR proportions. The front suspension was of normal wishbone type and as Mercedes-Benz used to adore swing-axes, its no surprise to find four of them at the rear.

The object was to reduce wind resistance by having an unusually narrow track for such a car, the British expedient of twin rear wheels being unacceptable, because the rear tyres were required to run, one behind another, inside relatively narrow vertical fins, of which there was one each side.

The engine was the Mercedes-Benz fuel-injected, centrifugally-supercharged inverted V-12 of 44.5-litres capacity. This unit was extensively employed by the Luftwaffe and anybody who has

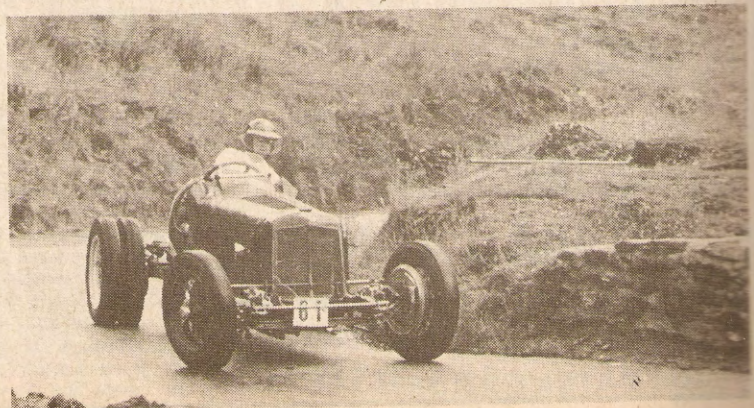
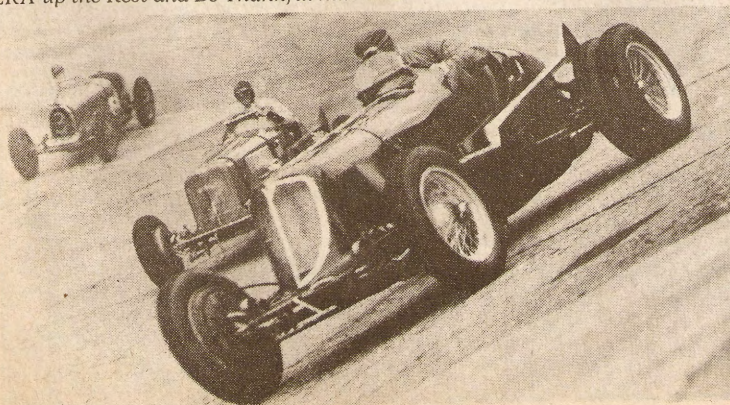
reached my age probably remembers still, with a prickling of the spine, exactly what the beastly things sounded like! The standard unit would not have produced enough horsepower to play with Eyston and Cobb, but a tuned version, running on the team's racing dope, could have made the car very competitive indeed. On the other hand, the idea of driving in the 400 mph bracket with four swing-axes would not have appealed to me greatly, for the forces engendered by gyroscopic precession would be terrific.

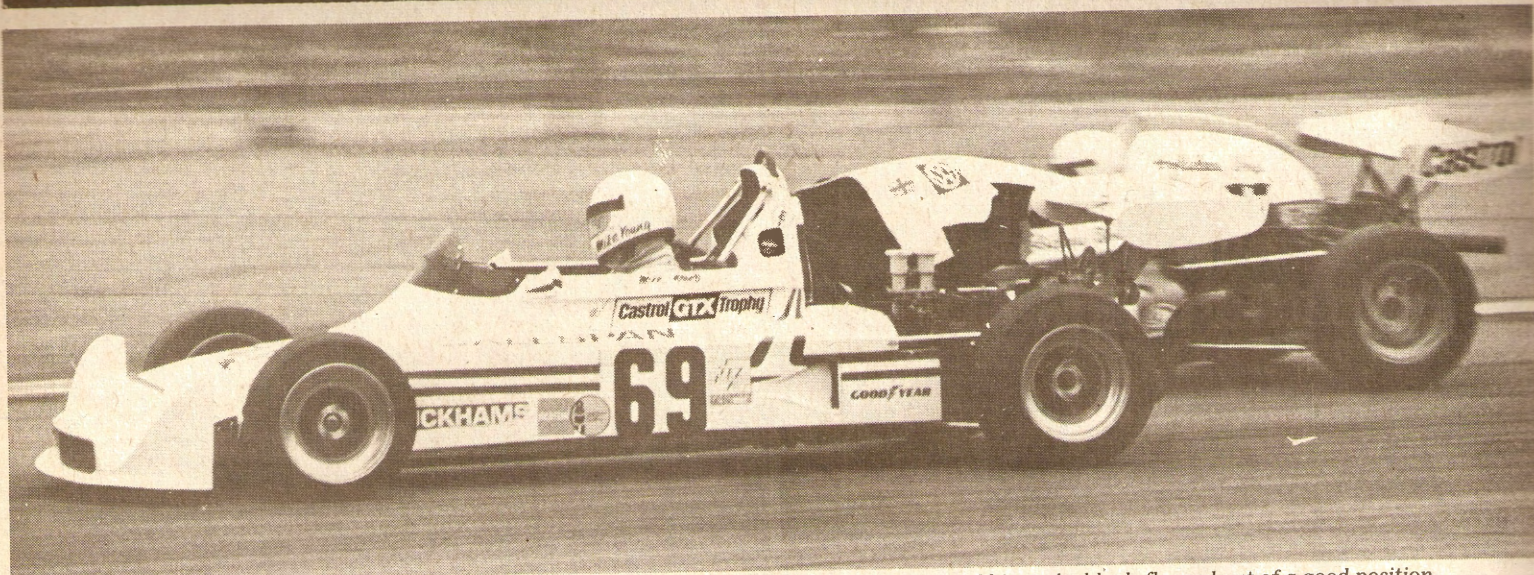
Very interesting indeed was the employment on the Mercedes-Benz 780 of wings to generate down force. These projected from the sides, as on Von Opel's rocket car, a logical location when the traffic of a racing circuit did not have to be taken into account.

For a period, it was considered essential to have a vertical tail fin to confer stability on an LSR car, but then Reid Railton left it off John Cobb's machine, which was more stable than most. When George Eyston was trying to get a bit more speed out of Thunderbolt, he risked removing the fin, with no loss of controllability. The greatest improvement he made, however, was in abolishing cooling drag and using a cooling tank instead of a radiator, which was refilled with cold water between runs. Malcolm Campbell had previously used a shutter, to close the cooling ducts as he entered the measured mile, which is an even better system, perhaps.

It may seem a bit far-fetched to try to apply the lessons of record breaking in the grand manner to 3-litre grand prix cars. At least the Tyrrell drivers may feel reassured, as their steering system has already been tested at double the speed they usually attain.

Six wheel practice was not uncommon in a racing cars before and just after the war although the second "pair" were always at the back on the same axle - traction being the big advantage in this case. Left is Whitney Straight's 8CM Maserati at Brooklands in 1934 while, right, Ken Wharton takes his 2-litre ERA up the Rest and Be Thankful hillclimb.





Mike Young at Silverstone during their Gold Cup Super Vee round. A loose engine cover caused him to be black-flagged out of a good position.



The question: what to do after Formula Ford. The answer: Formula 3, SuperVee or FF2000. Or retire unsatisfied but financially sound. This is the predicament that faces any Formula Ford driver with any ambition and talent. And after three years racing in Formula Ford culminating in third position in the prestigious BOC series, it was a question that faced 27-year-old Mike Young in 1974. Despite impending matrimony, the farmer's son from Suffolk chose SuperVee, and wound up champion in the Silver Cup series in Britain. Perhaps the opposition wasn't as great as it might have been, but Mike's effort, despite sponsorship, is pretty much a personal one in terms of preparation, and with the emphasis very much on finance, Young has completed a very satisfying and satisfactory season. Like so many drivers, he rates SuperVee highly, for its racing, speed and variety. With that in mind, he's determined to go European next year, contesting the Gold Cup series. It's the sort of close, fraught racing that everyone hopes and believes will come to Formula 3 in Britain, but with limited finances, Mike's going off to Europe to find it for himself, and probably recoup more money than if he stayed at home anyway.

Mike Young has lived in Suffolk for most of the important part of his life, his father farming near the country town of Woodbridge, just north of Ipswich. These days it's a hive of motoring activity, what with the proximity of Snetterton, Modus, Scholar, Holbay, GRD, Van Diemen etc. It was Snetterton that produced the early interest of motor racing, and all of ten years ago, Young first sat in one of Jim Russell's cars for an exploratory lesson. The answer to the initial trial was: yes, I do want to go motor racing, but further lessons were delayed until the right finances were forthcoming.

Meanwhile Young was doing what most farmer's sons in Suffolk seemed to be doing,

## Mike Young—into Europe

belting around the countryside in a Hillman Imp which was gradually sprouting bits and pieces from Hartwell. Under the auspices of the Eastern Counties MC, he contested a number of small rallies and driving tests around the area, until the finances picked up for another go at Jim Russell's Snetterton school in 1971. Mike went right the way through the course, and ended up doing the series of six races at the end of the course, and came second to a Belgian who has since faded into obscurity.

Things looked good for an assault on the general Formula Ford season, so Young bought a Hawke DL9 for 1972. It was a good year of 40 races: "I was always up there with the leaders, but never made a great impact. But I got a couple of mentions in AUTOSPORT at least. In fact that first year in the DL9 was bloody fantastic. In 40 races I had one shunt and that only cost me £50." In the first Formula Ford festival, "the best one," Young was running well up with Ian Taylor, Danny Sullivan, Derek Lawrence and Larry Perkins, when as the report states: "on the ninth lap at the Hairpin Perkins took the lead while Young tried to outbrake five cars and had a huge moment on the inside of the corner, clipping the marshal's post, hitting a kerb and ultimately landing in the middle of the circuit and retiring."

But basically it was an excellent season, and Mike was determined to do better in 1973. For that season, Young continued with Hawke, procuring a DL10, and David Lazenby fixed up a little Tricentron sponsorship to help out. "But it was a season I'd really prefer to forget." The DL10 didn't work at all so Young got a Merlyn towards the end of the season. At least the Merlyn worked in the dry. Both cars were sold off for 1974 when Young made things a little easier for himself by going really local: a Van Diemen chassis with a Scholar engine. The season went really well although engine dramas intervened before the end of the season, but Mike, again preparing the car himself in between work on the farm, finished up third in the BOC series despite the problems. However, there were five sizeable shunts at £500 a time which left him somewhat penniless at the end of the season.

At this stage it was obviously time for Mike to move up. During the season he met Tony Fynn, one time sponsor of Mike Taylor, and together they sat down to look at what was available for the next season. Formula 3, as far as they were concerned, was too expensive so they looked to SuperVee as they could afford it without having to skimp too much. Tony Fynn was at that time attached to Wallspan, a company specialising in fitted furniture, so it was obvious that they should contribute a certain amount and the car should be, in their colours, as was the transporter.

Having decided to go into the Formula, the next step was to get a car. Young tried various designers and manufacturers, but wasn't exactly

enthusiastic about them, so he went to the local Modus firm, who'd already built a SuperVee for Peter Scharmann, and they were quite willing to build one for Young. Tony Brise tried the car and was quite enthusiastic about it, and Young then took over the car, once again preparing it himself. The natural way to go engine-wise was with Max Heidegger, and during the season of 13 races in this country, Young had the engine rebuilt every four races or so at a rough cost of £150. Stuart (SuperVee) Rolt did most of the rebuilds, although Mac Daghorn is another in this country who rebuilds engines.

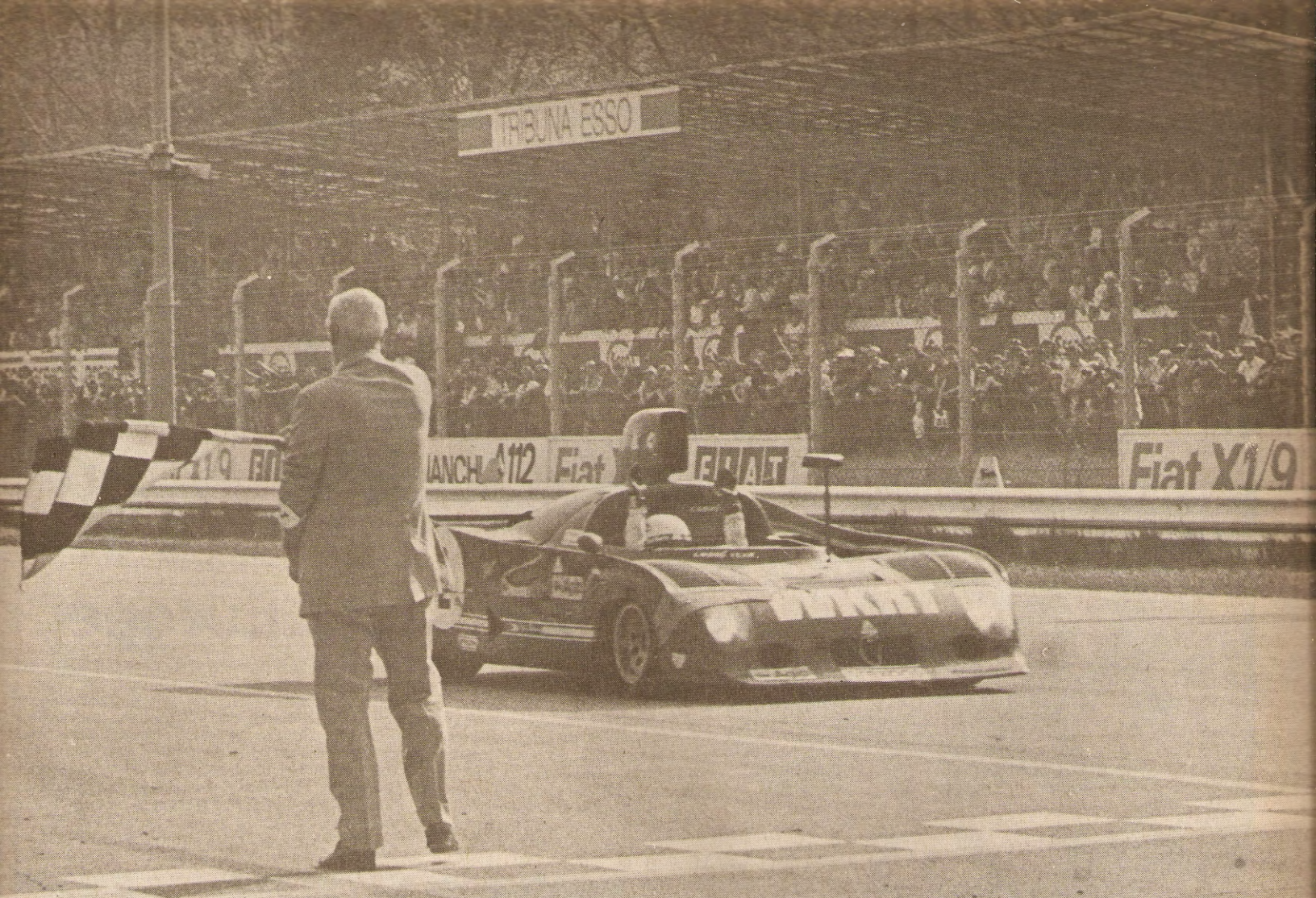
As well as his successful British season, where his main rival was John Morrison in the Supernova, Young went to Germany three times for two races at the Nurburgring and one at Hockenheim. "The Germans treat racing very differently to the British. We had three hours of practice at the 'Ring and then a really good 45 minute race. I finished thirteenth at the best 'Ring race and picked up £83, so a bloke with a pickup paying £40 ferry fees could pay for his hotel and petrol with the other £43."

Young received mechanic help over the weekend races, but generally cut his costs where he could. The total running costs for the season came to around £3,000 while Wallspan picked up the big bills. Mike is naturally pleased to have won the series, but his main disappointment was that SuperVee hasn't caught on quite as it might have done. "If you look at the lap record for Cadwell Park for instance, you'll see that Dick Parsons lapped the F3 Modus in 1m 28.8s compared with my record of 1m 30.6s, so the differential is not that much greater." However, on flat out circuits like Silverstone, the difference is somewhat more due to 5 speed boxes in F3 cars.

Mike is another SuperVee fan. "You get real value for money, especially racing on the Continent. The racing is better than F3 even in its heyday. There are full grids, even oversubscribed. I would actually like to do F3, but I see no future for it without financial backing, whereas SuperVee is within a price bracket quite a few people can afford."

For next year, Mike is determined to stay in Super Vee then if F3 finance is not forthcoming. He wants to race abroad for the experience but still needs some sponsorship to make his racing financially secure: "You can't race properly with financial worries," he says. For Young, despite not being a full time, fully professional driver, he's in the fortunate position of being able to go racing when he wants, leaving the farm to be run by his parents. Wallspan will allow Young to use the Modus again, but Young is having a rethink on engines. There's no doubt that with European experience of the type he'll get on the SuperVee circuit, he'll be an extremely experienced British driver at the end of 1976.

**BOB CONSTANDUROS**



The story of the World Champion of Makes – another victory for Alfa Romeo. This is Arturo Merzario acknowledging the chequered flat at Monza.

## SPORTS CAR SURVEY

# All the honours' to Alfa

By JEFF HUTCHINSON

After almost a decade of frustrating and costly effort to try and win the World Championship of Makes and never succeeding, the 'official' works Alfa Romeo team, under pressure brought about by the struggling Italian economy, finally gave up the struggle mid-way through the 1974 season.

It seemed that we had seen the last of the potent flat-12 "boxer" powered Alfa Romeo 33TT. Also the victorious Matra-Simca team, who announced their retirement from competition soon afterwards, and the British-based Gulf prototypes which, like the Alfa team, looked destined to disappear into the thickening clouds of economic gloom.

Porsche had gone as far as they wanted to go with their turbocharged Carrera project in readiness for the 1976 change of regulations and did not plan to run a works car for the 1975 season. By the turn of the year it looked as though long distance sports car racing was about to go the same way as CanAm series.

The only teams showing any real interest were both French. These were the Alpine-Renault equipe (who had converted their 1974 European 2-litre sports car championship winning chassis into a World Championship hopeful by the addition of a turbocharger) and the Ligier team, who had dropped the Cosworth DFV engine into their familiar JS2 chassis in place of the Maserati units they'd used the previous year. It proved to be an awkward combination with little chance of real success, but as far as the team were concerned, it was a 'marking time' operation with their new found Gitanes sponsorship until the Ligier-Gitanes-Matra JS5 Formula One car was completed for the 1976 season.

Two-litre prototypes and GT cars looked like being the only other regular runners in a World Championship series which would have hardly done justice to a good Brands Hatch club meeting in that form.

Fortunately, things improved, although not until the first of the optimistically scheduled 14 races had slipped by without a single European entry. Daytona, held in late January, had seen fit to do without a European prototype entry, but by classifying some of their IMSA cars as prototypes they managed to retain the World Championship status, with the Porsche marque picking up a fortuitous 20 point starter thanks to a winning Carrera.

## Deutschmarks save the day

It was the least affected (economically speaking) Germans who came to the rescue of what, at first, looked like a stricken World Championship, struggling to stay afloat on the shoulders of the French.

The Alfa Romeo serpent poked its head up once more disguised as leading German sports car privateer Willi Kauhsen. Jovial Willi, a shrewd

businessman from Aachen, on the Belgian border, had decided to end his long career as a racing driver and run his own team instead. With his good connections with Alfa Romeo and the German racing industry it did not take him long to talk Alfa back into racing through the 'back door' as it were. He would organise the team, drivers, transport, sponsorship etc., all Alfa would have to do is supply the cars and some mechanics, of which they already had plenty to spare. Like that, it looked all very unofficial from the outside and, if

it was another failure, the blame could be firmly laid on the shoulders of the Willi Kauhsen Racing team. If that impossible dream actually came true and they won the Championship, then it was still a great triumph for Alfa Romeo. At half price, how could they refuse already? They didn't, thanks to their enthusiastic President Dr. Cortesi who was on hand at most of the races throughout the year.

With the Gulf team in financial trouble after yet another disappointing season in 1974 with their Gulf (née Mirage) GR7 project, wealthy German privateer Georg Loos found yet another way of expanding his Loos Racing empire and image, by rushing over to Slough, slapping a wedge of Deutschmarks on John Wyer's desk and making an offer for two cars which they could not refuse. The money would make the future Gulf 'Le Mans' project a far easier one, and this year it was the only race that Gulf were to do and wanted to win, even if the ACO had written their own rules outside the FIA World Championship regulations and thus put themselves out of the Championship.

Another German, the mysterious Dr. Dannesberger, tried to steal some of the Kauhsen/Loos spotlight by buying the Porsche Museum's 908/3 chassis and fitting it with a turbocharged Carrera engine, but even with Martini and Rossi sponsorship he ended up making a pretty bad job of it. Instead, it was the similar project of the more down-to-earth Reinhold Jost, who converted one of his two seasoned Porsche 908/3s to turbocharged Carrera powered specification, which produced better results, the car backed by Ovoro liqueur, a company owned by his sponsor/co-driver, Italian, Mario Casoni.

A third Porsche turbo 908/3 was to appear at a couple of the early races, under the management of the Dannesberger team, but its owner soon got upset with the way things were being organised and withdrew the car for good.

So, from what had looked like being the worst year ever in the history of long distance sports car racing, things suddenly looked very hopeful indeed by the time the European opponents met for the first time, for round two, at a cold, grey Mugello circuit just outside Florence. It was the



end of what turned out to be a ground Championship which ended by mid-summer.

## Alfa's bad start equals good finish

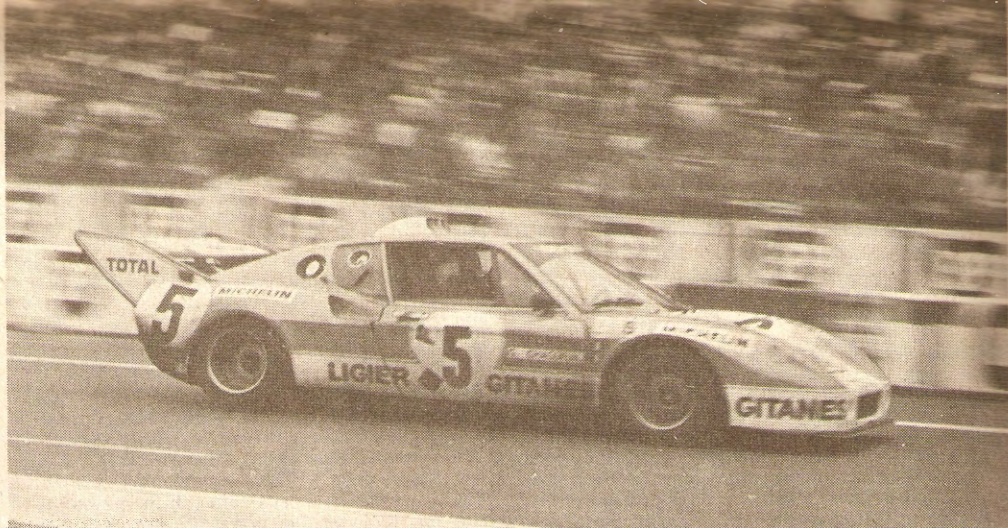
Unlike the previous year, most of the season saw the Kauhsen team, sensibly run two cars at each race, with a third kept as a reserve, unlike the three cars Alfa ran in 1974. Mainstay of the team was the car shared by Henri Pescarolo and Derek Bell all season long, both drivers having proved over the past several seasons of long distance racing that they have all the qualities needed for a successful partnership.

The team's second car was driven by the more volatile Arturo Merzario at all the races, but his co-driver varied on several occasions. Things did not start off well for the Alfa team. Despite several days testing before the first race, the lead car of Bell/Pescarolo was in an almost unraceable state of adjustment by the time the starter's flag fell. The second car, being driven by Arturo Merzario/Jacky Ickx, lost a certain victory to the Alpine-Renault when they failed to change the front brake pads in time to stop them wearing through and seizing to the disc. There was aggravation between the German and Italian sides of the team and after this first race it looked as though we were to be in for another season of Alfa disappointments.

In fact, it was the best thing that could have happened, for by the next race things were much better organised and their resultant victory spurred the team on from strength to strength. The team scored wins in every other race of the season following their disastrous start, and by the end of the season they would have proved as good a match as the Ferrari, Porsche and Matra champions that had gone before. A match with the teamwork, but still no match in machinery, for it was new found reliability and better pit work that earned them the Championship title and not the outright speed of their cars. They were still far too heavy and bulky. Front brake and tyre wear was a constant problem throughout the season and a sure sign that the cars were heavier (a good 60 kilos) than they should have been.

Fortunately, the opposition was not always that close and so the problems were lessened, but had the racing been harder for the two Alfas then almost certainly the results would not have been so clean cut.

During the season they scored a total of seven wins out of eight Championship races, giving them a maximum end-of-season total after dropping their lowest scoring, which was their second place at Mugello. In four of the races they



Not a happy year for Ligiers — the French cars had DFV engines but the chassis wasn't up to the power. Their best result was a second in the non-championship Le Mans.

underlined their supremacy with a one-two victory. In terms of wins, it was little Arturo who produced the best results with four wins in eight starts. Three of these he shared with long distance racing newcomer Jacques Laffite, who could not have started off his sports car racing career any better with three wins in three starts, underlining the Frenchman's natural talent in any class of racing. Merzario shared his fourth win of the season with Jochen Mass at Enna, Mass joining the team after falling out with Georg Loos. Merzario's co-drivers on other occasions were Ickx at Spa, Vittorio Brambilla in Austria and Mario Andretti at Watkins Glen, but at each of those races it was wet — a condition in which Merzario never drives well and for that reason will never be one of the great sports car drivers.

These three races, which all had to be shortened because of the wet conditions, saw Bell/Pescarolo in their element, especially Bell, whose drive to pull out over a lap in the wet from the sister car at Spa, was one of the highlights of the season. Bell was usually the quickest driver of the team, wet or dry, but genuine bad luck prevented him and Pescarolo scoring more wins than Merzario. At Mugello the car was visibly handling like a pig, while at Monza the team suffered its only engine failure of the year when the oil pressure took a dive, which fortunately Bell caught before the engine exploded. At Dijon a front wheel bearing gave out, while at Enna, Bell was forced to slow

down with a rising water temperature gauge while Merzario raced on untroubled — probably not looking at it anyway.

At the 'Ring the team suffered its only real crash of the year when Pescarolo made one of his very rare mistakes and flew off the road in the heat of the first lap. It was on a sudden patch of wet road and where there were no warning flags, the sort of mistake that's forgivable.

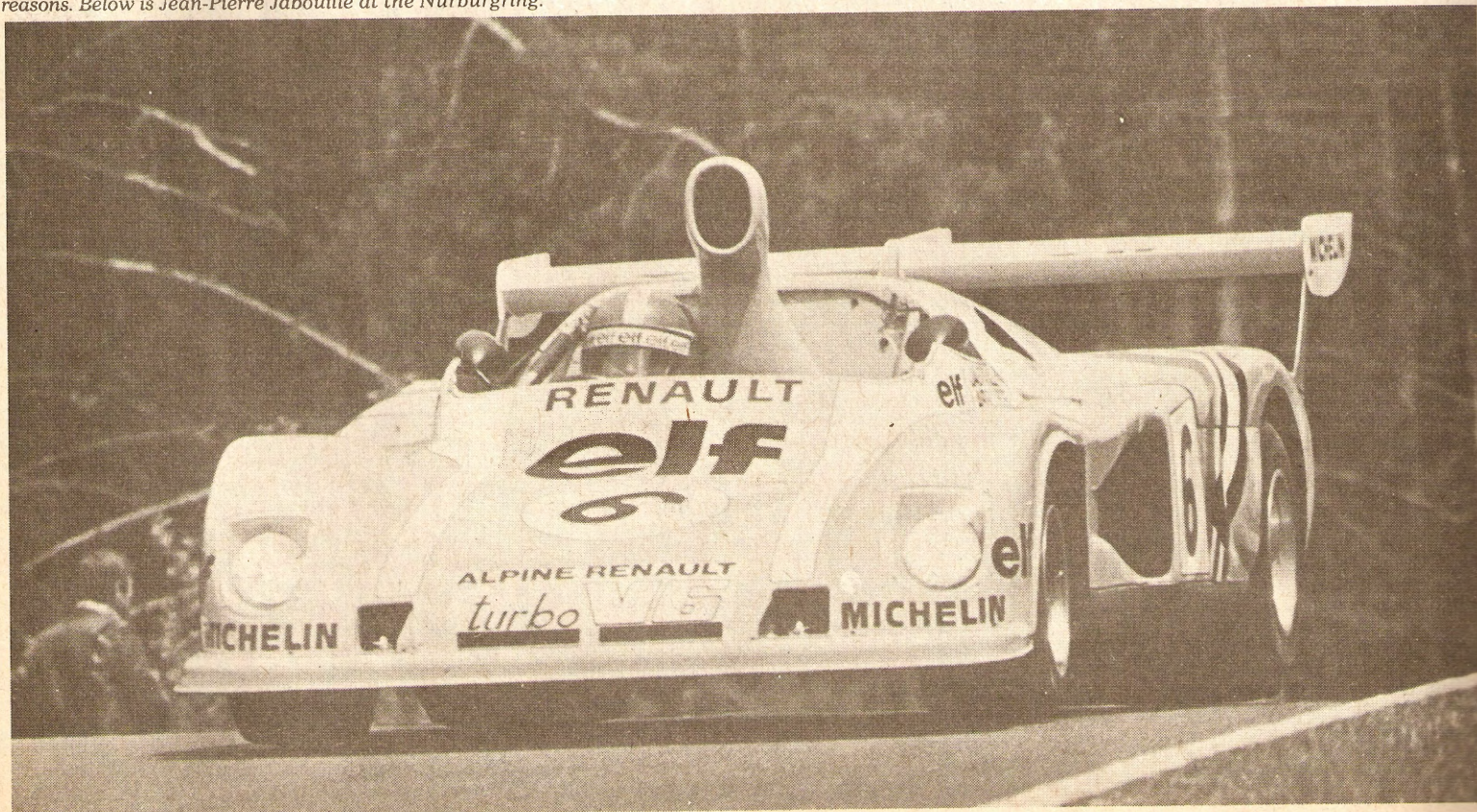
Despite Pescarolo's first lap mistake, the 'Ring was the highlight of the season for the Kauhsen/Alfa team and for the spectators alike.

After his Enna win, Mass had agreed to stay on with the team for his home race, where Kauhsen ran a third car painted in the red white and blue colours of his German Redlefsen sausage sponsors.

Jody Scheckter was drafted in to the team to drive with Mass and the two looked like winning at one stage, as did just about every other 3-litre car in this race of changing fortunes, until the old front brake drama struck again after a few laps of really hard driving by Scheckter. With the backing plate welded firmly to the disc, the brakes had to be disconnected and Mass finished the race on the rear brakes only!

Merzario/Laffite just made it to the finish ahead of the remaining Mirage GR7, both the Loos cars having entered this race. This was undoubtedly the best of the year and certainly the best 1000kms race seen at the 'Ring since 1971 when Vic

After an encouraging win at the start of the season, the new V6 Alpine Turbo ran into teething troubles and ultimately had to miss a couple of events for financial reasons. Below is Jean-Pierre Jabouille at the Nurburgring.



...battle between Pedro Rodriguez and Helmut Marko.

Technically speaking there were few changes around the Alfa camp throughout the course of the year. The main innovation was a new Alfa gearbox mounted Hewland style behind the differential, shifting the weight further back where it was needed. Bell/Pescarolo carried out a few brief test sessions at Enna and the Nurburgring but wisely the team decided to stick with their winning formula and not try anything new in the races themselves. After the sports car season finished, the Kauhsen team finished off the year by taking in the German-based Interserie where they scored a few wins.

## Alpine — a foot in the water

Right from the beginning of the season, the smartly turned out yellow and white Alpine-Renault men made it clear that this season was to be very much an experimental year; a trial, under racing conditions, of their successful 2-litre V6 engine fitted with turbo-power. They had even left it at 2-litres instead of the maximum 2142cc they were allowed to run in turbo-charged form. Their chassis at the first race was even one of their 2-litre Championship winning cars; still running the smaller fuel tanks and similar in most other respects other than its engine.

The car was also running Michelin radial tyres, another experimental project on behalf of the French tyre company to evaluate the possibility of providing a serious challenge to the Goodyear monopoly in the world of Championship circuit racing.

"The Michelin tyres have proved a couple of seconds slower per lap in private testing and they don't feel so responsive as the Goodyears," said the drivers, Gerard Larrousse and Jean-Pierre Jabouille who had teamed up to drive the car for all but the last race, when Jabouille opted to drive his F2 car instead.

Nobody was expecting great things of the car at its first race, but as usual, it was the unexpected that happened and to everybody's surprise it won. It had suffered in the closing stages with a failing blower unit which greatly reduced the engine's power output, but thanks to Merzario's problems they were first over the line. Even more important was the fact that when both the Alfa and Alpine-Renault had been running well at the beginning of the race it was the Alpine which set the pace.

Suddenly the prospect of an exciting, close fought season was looking brighter than ever.

Unfortunately, that was the last we were to see of the Alpine drivers on the winner's rostrum for in the races that followed, a series of silly problems always spoiled their chances before the finish. Aside from these problems, the light 500hp Alpine-Renault would invariably lead the field however.

For financial reasons, the team competed in only five of the remaining seven races after their opening victory and by missing both Spa and Enna early on in the season they were making it clear, even before the outcome of the season could be safely predicted, that they were still very much just learning the game, rather than trying to win it.

Their decision not to compete seriously might have been made after the second race of the season for which they had completed a new chassis, lighter, stiffer and up to the fuel limit. They lost two engines in practice and then in the race they almost lost a third when a leaking water header tank had caused the motor to cook so they went home with no points at all.

The rest of the year was a similar tale of woe, mostly centered around the turbocharger unit which never once completed an entire race without the complicated 'plumbing' springing a leak or the blower unit itself giving trouble, although a change to the American Garrett turbo-blower after Monza seemed to eliminate the latter problem.

For the last two races, Jody Scheckter and Patrick Depailler joined the Alpine team with a second car (the first full turbo-built chassis after a second new one had been given to Larrousse/Jabouille) but doubling the team's chances only doubled their troubles.

Injection pump belt breakages put out both cars in Austria, thought to be caused by the belts getting too hot because of the extra cowling needed to keep the engine dry in the soaking conditions. It was the very first time the cars had been run in the wet — the throttle lag problems of a turbo providing some exciting moments for the drivers.

In the final race, the Larrousse/Jean-Pierre Jarier car once again limped home with a failing turbo system while the second car had parked with a dead engine after Jody Scheckter had slotted a wrong gear and over-revved just as both he and Depailler had done during practice in Austria.

Despite their somewhat disappointing year as far as results went, the Alpine-Renault team must have been pleased with the season as a whole. Their problems all turned out to be minor ones and they had proved that their V6 engine in turbocharged form is a very potent motor with both reliability and power enough to win them the Championship in 1976, which was, after all, their aim in the first place.

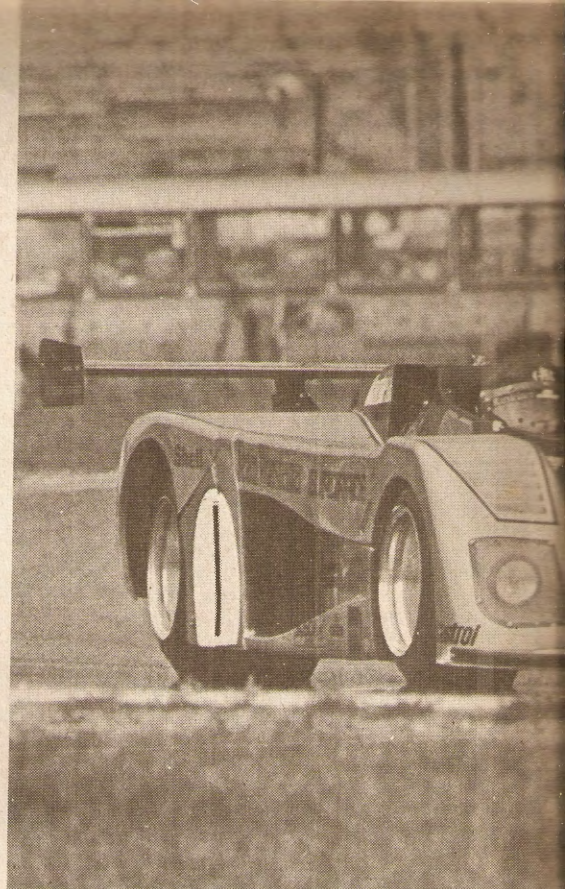
## Porsche — a well deserved second place

As in the past few years, the Porsche entries in long distance racing have always been very much "also rans" against a competitive 3-litre field. This was simply because there has been no real works entry and the ex-works cars run in the hands of the many dedicated private entrants finished being competitive three or four seasons ago.

One thing which Porsche entrants do seem to have on their side is reliability and that can be just as big an advantage as outright speed.

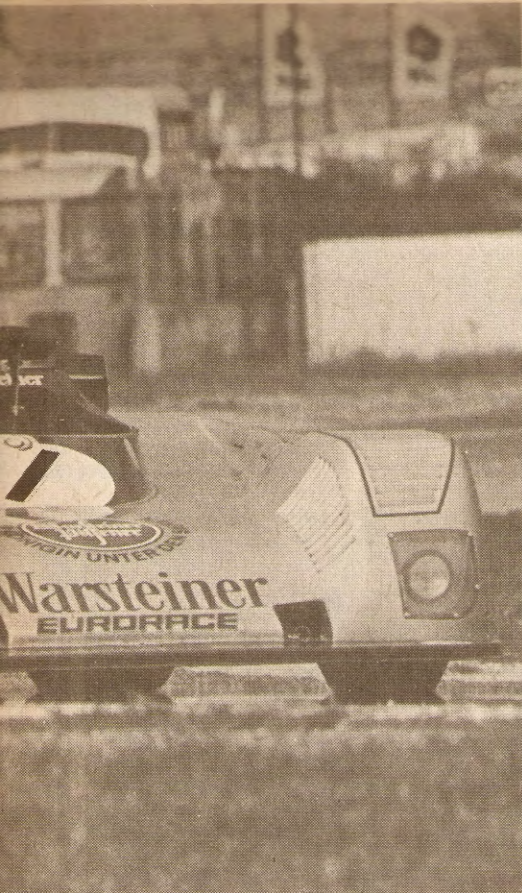
Even without their debatable 20 points for Daytona, Porsche would still have come home second in the Championship by a clear margin for in all the rest of the races they never collected less than ten points for a fourth place.

Most of Porsche's total was collected by the two old Porsche 908/3s of Jost/Casoni and Herbert Muller/Leo Kinnunen, the cars having been re-built at the back end to accept a 2.142 litre version of the turbo charged Porsche Carrera engine. The season had started with Gijs van Lennep suddenly finding himself kicked out of the team when Leo Kinnunen bought himself a ride in the Martini car with money from his Colt cigarette sponsors.

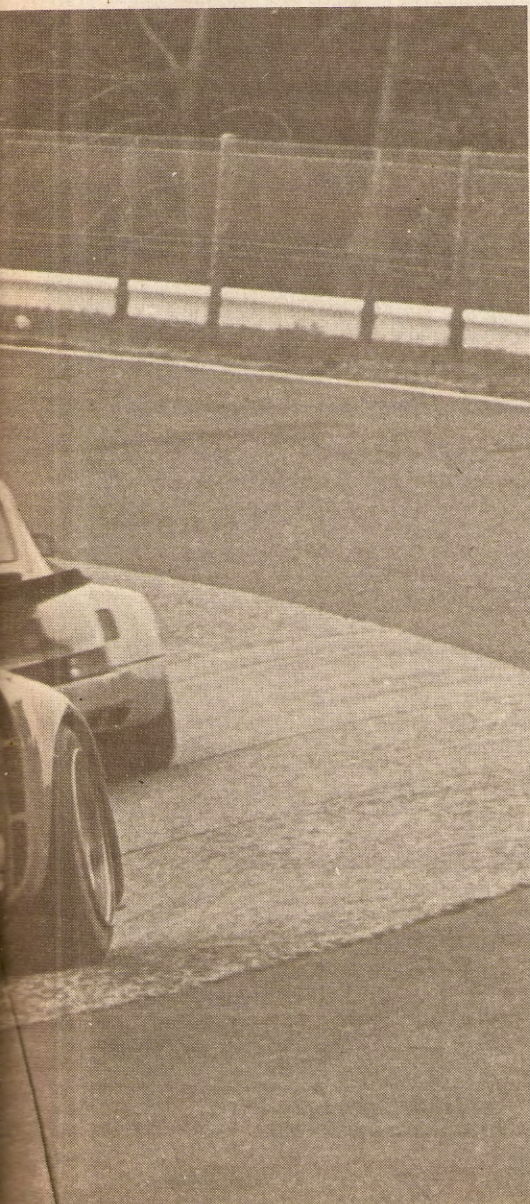


Most competitive of the 2 litres in their own championship. Below, Porsche Carreras provided the mainstay when it came to...





...be Jorg Obermoser in the ToJ (above at Hockenheim).



In general the standard of preparation of the Martini car was nowhere near as good as the Ovoro-backed Jost/Casoni car and it was this entry which scored most of the points, including two fine second overall placings at Dijon and Monza. As a back up car Jost was also running his standard Porsche 908/3 at most races, hired out to Jurgen Barth and Ernst Kraus.

When failures or delays did occur it was usually to the turbo blower unit or gearbox, especially on the Martini car, which did not have a suitably strengthened box to cope with the extra power as did the Jost car. Overheating and stones were the biggest enemies to the blower units. But towards the end of the season the mechanics had got a blower change down to a fine art and with the remaining opposition usually a long way behind them, a change was often worth making as at Enna where Jost still finished third despite some 40 minutes lost in the pits while repairs were made.

With a 50 bhp power disadvantage over the rest of the 3-litre cars, the Porsche 908/3 drivers could do little but wait for their chance to pick up a few seconds or places when the quicker cars ran into trouble. This they did admirably and it almost paid off.

As well as the 3-litre turbocharged prototypes, Porsche were also represented by a regular entry of Carreras strongly contesting the G4 class, although obviously well behind the actual race leaders.

Their battle was also considerably livened up by the hunt for Porsche Cup points awarded to the private Porsche runners, and it was the German based teams who took the most interest.

George Loos ran two cars at most races as did a new German team backed by German Porsche dealers Tebernum. Erwin Kremer also ran a car on occasions and the battle between these five or six GT cars was infinitely closer than the battle for the overall lead as a long pit stop, or a puncture, was very often all that separated the leading cars throughout the whole race.

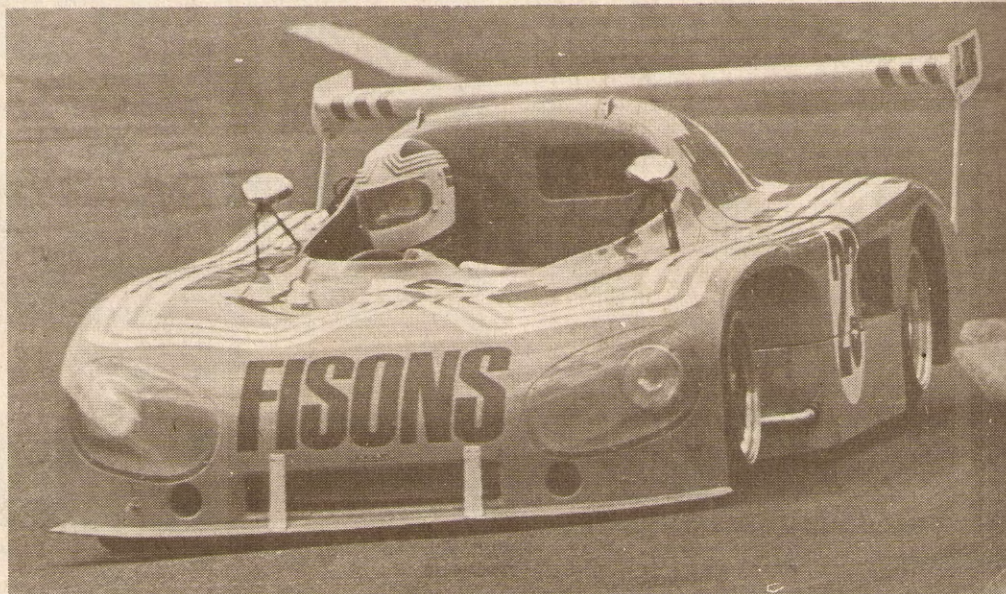
With drivers like Tim Schenken, Manfred Schurti, John Fitzpatrick and Toine Hezemans, it was more often than not the Loos team which came out on top, although Clemens Schickentanz, Hartwig Bertrams and Reine Wisell were a fair match for them in the Tebernum cars.

### The Mirage, so near yet so far

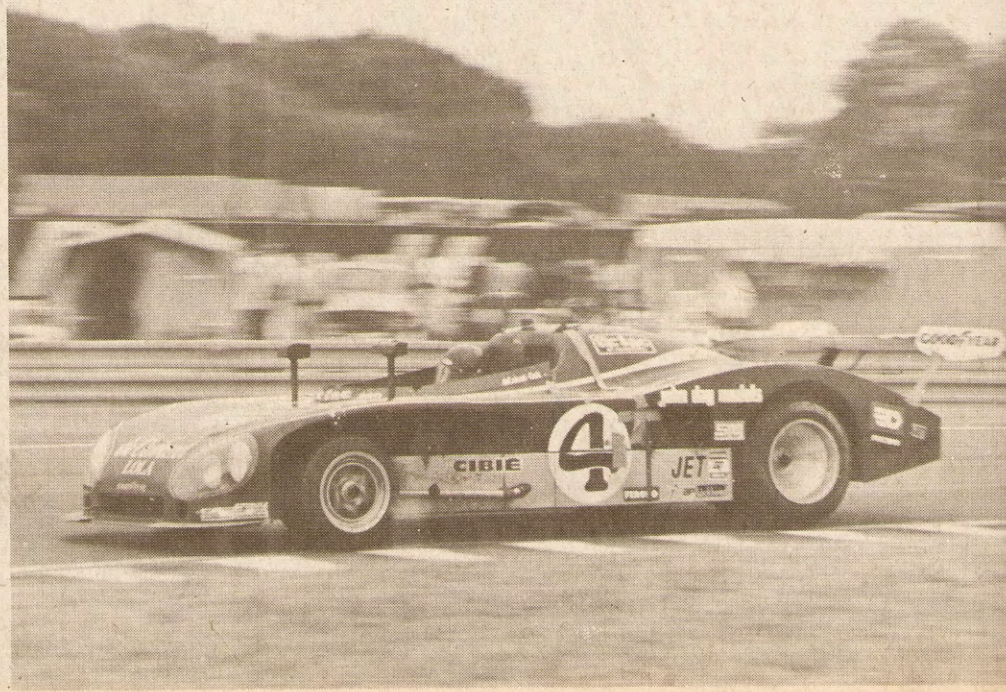
With the kind of money George Loos was spending on his racing programme it would have been possible for him to contest every round of the championship properly and stand a very good chance of winning several races. Instead, the 3-litre cars took second place to his GT Porsches and were run on little more than a club level operation.

At his home race at the Nurburgring, where he was keen to score an outright victory for the publicity he would receive, he made a good effort. He ran two cars with drivers of the calibre of John Watson/Tom Pryce sharing one car and Tim Schenken/Howden Ganley sharing the other. Both cars went well and both led the race at one stage or the other, Ganley/Schenken finishing a fine second overall after being pipped at the post by the winning Alfa.

At Monza, with Jochen Mass sharing the driving with Schenken, the car also put up a fine



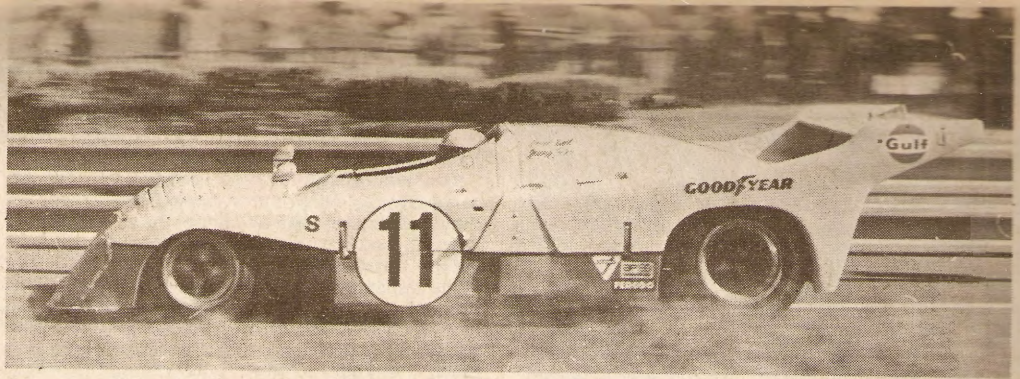
Unsuccessful: the technically advanced Lola T390 proved to be difficult to sort. Above, Martin Raymond soon changed his for a 2.0 Chevron and below, Alain de Cadenet's DFV-powered example proved slower than his old car at Le Mans.



performance securing the pole and led the race until a collapsed rear wing mounting and finally gearbox and clutch problems put the car out of the race altogether.

On what resources he had available the car's designer, Len Bailey, and two Gulf "rent-a-mechanics" did a fine job of organising the team. A stupid electrical failure on the warming up lap at Mugello was the only other time the car appeared at a Championship race, so one second place was all it had to show for itself by the end of the year.

With more interest taken in the project the Mirage could have been a major challenger for the title, instead of just an expensive plaything. Like Kauhsen's Alfa team, the Gelo Mirages also featured quite regularly in the Interserie.



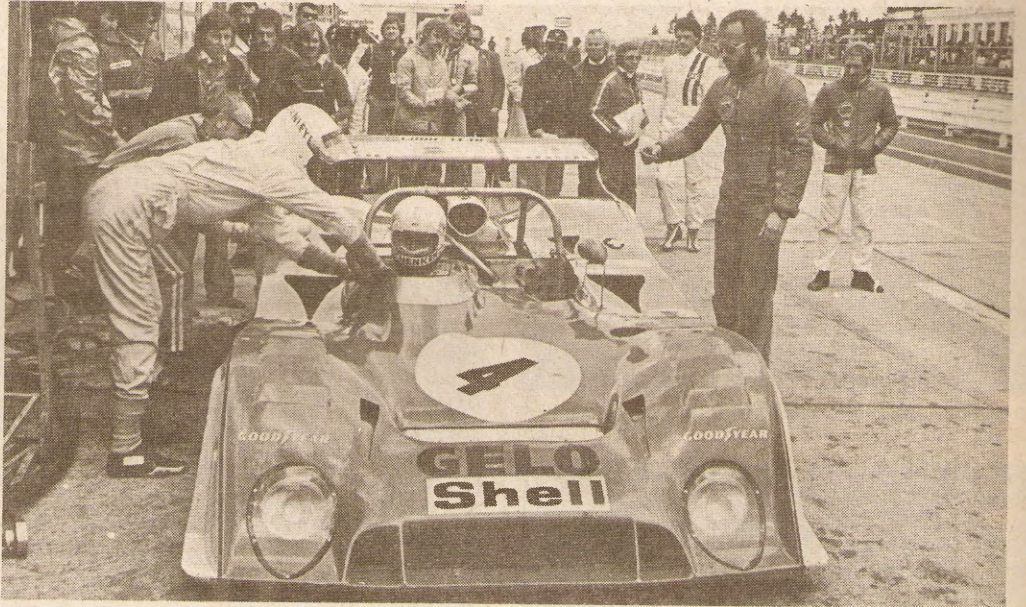
Variations on a theme – Gulf's own car only appeared at Le Mans, and won with Derek Bell (above) and Jacky Ickx. The Mirages were entrusted to George Loos (right) seen here with Howden Ganley strapping in Tim Schenken at the Ring. The car finished a fine second here, but despite a high calibre of drivers, the Mirages were somewhat under-financed, and Loos, with various Porsches to look after as well, appeared to have too many cars.

## Ligier — interest but that's all

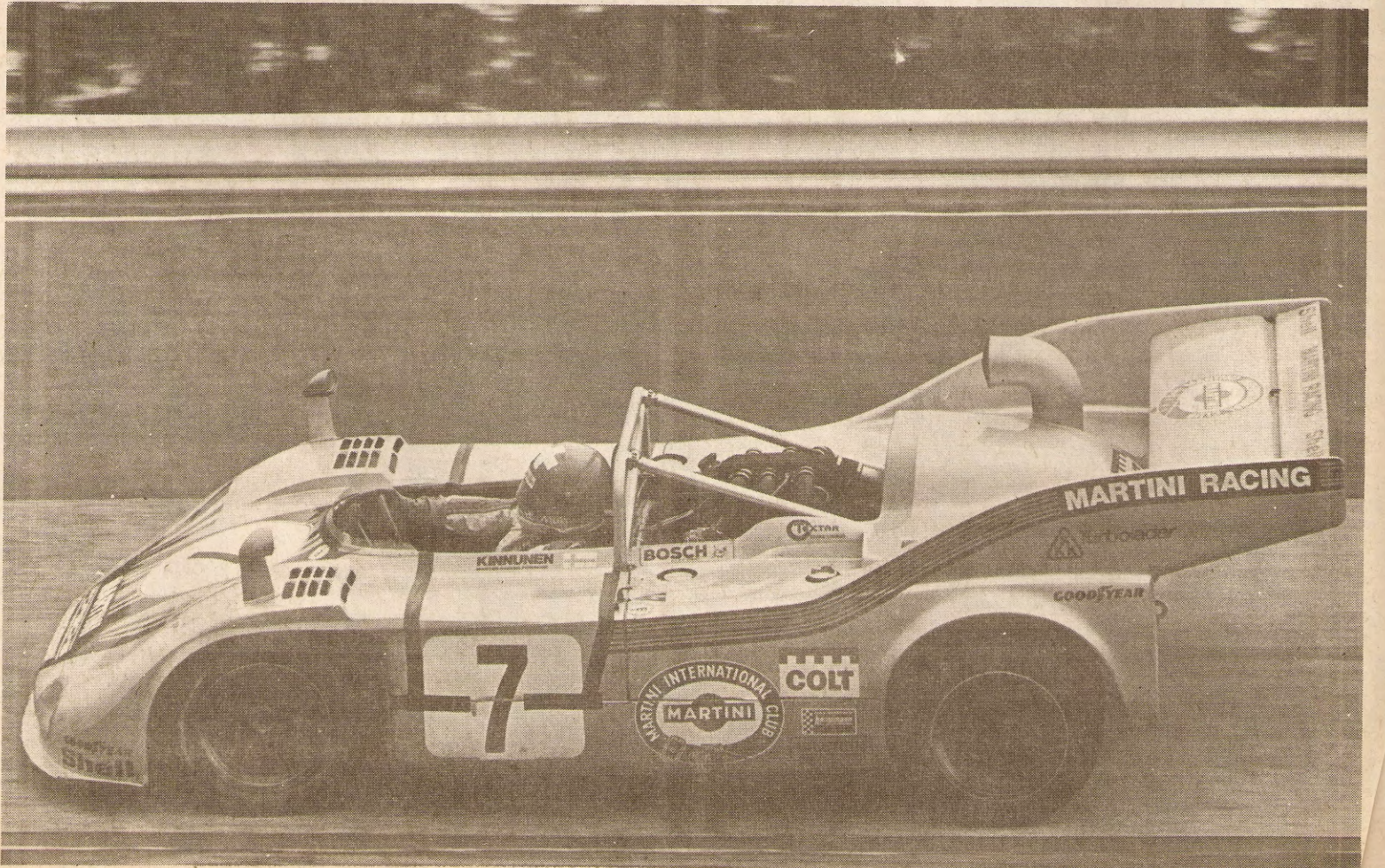
The Ligier-Gitanes story was one of complete contrast to that of the Mirage team. When the Matra team pulled out of long distance racing at the end of 1974 their generous Gitanes sponsors turned to the Ligier team for publicity via a Formula One project, but in the meantime they hoped to keep their name in circulation by backing a pair of Ligier JS2 coupé prototypes with French drivers like Jarier, Jean-Pierre Beltoise, Francois Migault and Jean-Louis Laffosse sharing the driving.

The Maserati-powered Ligiers of the previous year had proved to be under powered so the team hoped that a Ford Cosworth DFV engine in the back would be enough to see them through the season, picking up some points and glory on the way.

Unfortunately the idea backfired for with all that extra power – and weight – the performance capabilities of the engine proved far greater than the car. Braking was bad and the chassis simply would not stand being driven like the refined prototype chassis which the engine and drivers deserved. After the first few races the project proved to be somewhat of an embarrassment with Gitanes star French drivers often placed half way down the grid and battling to hold off 2-litre cars. Furthermore, the cars proved to be unreliable, not through preparation, but by the sheer nature of the project, so wisely the team decided to withdraw from the rest of the races and



Porsche gained good points with a couple of 908s, as well as Carreras. Below is the Herbert Muller/Leo Kinnunen example, but the Rheinhold Jost/Mario Casoni car was generally the more successful.



concentrate on getting the cars gently to the end of the non-championship 24 hours of Le Mans, which they managed to do in a close second place, so the season was not totally wasted for them after all.

## Jolly club — not so jolly

About the only other worthwhile 3-litre entry came from the Jolly Club of Milan who entered their old Lola T282 for Vittorio Brambilla at Monza. He gave the car a new lease of life until its engine blew up. The car was crashed during the downpour at Spa but encouraged by their early season success a new type T380 was delivered to the paddock of the Nurburgring for Brambilla to drive. Like its 2-litre counterpart however, the strange rear suspension system adopted on the new car gave Brambilla a very worried look after practice and it was not just a case of sorting out the usual things on a new car. His fears were justified, for during the opening laps the car was crashed, badly damaged, never to be seen again.

## 2 litre — a place to race

With the European 2-litre sports car Championship a flop even before it had begun, thanks to all but two of the organisers cancelling their races, 2-litre cars filled the grids of the 3-litre championship races more than usual. It was just as well that they did, for they were not a lot slower than most of the 3-litre cars and filled what would have been an embarrassing gap between the quick cars and the not-so-quick to the extremely slow.

The 2-litre enthusiasts went roaming around the continent looking for places to race. The two-litre field, which varied according to what else happened to be on that week, was headed at all the races by the KVG-Chevron entry of Ian Grob/John Hine and the Elf-supported, works assisted Alpine-Renault V6 of Marie Claude Beaumont/Lella Lombardi.

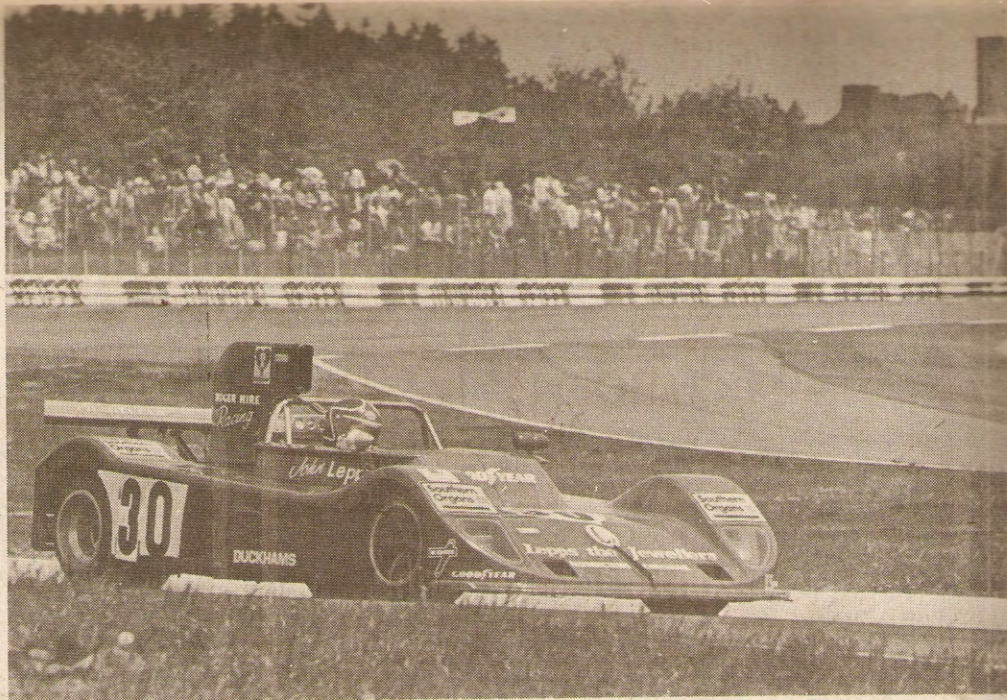
In general it was the Hart 420R powered Chevron B31 of Hine/Grob which held a narrow edge over the girls, Lombardi a fair match, but her attractive French blonde co-driver was not always as quick. Furthermore, on a couple of occasions, valuable time was lost when each took long moments adjusting the seat belts to their totally different builds, a problem which did not seem to trouble the chaps!

Hine/Grob managed to take the class win at Dijon and Mugello, but a crash in practice at Monza saw an end to their luck. It was the Hart 420R powered March 75S of John Lepp/David Morgan which took over the 2-litre honours from the KVG team and scored wins at the 'Ring and the Osterreichring. Spa was a catastrophe, for the March and all the other 2-litre cars which seemed determined not to run in the wet. At Monza the March was also out of luck when, hired out to Vern Schuppan and South African F1 driver Guy Tunmer, the Hart engine suffered its only serious failure of the year when it broke shortly after the start.

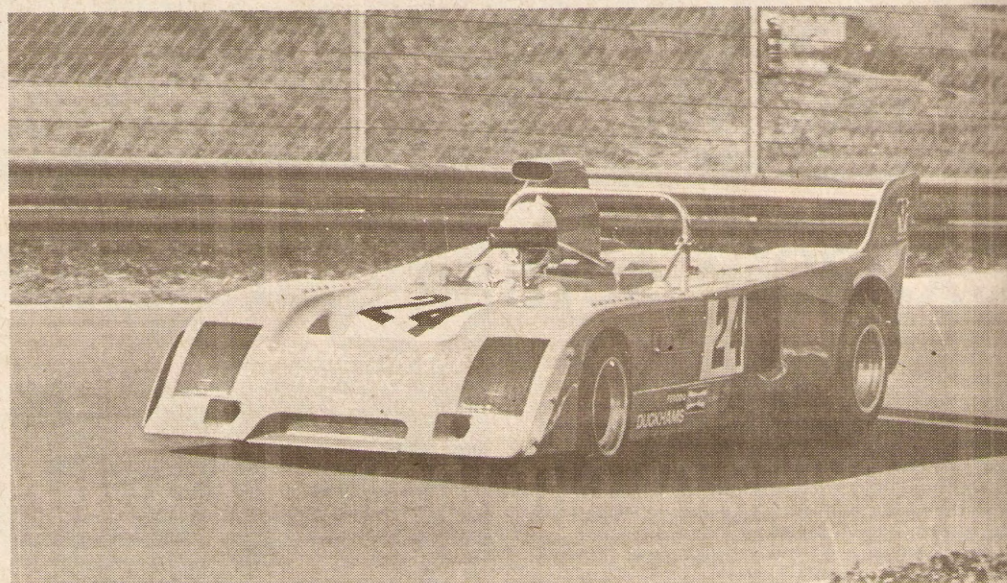
Other interesting 2-litre cars were fielded by Chuck Graemiger, who entered his self-built and very competitive Hart-powered Cheetah G501 for a number of rent-a-drivers throughout the season. Martin Raymond secured a worthwhile sponsor in Fisons for the season, but through no fault of his own did little to justify it. He started out by buying one of the new Lola T390 chassis which simply did not work as well as it should have done and so he gave up trying after Spa and switched to a new Chevron B31, still using Hart power. In this, he immediately showed his ability, but then silly problems kept himself and co-driver Tony Goodwin out of the results. A win at Hockenheim in one of the two European 2-litre races of the year was some consolation however. The Chandler Ibec entered Dorset Racing Associates' Lola T294 as a regular 1000kms competitor, a first in class at Enna being the highspot of a consistent year.

The other 2-litre race of the season was won by Jorg Obermoser's quick Modus-built Toj-BMWs, both of which started the German round of the Championship, but both retired with broken drive shafts before the finish.

Against the Hart and Alpine V6 engines, the other Ford and BDG powered cars showed little chances of making a strong impression, although one engine which might have proved a threat was the V8 Romeo-Ferraris engine. Fitted to the Lola T290 driven by Manfred Mohr, it showed considerable potential in practice for the Austrian race, while a new 3-litre V8 version appeared briefly at Monza fitted into an Abarth-Osella chassis, but unfortunately constant misfiring problems meant that it never really showed its full potential.



With the collapse of their own series, the 2 litre cars could only enjoy the 1000 kms races. Above is Dave Morgan in John Lepp's March at the Nurburgring; below is Ian Grob in his Chevron that he successfully shared with John Hine.



## Le Mans — a pale shadow

Although not part of this year's World Championship, thanks to the fuel restrictions and other rule changes placed on the event by its ACO organisers, no sports car review would be complete without a mention of this "Grand Daddy" of sports car racing, even though it is only a shadow of its former self.

The restrictions eliminated most of the regular 3-litre cars and right from the start the firm favourites were the two specially prepared Gulf "Le Mans" with detuned Cosworth DFV engines and super slippery body shapes to overcome the fuel restriction problems.

Although gearbox problems almost robbed them of their victory, it turned out to be a tense struggle between the Gulf and the Ligier and at the finish it was the Gulf of Derek Bell/Jack Ickx which finally took the flag first and gave the persevering English team the one win which they have most wanted since they started the Gulf-Mirage project.

## The future — looking brighter

With respect to Le Mans, the future looks brighter with the organisers having thrown open the entry next year to virtually anything with two seats, which should provide some entertaining, though not altogether serious racing, which is perhaps what long distance racing needs in general, for the present competitive cars capable of winning the Championship are far too expensive for more than a handful of teams to run. When spread over a long distance event, with obvious mechanical problems, they wear a bit thin on the ground even for the most ardent enthusiast.

If you have seen sports car racing in its hey-day you are naturally disappointed with the current racing and tend to drift off to watch other classes of racing, while those seeing it for the first time see little to encourage them to come again, hence the falling attendance over the past several years.

Next year, the FIA have decided to split the current joint GT and prototype races in two and organise two separate Championships; one for the present prototype class and the other for a new class labelled Silhouette. The latter will be for a selection of "super GTs" and saloons with very few tuning restrictions other than the retention of the basic body shape, hence the name "Silhouette".

With their now highly developed turbo charged Carrera, Porsche look like dominating the entry and results, while interest from the other manufacturers is very limited in comparison. The price of the new silhouette cars will also prove almost as restrictive as the 3-litre prototype racing has over the past few years and many feel that the separation of the two types of cars, which together might make an acceptable grid from the public's point of view, will only hasten the death of long distance racing in its current form.

The increasing popularity of standard saloon car racing clearly underlines the demand for a form of racing which is vaguely related to familiar street cars and of a realistic price. The Americans have been on the right track with NASCAR and more recently IMSA classes of racing. Nowadays it seems that the only way the title World Championship of Makes can justify itself and work properly is when a realistic one championship category is drawn up which will attract all manufacturers and make it just that.



The Citroën CX2200 is completely functional in its styling.

## CX2200: setting standards

As regular readers are aware, we tested the Citroën CX 2000 in the summer of this year and the present subject, the CX 2200, is a more luxuriously equipped version of the same car, with a slightly larger engine. It has been the policy of the manufacturers to bring out the cheaper models first, and we still await the ultimate CX with the highly sophisticated power steering that was developed for the SM.

Compared with the 2000, the 2200 has an extra

4mm in the cylinder bores, increasing the piston-swept volume by 190cc and adding 10bhp to the output, plus a little more torque in the middle ranges. However, the final drive ratio has been changed from 4.769 to 4.583 to 1, top gear remaining an overdrive of 0.8 to 1. The result is that the larger-engined car can beat the 2000 on both acceleration and maximum speed, but only by a very small margin, though there is a feeling of rather more power in reserve during normal

driving.

What is much more interesting is the question of fuel economy, for I found that the bigger-engined model was the better of the two in this respect. There are individual variations in cars, of course, but I would put down the improved economy to the fractionally higher gearing and greater torque. One expects good figures with a car such as the CX, which has phenomenally low wind-resistance, but my overall consumption included a great deal of driving in London, in addition to lots of 6000rpm motoring when taking acceleration times and a fair bit of travelling at well over 100mph. That I averaged almost exactly 25mpg under these conditions is more than praiseworthy and I am sure that many owners will beat 30mpg when driving with a little moderation. Constant speed figures, claimed by the makers, are 36mpg at 56mph and 28mpg at 75mph.

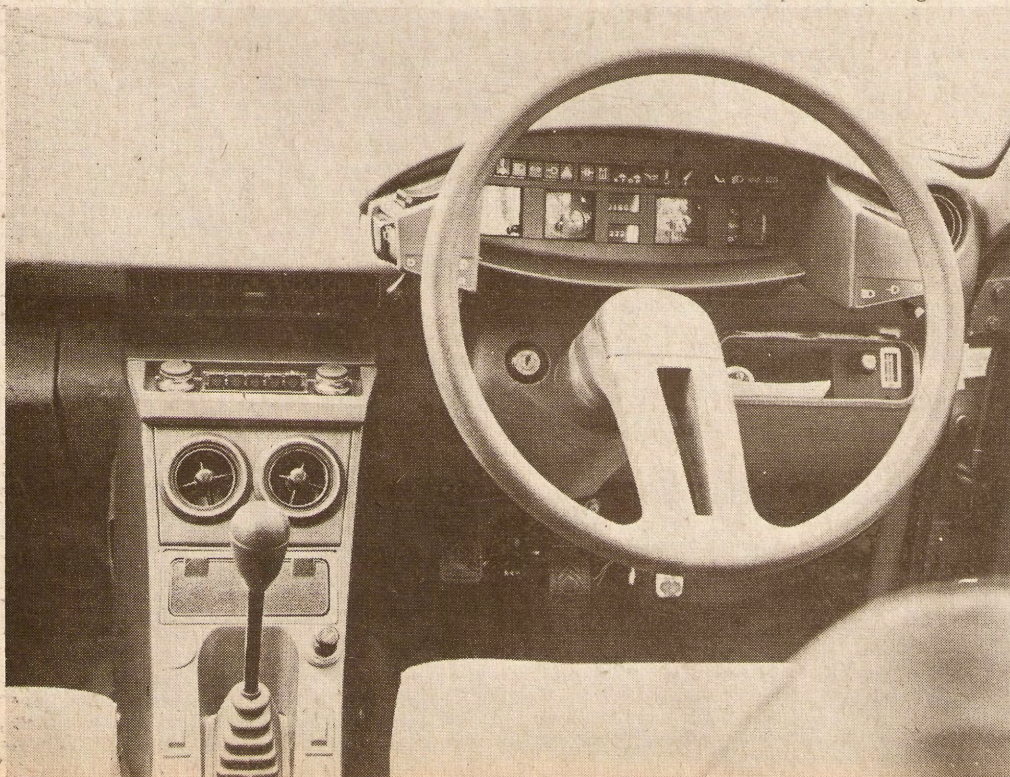
Where this Citroën excels its predecessor, the DS, is in flexibility and silence. I often drive cars with fairly large four-cylinder engines that will not run comfortably at less than 30mph in top gear. This is quite unacceptable in these economy-conscious days, but I am unable to fathom how Citroën have persuaded their ancient power unit to pick up cleanly and smoothly from 8 (yes eight) mph in top. With such flexibility, why pay extra for automatic transmission?

I have no expensive apparatus for measuring sound levels, but I have evolved a simple method which has the advantage of costing nothing. I set the radio so that the programme is enjoyable, but not loud, at 30 mph in top gear. I then cruise at 100mph, without altering the volume. If I can still enjoy the music and follow the news bulletins in their entirety, I know I am driving a quiet car. That may seem a severe test but the Rolls-Royce, the Jaguar, and now the Citroën, have passed it.

The CX is a big, spacious car with exceptional leg room in the back, so its weight is quite substantial. It is therefore necessary to employ the gearbox when rapid acceleration is required. Obviously, it does not have quite the surge of power for overtaking that those French cars with the V6 engine possess, but it keeps up with them surprisingly well at high speeds and the Citroën driver is laughing all the way to the filling station.

I analysed the engineering reasons behind the CX in my article on the 2000, so I shall be brief. Its makers have been building front wheel drive vehicles for 40 years and their system of hydropneumatic suspension and power-operated disc brakes has been on the market for 20 years.

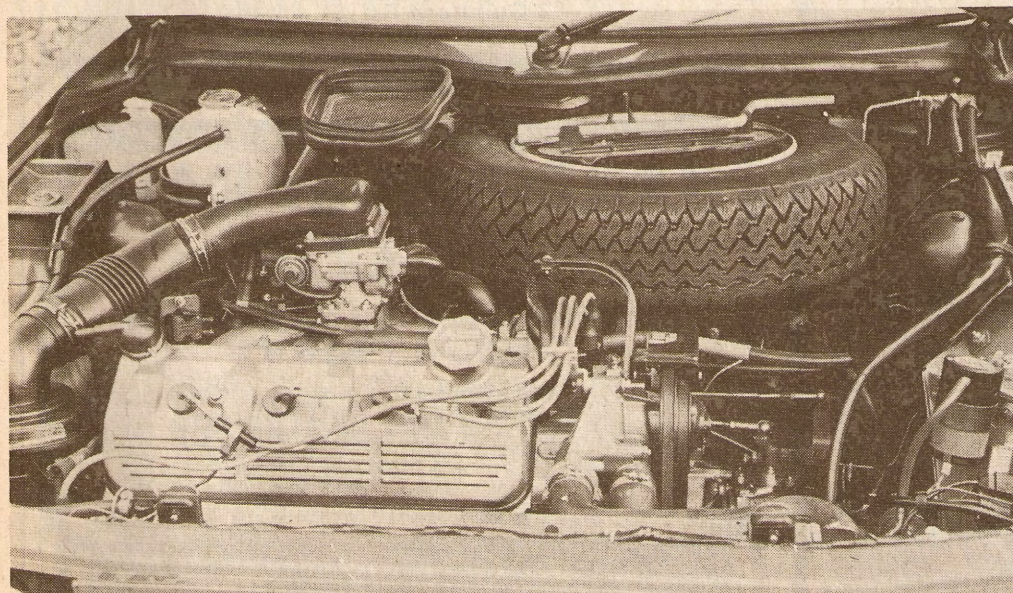
Instruments lack proper round dials but heating, ventilating and minor controls are well-arranged.



# Road test



Though the CX has ultra-modern styling and is more compact than the DS their is nothing untried about it.



Garage men no longer burst into tears when asked to work on a Citroën.

The car is more complex than a cart-sprung horror, of course, but complexity need not mean unreliability. A four-cylinder car is more complicated than a single-cylinder moped, but is it any less reliable? I trow not!

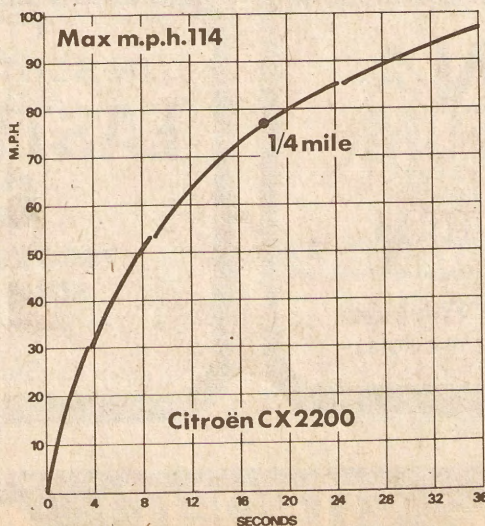
Its difficult to put the advantages of the very soft, self-levelling suspension into words but perhaps I can express it in this way. If you make a long journey in the Citroën, so that you take its ride for granted, you should then jump into one of those ordinary cars and drive smartly up the road. Its ten to one that you will soon stop, get out, and walk round the car kicking the tyres, for something seems terribly wrong. The power saved in not flinging a ton of car up and down over every bump is one reason for the petrol economy, for the amount of power used in levelling the car is negligible.

Whether or not its worth paying extra for the larger-engined model is a matter of opinion, but I must admit that I go for the electrically-operated windows, the rev-counter, and the luxurious interior. I adore really stark sports cars, devoid of all creature comforts, but when I am in a saloon, I like to be as comfortable as possible.

The 2200 has all the best features of the 2000, such as its excellent heating and ventilation system, its well-arranged switches and controls, and its accessible transverse engine. It also has those things that I don't like, including direction indicators that don't self-cancel and instruments lacking proper round dials, though I must admit that the warning lights are well arranged and easy to understand. I would certainly prefer to have the optional power steering, not so much for its lighter operation as its much higher gearing, which is 13.5 to 1 compared with the standard 24.5 to 1, or 2.5 turns instead of 4.5. That would make all the difference on a winding road.

Twenty years ago, when the DS first appeared, its many advanced features filled some prospective buyers with dread. Though the CX has ultra-modern styling and is more compact than the DS, as befits present traffic conditions, there is nothing untried about it. Time was when garage men burst into tears when asked to work on a DS, but nowadays they are just as happy to wipe their greasy hands on the seats of a Citroën as on those of any other car.

The Citroën CX 2200 offers a standard of comfortable, fast, and economical travel for four or five people that is perhaps unobtainable elsewhere. Its a civilised car which is good-looking because its so completely functional. Nevertheless, as I have said before, I still wish that it would wiggle its headlights round corners, as the dear old DS used to do.



**Car Tested:** Citroën CX 2200 4-door saloon, price £3,775 including car tax and VAT.

**Engine:** Four-cylinders 90 x 85.5mm (2175cc). Compression ratio 9 to 1. 112bhp at 5500rpm. Pushrod-operated overhead valves in hemispherical combustion chambers. Weber twin-choke down-draught carburettor.

**Transmission:** Single dry plate clutch, 4-speed synchromesh gearbox with central remote control, ratios 0.80, 1.13, 1.83 and 3.17 to 1. Final drive by helical-toothed spur gears, ratio 4.583 to 1.

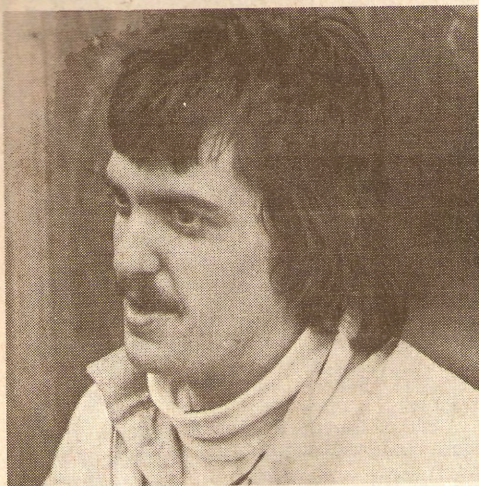
**Chassis:** Steel monocoque with full-length sub-frame. Independent hydropneumatic self-levelling suspension of all four wheels, powered by engine-driven pump, with front wishbones and rear light-alloy trailing arms, plus anti-roll bars both ends. Rack and pinion steering. Fully power-operated dual-circuit disc brakes, ventilated in front, with compensation for weight transfer. Bolt-on steel wheels, fitted Michelin 185/175 SR-15 tyres.

**Equipment:** 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Clock. Heating, demisting and ventilation system with heated rear window. 2-speed wipers and washers. Front door windows with electric control. 2-speed wipers and washers. Flashing direction indicators. Reversing lights. Cigar lighter.

**Dimensions:** Wheelbase 9ft 4in. Track 4ft 10in/4ft 5.5in. Overall length 15ft 1in. Width 5ft 8in. Weight 1 ton 4½ cwt.

**Performance:** Maximum speed 114mph. Speeds in gears: Third 85mph, second 53mph, first 30mph. Standing quarter-mile 18.0s. Acceleration: 0-30mph 3.6s, 0-50mph 7.8s, 0-60mph 11.5s, 0-80mph 20.2s, 0-100mph 41.2s.

**Fuel consumption:** 25 to 30mpg.



## DICK PARSONS

*Twenty-two-year-old Dick Parsons has had a very much on-off season in Europe this year with his self-financed F3 Modus. Lack of money restricted his appearances but out of the blue he received an offer to compete in the final round of the American Formula 5000 series at Riverside last month. The sort of offer every ambitious racing driver dreams of. Below he recounts his experiences of this new world.*

Most racing drivers must, at some time, have sat at home, near the telephone, wishing it would ring with an offer of a drive.

Well, corny as it may sound, this is the situation I found myself in back in September. It was about midnight on Sunday 21st and I'd just come back from the F3 and Atlantic meeting at Brands. I'd been there purely as a spectator because I couldn't afford to race my own F3 Modus. Naturally, I was feeling rather depressed – until the phone rang! It was Roy Winkelmann calling from Los Angeles. "Would I like to come over to the States to test, and maybe race, a Formula 5000 car?" It was an offer I couldn't refuse.

However, the situation became rather more complicated a couple of days before I was due to leave for the States as I was down to make my debut in Formula Atlantic, driving Tony Brise's works Modus at Thruxton. That weekend Teddy Savory made me an attractive offer for next year, but it depended upon me obtaining sponsorship. He wanted a definite answer that day and this really threw the cat among the pigeons as I had been pledged by Roy Winkelmann not to divulge any details, to anybody, of where I was going and why. Needless to say, nobody could understand why I should want to leave the country at such a critical time! I had to tell Teddy Savory that I was unable to make a decision until returning from fulfilling a prior commitment. I am, though, indebted to Teddy Savory and Jo Marquart for the help they have given me this year.

I had first met Roy Winkelmann about a year earlier. He had taken an almost immediate interest in my career and, in fact, had ambitious plans at the beginning of this season for running me in a European Formula Three team. Unfortunately, for a variety of reasons, these plans never reached fruition and shortly afterwards Roy returned to the States where I kept in touch with him.

Whilst in America, Roy had persuaded Chuck Jones – who has in the past run F5000 cars for such drivers as Clay Regazzoni – to give me a try in the unique Brabham BT 43 which he had recently bought from England. It was understood that I would test the car extensively and, if I turned in competitive times, then I would be entered in it for the final round of the USAC/SC-CA F5000 Championship at Riverside.

When I arrived at Chuck Jones' racing headquarters, near Riverside, the car was not quite ready but looked immaculate in its new Winkelmann/British Racing Green livery. It was being painstakingly prepared by two of Chuck's mechanics, John Collins and John Edwards – both British, I hasten to add.

The Brabham was finally finished in time for two days of private testing at Riverside. The car hadn't run since Brett Lunger had raced it earlier this year in England and so the first day, Thursday, was spent sorting out dampers and

springs and allowing me to acclimatise myself to the new experience of having over 500 horsepower behind me. The hot weather also took some getting used to – it was about 90° , even though it was late October.

We initially had a slight problem with the dampers. They were longer than they should have been and so were reaching the bump rubbers too quickly. By the end of the first day I had done an encouraging 1m 15.9s, but I was still some way off the pace. The Jim Hall/Chaparral engine was overheating and so prevented me from doing more than three laps at a time. We thought this was probably due to the small radiators or a blowing head gasket.

The mechanics worked overnight on the car but on Friday morning we still had overheating and fuel pick-up problems. Chuck took desperate measures to solve the overheating. He mutilated the nosecone. The only effect though was that the handling was upset! Eventually, though, I began to work away at reducing my lap times. I was just getting into the groove when, on entering Turn 6 (a right-hander on a rise at the exit of the very quick Esses) the throttle stuck open about a third. As I came over the rise I immediately hit the kill button and the brakes. It happened so quickly that all I then had time to do was brace myself and wait for the bang. The car went almost head-on into the wall, at about 90mph, totally demolishing the front end, the whole left side and all of the bodywork.

Fortunately, I only received a few bruises and a swollen right foot. I was also lucky in that Roy had been sitting in the Turn 6 grandstand and had heard the throttle jam open. Otherwise I would have had a hell of a job explaining away a \$15,000 shunt!

The accident was unfortunate not only because of the expense and the fact it seemed I wouldn't have a car to race the following weekend, but also because it was the end of a unique car which had shown tremendous potential. I am confident that by the end of that second day's testing I would have been down to the mid 1m 13s.

However, by a couple of days later Chuck Jones had managed to fix up a deal with Jack McCormack for me to race Chris Amon's Norris Industries Talon at Riverside. The car was complete and ready to go but Chuck insisted on using his Hall/Chaparral engine instead of McCormack's Falconer/Dunn. Jack McCormack's mechanics, Roger Flynn and Chick Cladding, worked extremely hard to prepare the Talon to accept the Chaparral engine.

Because of the "last-minute" decision for me to race the Talon, it was the final hour of unofficial practice on the Friday before I was able to try the car. And then I only managed to do three laps before the engine finally cooked itself. The throttle had also stuck open once again, although this time I was prepared for it. So, on the Friday night the engine was changed for another Chaparral, which had been re-built the previous night by Ron Armstrong, and was quite a bit down on power compared to the previous one.

After only five or six official practice laps on Saturday, I heard what turned out to be a tooth breaking out of the crown wheel and pinion and so came into the pits and had to be satisfied with a qualifying time of 1m 15.4s. The gearbox was in fact a Wiseman and the only one of its kind in the

race. Although I liked the Wiseman locker I wasn't particularly happy with the gear selection. The box was taken out on Saturday night and re-built. I was able to run-in the new crown wheel and pinion for about 15 laps during the 90-minute unofficial practice session on race morning. I then did another ten laps and recorded a 1m 14.2s which would have put me in seventh place on the grid for my heat, behind Unser, Brise, Redman, Oliver, Morten and Woodner. However, as it was I had to be content with tenth place, between Gordon Johncock and George Follmer.

We didn't have any scrubbed tyres for the race and so Jack McCormack told me to take it easy for the first three laps. The first corner was certainly a little hairy with full tanks and new tyres. Even though I got a little out of line at the start, I managed to get in front of John Morten and was holding down eighth place. By the third lap the tyres had begun to settle down and I was starting to catch the next group, consisting of David Hobbs, Gordon Johncock and Warwick Brown, at the rate of about two seconds a lap. Gear selection problems soon intervened again and resulted in a spin at Turn 7. I managed to keep the engine running and get back in the race but by this time I was down in fifteenth place. Still, I succeeded in catching Brown, Hobbs and Johncock again despite being held up initially by Follmer's wide Lance. I was up with this trio when, with seven of the twenty laps left, I lost all gears except fourth. I was able to keep running for a further two laps until I was forced into retirement with no gears at all. Furthermore, while I had been concerned with the gearbox I hadn't noticed that the needle on the oil pressure gauge was only registering 5lbs!

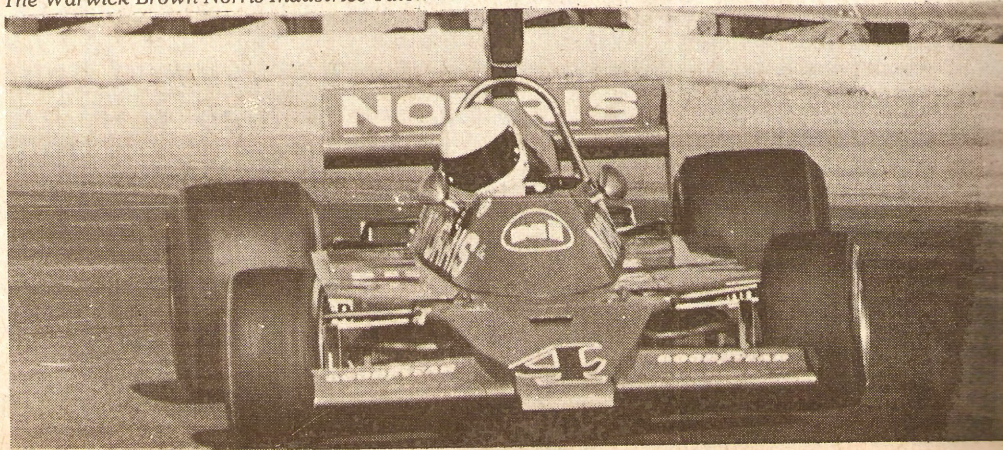
A concerted attempt was made to get the car ready for the final. Would you believe, Pete Wiseman's wife fixed the gearbox! On starting the engine for the final we heard some pretty dramatic noises – a broken crankshaft in fact – and so once again I was relegated to becoming a spectator.

Although throughout the meeting we suffered from a variety of problems, I am nevertheless very grateful to Roy Winkelmann, Chuck Jones, Jack McCormack and his mechanics for their tremendous enthusiasm and willingness to give me the new experience of racing F5000 Stateside.

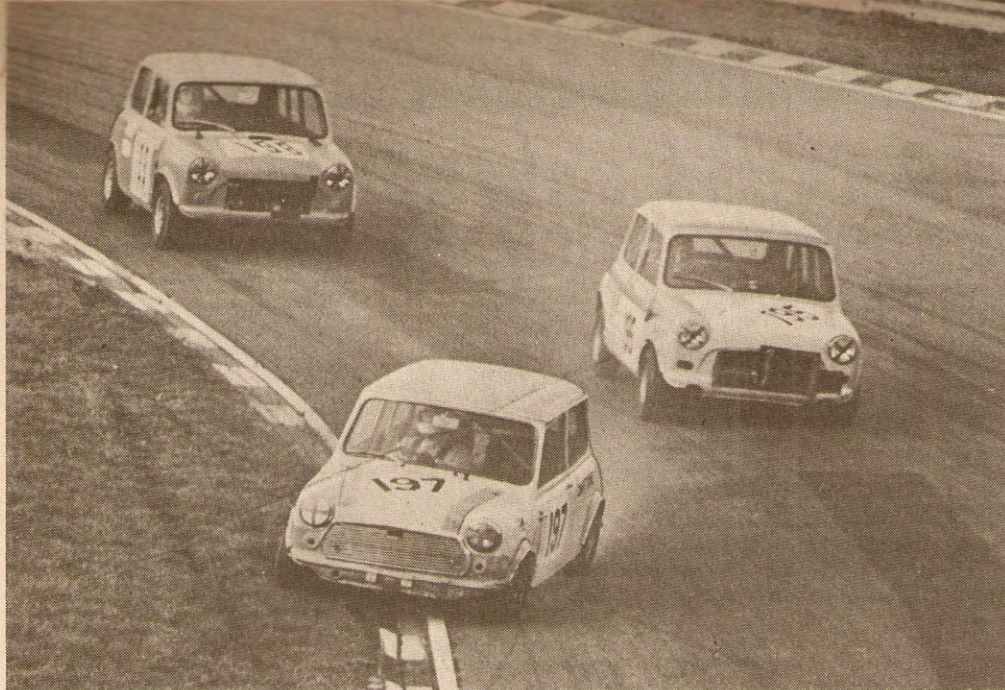
I was amazed at the number of mechanical failures which there were during the final. Cars were dropping out like flies while Andretti, Unser, Brise and Ongais were left to fight out the results, with champion Redman, who put in an impressive drive in the Lola T400 instead of his usual T332 which he had shunted in practice.

It seems to me that there are only a handful of truly competitive F5000 teams in the USA. While their F5000 racing is undoubtedly better than it ever was in this country, it still leaves a lot to be desired. That's why I feel, as far as my own career is concerned, that I should try to compete in Europe in 1976 if I am to achieve my ultimate goal of Formula One success. From a purely financial point of view it is very tempting to accept one of the offers I have had to race in the States as I could earn enough money there in one year to pay for a season of European F3 racing. However, I am hoping to be able to secure sponsorship for a fully-professional year of F3 racing in 1976 as I am now more convinced than ever that Formula Three is the right formula in which to gain recognition.

*The Warwick Brown Norris Industries Talon which Dick Parsons drove at Riverside last month.*







Alan Geekings heads for an unorthodox line round Paddock, followed by Dave Facer and Terry Pudwell.

## BRANDS HATCH

# Saloon excitement but....

If you were a competitor at Sunday's race meeting at Brands Hatch you most probably enjoyed yourself. If you were doing anything else you were likely bored to tears. Out of the six races on the programme it was only the special saloon race which generated any excitement. That featured a tremendous battle between Nick Whiting, Gerry Marshall and Colin Hawker. Unfortunately it ended disastrously on the 13th lap, when Whiting's immaculate Escort touched a back-marker which sent the Ford spinning heavily into the barrier at the back of the pits. It leapt 10 feet into the air and miraculously landed on all four wheels without rolling. Whiting emerged shaken but otherwise unharmed, but the once pristine car was a very sad mess. Organisation by the Romford Enthusiasts' Car Club wasn't very good either with a very poor results service.

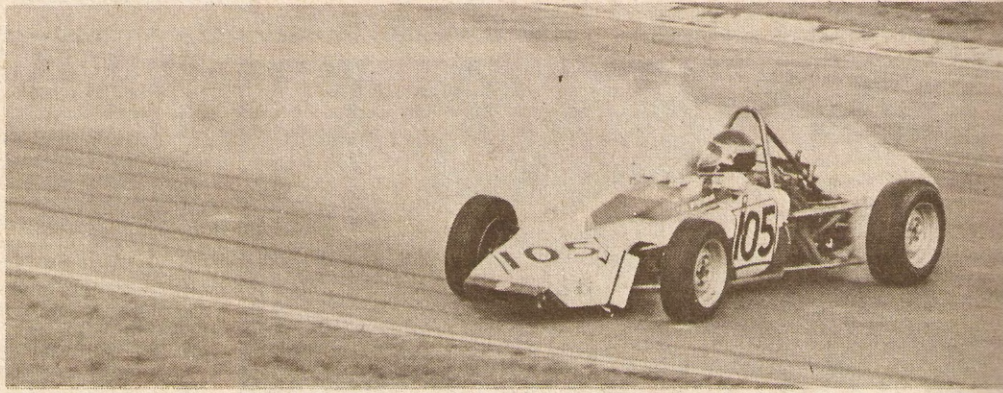
David Enderby put the cat amongst the pigeons by putting his 850 Mini on the middle of the front row in the combined 850 saloon/Mini Miglia Championship race. However his engine wouldn't fire up and he was pushed starting incurring a 10s penalty. Alan Rogers' Whitegates Service Station Mini led from pole, but that went on to three cylinders at the end of the first lap, so Rogers spectated from the pits for the remainder of the race. With Enderby spinning out of the race at Clearways on the first lap and being clobbered by Martin Ennis' Mini, Ian Briggs' Mini was left in an unassailable lead. Gerry Glass' 850 Mini wasn't too secure in second place for he had the close attentions of John Bradburn's Team Aldon Miglia to contend with, but he extended the margin comfortably over the last three laps.

There was a little bit of bargaining at Paddock on the first lap of the Modsports race, with Simon Packford's Merrychef Davrian almost being elbowed out of the race. There was further drama at Bottom Bend when the leading Sprite of Jonathan Palmer got on to the grass and lost the lead to Keith Ashby's Middlesex Vending Midget. Ashby's lead only lasted for a lap for Packford took over along Bottom Straight and he extended his lead by over a second a lap thereafter. Behind Ashby, John Wilmhurst's Whitegates Service Station Midget finished third ahead of David Mercer's similar car, while the only car in the over-1300cc class finished next, the Elan of Danny Arundel.

While Chris Tyrrell eased away to a 2.8s victory in the Mini 7 race, 1975 champion Graham Wenham, Graham Woskett and Andy Devine, squabbled over second place in that order until the ninth lap when Devine took Woskett. However on the last lap both Devine and Woskett went autocrossing across Kidney and out of the confusion Woskett got back third place although now three seconds behind Wenham. Devine had plenty of time to recover to finish fourth.

Even the Formula Fords were none too exciting, although at one stage there was quite a dice for fourth place, but that was broken up by two cars spinning. Mike Thompson's Rostron led from the outside of the front row, but he had fluid leaking on to the back wheels which caused him to spin at Clearways on the first lap, leaving Howard Drake's '76 Royale to its second win in as many weeks. Miki Dee's Hiwatt Amplification Van Diemen stayed close to the Royale, but was a second in arrears by the end. Richard Maile's Team Homebrite Merlyn Mk 25 had a lonely time in third place throughout. As mentioned there were plenty of cars in contention for fourth place. The Ashtune Van Diemen of Robin Dollar held it for the first three laps but then Roy Pagliacci's Lotus 61 took over. John Copson's Crossle 16F moved up with a lap to go as Pagliacci spun it all away at Paddock. Dollar disappeared a lap earlier

Roy Pagliacci spins out of fourth place in the Formula Ford race.



**Mini Miglia Championship and 850cc special saloons (10 laps): Overall:** 1. Ian Briggs (1.0 Mini), 10m 04.0s, 73.91 mph; 2. Gerry Glass (850 Mini), 10m 09.6s; 3. John Bradburn (1.0 Aldon Mini), 10 16.8s; 4. Derek May (1.0 Mini), 10m 25.6s. **Mini Miglia:** 1. Briggs, 2. Bradburn; 3. May. **Fastest lap:** Briggs, 59.2s, 75.41 mph. **850cc saloons:** 1. Glass, 73.23 mph; 2. Robert Hazell (850 Mini); 3. Allan Adkin (850 Mini). **Fastest lap:** Glass, 59.4s, 75.15 mph.

**Modified Sports Cars up to and over 1300cc (10 laps), Overall and up to 1300cc:** 1. Simon Packford (1.0 Davrian), 9m 18.6s, 79.92 mph; 2. Keith Ashby (1.3 MG Midget), 9m 28.8s; 3. John Wilmhurst (1.3 MG Midget), 9m 32.8s; 4. David Mercer (1.3 MG Midget), 9m 47.0s. **Fastest lap:** Packford, 54.6s, 82.67 mph. **Over 1300cc:** 1. Danny Arundel (1.6 Lotus Elan), 75.10 mph, only starter. **Fastest lap:** Arundel, 56.8s, 78.58 mph.

**Mini Se7on Championship (10 laps):** 1. Chris Tyrrell (Calbrook Mini), 10m 26.0s, 71.31 mph; 2. Graham Wenham (Micktuned Mini), 10m 28.8s; 3. Graham Woskett (Ripspeed Mini), 10m 31.8s; 4. Andy Devine (Mini), 10m 34.4s; 5. Julian Cutler (Mini), 10m 47.8s; 6. Tim Cousins (Mini), 10m 48.0s. **Fastest lap:** Devine, 1m 01.4s, 72.70 mph (record).

**Formula Ford (10 laps):** 1. Howard Drake (Royale-Minister RP21), 9m 02.4s, 82.30 mph; 2. Miki Dee (Van Diemen-Rowland RF74), 9m 03.4s; 3. Richard Maile (Merlyn-Minister Mk25), 9m 07.2s; 4. John Copson (Crossle 16F), 9m 17.4s; 5. Paul Sleeman (Merlyn Mk 11A), 9m 20.4s; 6. Brian Songhurst (Royale-Rowland

RP3), 9m 20.4s. **Fastest lap:** Drake, 52.0s, 85.85 mph.

spinning in to the catch fencing along Bottom Straight, the incident also eliminating Divina Galica's works Elden. And so Paul Sleeman's Merlyn Mk 11A just scraped home fifth ahead of Brian Songhurst's Royale RP3 which had started at the back of the grid.

The Brands Hatch Theatre Company appeared next in the form of Gerry Marshall, Colin Hawker and Nick Whiting, who all had their regular Special Saloon mounts on the front row, and quite a production it was. Colin Hawker's DFVW was a little too quick off the line and he was docked 10s for his trouble. He did the leading for the first five of the 15 laps, but then the hard pressing All Car Equipe/Kent Messenger Escort of Nick Whiting took over at Druids. Meanwhile Marshall's Firenza-Repeco had been trying all ways of getting round the Escort, but the straights were a little too short. He eventually did Hawker for second at Druids on lap eight, and burst past Whiting two laps later on Bottom Straight. Whiting retaliated immediately and slipped inside the Vauxhall at Clearways on the same lap. A lap later and Marshall led on top straight and again Whiting got inside at Clearways. However Marshall led again by Paddock. On lap 13 the threesome came up to lap Chris Clark's Cooper S on Bottom Straight. Marshall negotiated the Mini, but possibly Whiting saw it a bit too late and the Firenza's 'draught' caused the Mini and Escort to touch. The Escort went into an immediate high-speed spin, clipped the barrier behind the pits, flew high into the air, and luckily landed right way up in the middle of the track very badly damaged. Whiting was soon out of the car, and when he returned to the startline he received a standing ovation from the grandstand. The race was stopped and the results taken as at the end of that lap which left Marshall with a 0.6s win over Hawker. The VW's penalty though still meant it finished second as he was well ahead of John Homewood's class-winning Imp, which was the only other car to complete the distance. Susan Tucker-Peake's family-prepared Escort had been leading the 1300 class for the first couple of laps but she was pushed off at Paddock by Derek Foy's reckless Mini, the driver was later ticked off by the stewards, although he did win the class.

The big saloons should really have been put on at the end of the day. Instead we had a Classic Saloon Car procession with Craig Hinton's 2.4 Jaguar leading from start to finish. Miles Marshall's Borgward held off Bill Wykeham's Zephyr for six laps before Wykeham went round the outside of the Borgward at Paddock. He made some impression on the leader but not enough finishing 1.6s down at the end. Chris Weller's incredible A35 was fourth throughout and a comfortable class winner.

## PAUL KING

**Special Saloons up to 1000cc, 1001 to 1300cc and over 1300cc (13 laps), Overall:** 1. Gerry Marshall (5.0 Vauxhall Firenza Repeco), 11m 12.4s, 86.31 mph; 2. Colin Hawker (3.0 DFVW), 11m 23.0s; 3. John Homewood (1.0 Sunbeam Imp), 11m 54.0s; 4. Mike Scott (1.0 Ford Anglia), 12 laps. **Over 1300cc:** 1. Marshall; 2. Hawker. **Fastest lap:** Nick Whiting (2.0 Ford Escort), 50.0s, 89.28 mph. **1001 to 1300cc:** 1. Derek Foy (1.3 Cooper S), 75.41 mph; 2. Micki Chittenden (1.3 Cooper); 3. Chris Clark (1.3 Cooper S). **Fastest lap:** Foy, 57.2s, 78.04 mph. **Up to 1000cc:** 1. Homewood, 81.28 mph; 2. Scott; 3. Pat Mannion (1.0 Hillman Imp). **Fastest lap:** Homewood, 53.8s, 82.97 mph.

**Classic Saloon Cars over 2700cc, 1901 to 2700cc, 1201 to 1900cc and up to 1200cc (10 laps), Overall:** 1. Craig Hinton (2.4 Jaguar), 11m 21.0s, 71.88 mph; 2. Bill Wykeham (2.6 Ford Zephyr), 11m 22.6s; 3. Miles Marshall (1.5 Borgward), 11m 33.2s; 4. Chris Weller (1.0 Austin A35), 11m 58.8s. **Over 2700cc:** 1. Peter Deffee (3.4 Jaguar Mk 7), 61.49 mph, only starter. **Fastest lap:** Deffee, 1m 11.4s, 62.52 mph (record) **1901 to 2700cc:** 1. Hinton; 2. Wykeham; 3. Tom Ashley (2.4 Jaguar). **Fastest lap:** Hinton, 1m 06.6s, 67.03 mph (record). **1201 to 1900cc:** 1. Marshall, 70.50 mph; 2. Dennis Carter (1.5 MG Magnette); 3. Ian Pearce (1.5 Magnette). **Fastest lap:** Marshall, 1m 07.4s, 66.23 mph (record). **Up to 1200cc:** 1. Weller, 67.76 mph; 2. Charles McMullen (1.0 Austin A35); 3. Chris Western (1.2 Ford Prefect). **Fastest lap:** Weller, 1m 11.0s, 62.87 mph.

## TT go nationwide FF

Townsend Thoresen are shifting their emphasis away from Brands Hatch but staying with MCD to sponsor the main Formula Ford championship in 1976. The ferry company, the largest private enterprise of its type in Europe, have sponsored the Brands Hatch-based FF series since 1970, and are to take over the series sponsored this year by National Organs, and in years past, by British Oxygen.

For 1976, prize money for each of the 20 rounds has been increased by 50 per cent to £150 to be paid at £6 per point scored. Points are awarded

on the World Championship 9-6-4-3-2-1 basis, and a driver's best 15 scores will count towards his end of season total. At the end of the season, the championship winner will receive £100 and a Townsend Thoresen trophy. Runner-up will win £75 and third placed driver £50.

**Championship dates:** March 7, Brands Hatch; March 27, Oulton Park; April 4, Mallory Park; April 18, Snetterton; April 19, Mallory Park; May 1, Oulton Park; May 9, Thruxton; May 31, Oulton Park; June 20, Brands Hatch; June 27, Snetterton; July 11, Mallory Park; July 31, Oulton Park; August 15, Snetterton; August 29, Mallory Park; August 30, Snetterton; September 12, Brands Hatch; October 2, Oulton Park; October 24, Mallory Park; October 31, Snetterton; November 7, Brands Hatch.

## Club saloon classes agreed

Last week the RAC confirmed the price structure for the club production saloon car series which were agreed as proposed and as we outlined last week. The top class will be for cars costing more than £2,401 but with the 3 litre limit, while the other classes are £2,001 to £2,400, £1,601 to £2,000 and up to £1,600.

The Britax series, to be run by the BARC has already been announced, but the Radio One series hasn't been announced as yet, although this is expected shortly.

## Hillclimb dates for 1976

Although they are not definite, dates for both the RAC and the Guyson/BARC hillclimb championships have been published. The Guyson series still has two dates to be decided, and they're hoping also to fit in a round at Doune. Their round at Cadwell Park has been cancelled due to resurfacing. Provisional dates are as follows:

**Guyson/BARC:** April 4, Prescott; April 18, Harewood; April 25, Pontypool; May 9, Scammonden; May 16, undecided; May 23, Gurston; June 13, Pontypool; June 27, Loton Park; July 11, undecided; July 25, Gurston; August 1, Harewood; August 22, Loton Park; September 12, Wiscombe Park; September 26, Harewood.

**RAC:** April 11, Wiscombe; April 19, Loton Park; May 2, Prescott; May 29, Barbon; June 6, Shelsley; June 20, Doune; July 4, Harewood; July 22, Bouley Bay; July 24, Val des Terres; August 1, Craigmyle; August 8, Pontypool; August 15, Shelsley; August 30, Gurston; September 5, Prescott; September 19, Doune.

**Practice days:** March 23, Loton Park; May 16, Harewood.

● A new event in the club's calendar, the John Robinson Rally, run by Northants MC this weekend, has attracted only 40 entries so far. The 160 mile all time control event starts at Protheroe Motors in Market Harborough and the route will be through four counties.

● Formula Ford driver Rad Dougall, along with Ian Scheckter, has been awarded his South African colours. This is the highest honour than can be achieved in sport in South Africa.

● The RAC's training trust should be getting under way early in the New Year with a number of seminars arranged for their own stewards.

## Weird and wonderful

With no Racing Car Show this winter, an exhibition of a rather different sort opens next week at Olympia. This is the first National Custom Car Show — a development of the local shows run over the past five years at Crystal Palace and elsewhere up and down the country — and features the largest selection of customised cars, hot rods, exotic paint jobs, dragsters, choppers and other weird and wonderful machinery ever gathered under one roof outside the United States.

One of the strangest exhibits, a Holden Torana powered Ford 100E running on liquified gas, has made the journey from Australia to be there. Plenty of supporting goody and trade stands, competitions, pop stars and a non-stop discotheque are included. The show is open from 10 am to 6 pm from Tuesday next, December 2 to Sunday, December 7.

## Stubbs out

An early casualty on the RAC Rally was club production saloon car driver, Tony Stubbs. Driving a Lada 1200 as usual, Stubbs, on his first proper rally, took a hairpin too early on the first day on Wykeham, clipped the bank and overturned. Both Stubbs and his co-driver were unconscious and were taken to hospital. Stubbs was detained with concussion and broken ribs, but his co-driver, Peter Warren, was released from hospital.

## Rallycross series on

SCCON and West Suffolk MC confirmed on Sunday that they will be going ahead with the Snetterton Winter rallycross series in the New Year. Dates confirmed are January 18, February 22, March 21 and the Final on April 25 (well it's still Winter in Norfolk in April as any motor racegoer knows). Regulations with details of the Championship rules and the prize fund will be announced by mid-December.

## Pearce adds another

Jack Pearce, who has won practically every major trophy in sporting trials, added the John Bull Trophy to his list of scalps last weekend when he won the sporting trial of the same name run by the Leicestershire CC at Clipstone, near Market Harborough.

Using the same site on which the Dergate Trial was run in October, but with different sections, the event attracted 36 starters.

Man of the day, initially, was Lol Hurt who turned up with more modifications to his Ford Special back axle and all was very well on the first round of 11 sections on which he dropped only 11 marks to lead the field by about eight marks from Julian Fack in his Impunity with Kincraft Pearce third.

Regrettably the back axle let Hurt down fairly early on the second tour of 10 sections and Fack, running immediately behind Pearce, profited by the latter's mistakes and went into lunch on 37 marks to Pearce's 41 marks.

These two had pulled appreciably ahead of the field leaving John Fack (Impunity) and Bill Warr (Warr Special) tied on 67 marks for third with John Benson (Jabs) and Reg Allen (Kincraft), tied on 70 marks for fifth equal.

Running in reverse order after the break Pearce was able to pull back his deficit and went on to drop only 10 more marks leaving him winner on 51 marks. The Fack brothers both



Jack Pearce — on form again

dropped 17 marks to collect second and third spots on 54 and 84 marks and John Benson nipped through to pip Bill Warr by a couple of marks for fourth, and cap a good run.

The Kincrafts of Reg Allen and Tony Harrison, both of whom suffered from poor draw numbers, were sixth and seventh with Ivor Portlock eighth in his Driad.

Pearce added one more point to his RAC championship total giving him 148 points, Julian Fack is second on 136 points and brother John has 126 points.

## New rallycross venue

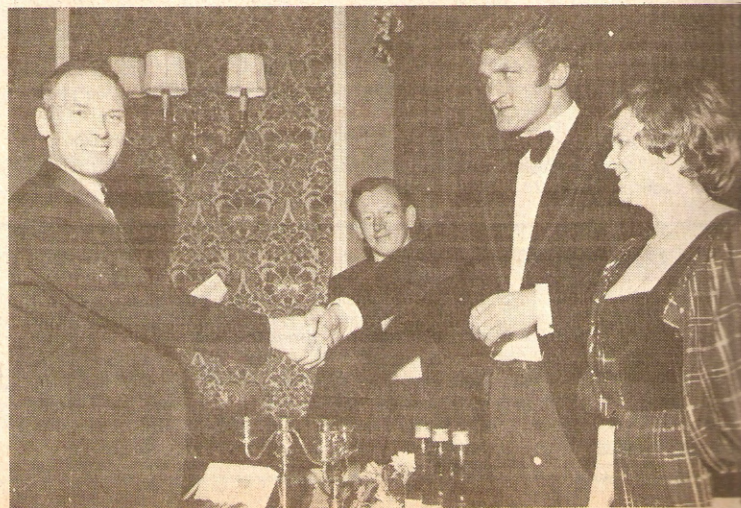
Longridge is to be the scene of the first rallycross of the New Year and the first in Lancashire when the Longton and District Motor Club hold their event at the Preston track on January 1. The event will also mark the use of Longridge as a rallycross circuit for the first time.

Longton were approached by the circuit owner to run an event there, and the club have worked out a circuit of just less than a mile, using most of the racing circuit, leaving at Quarry, over a jump, and rejoining through the Paddock gate. The rough surface is expected to be both

shale and grass. Although Longridge rallycrosses have been mooted in the past, the club have had such a good response from competitors in the area that this event will definitely go ahead. Up to 90 entries can be accepted, and those interested should contact Allan Jackson at Preston 719463.

● When announcing the BARC's Formula Ford series last week, we referred to Dick James Music as being the sponsoring companies. This is not so, the company sponsoring the series is DJM Records, a separate company.

Reg Woodcock receives his awards from boxer Joe Bugner at a party given by Oldham and Crowther for their Thoroughbred sports car competitors at the weekend. Around 110 people attended the party in Peterborough. Left to right (below), Reg Woodcock, Martin Crowther, Joe Bugner, Ruth Oldham.



# Baskerville holds on

In another of those close finishes which are becoming the hall-mark of Snetterton rallycrosses, David Baskerville held on to his BTD set on his second run with his 1400cc Tom Airey-entered Mini as Trevor Hopkins (Escort-BDA) failed by 0.4s to better Baskerville's target despite a storming final run. Sporting CC of Norfolk and West Suffolk MC continued their low-budget warm up before the winter series and, despite the troubles of the October event and the limited amount of cash to be won, received the best quality entry for their events yet. Only a handful of the field of 75 failed to arrive on a day which was perfect for rallycross, cold but bright and sunny with a track which continued to dry out throughout the afternoon making the third run as important as the first. A good crowd were well entertained by some close racing and a number of spectacular inversions.

In the Rally car class the score after Sunday's event is one each to Reg Mullenger and Nobby Cresswell. Cresswell was in devastating form winning his three races with ease in the 2 litre Roy Gladwin tuned Escort-BDA. His only confrontation with Mullenger came in the second runs where Reg's tiring 1800cc engine was no match despite the driver's on the limit cornering.

For close racing the 1 litre rallycross car class took some beating. In particular all three races between Nick Garner, Bruce Male and Steven French produced great excitement as the three Minis bounced their way across the infield. Garner's Solihull Motors/Team Castrol 870cc car just made it home first on each occasion but he admitted that the 1 litre cars are beginning to take some holding. Phil Clark's Ripspeed car also

impressed as did the tigerish driving of Elaine Seymour who was most unlucky to roll her Mini on the final run.

Derek Scarrow (Cooper S) caused the sensation of the first runs in the 1400 class beating Dave Baskerville squarely after three thrilling laps. Indeed in the class Jim Wheals and Brian Pearce (still more Minis) also headed the Airey car. On the next runs it was a different story with Baskerville posting what turned out to be the fastest run of the day with a 3m 15.5s for the three laps. John Saunders' only recorded run was enough to give him second, a long way behind DB.

John Welch, George Warren, Trevor Hopkins, Dave Fuell, Graham Hathaway and Colin Richards (all in big-engined Escorts) headed the very full over 1400cc class challenged by Peter Harrold's VW and Roy Dowson's Triumph GT6. For Warren, the event was a short one for he was thrown off line by a bump and flipped on the infamous bank by the startline totalling his Team Castrol car. Hopkins, as at the TEAC meeting in September, turned out to be the man to beat, leading home the class in all three runs with a smooth display of controlled rallycrossing. After a puncture forced him into a change of rubberwear, Peter Harrold sneaked the VW into second place with his final run just bettering Dave Fuell's second heat time. Despite seeming to be having a fight to hold the GT6, Dowson took fourth.

**BTD:** David Baskerville (1.4 Austin Cooper S), 3m 15.5s.  
**Class winners:** Nobby Cresswell (2.0 Ford Escort), 3m 20.8s; Nick Garner (870 Mini), 3m 26.3s; Baskerville; Trevor Hopkins (2.0 Ford Escort), 3m 15.9s.

George Warren, with massive understeer, slides for the bank, where the car was later badly damaged.



# Fitt again

Dunlop member Reg Fitt scored his second rally success in a month when he won the Presidents Cup Rally, run by Dunlop MC over a 120 mile route. Partnered by Dave Boggis in his Cooper S, Fitt was the winner on 64 penalties, well ahead of Roger Parker and Ron Smith in their Hunter on 91 penalties. A very close third were Mike Hayton and Terry Wilson in a Renault Gordini while John Haden and Mike Wallis brought out the faithful Land Rover to be fourth on 122 penalties.

# Possibly Greenland

The annual Bexley LCC's Whitsend Rally, sponsored by Uniflo and following a successful pattern of night rallying with selectives followed by seven special stages in daylight, produced 80 competitors last weekend for the 250 mile route in Kent.

Unfortunately a query over times on one of the Sunday morning special stages, meant the organisers were unable to give more than provisional first three places and the

# Booth's top LAC award

At a gathering at the New Drop Hotel near Longridge on Thursday, Lancashire Automobile Club presented their prizes for the 1975 season. Winner of the Peter Collins Memorial Trophy for the best performances by an LAC member at the Longridge race meetings was Warren Booth whose exploits at the wheel of his ex-Reine Wissell Lotus 69 were a feature of the *Libre* events



Warren Booth — with microphone and Peter Collins Memorial Trophy.

throughout the year. Vic Mills, the GRV 3-litre Capri driver, was named as runner-up.

The Club's Sprint and Hillclimb Championship was won by Brian Sutcliffe in only his second year of competition. A very close second was Rallye Equipe Mini driver Roy Greenwood. Brian will be joining the organising committee for the 1976 Championship which continues with some changes in the method of scoring and also a new sponsor.

# Snetterton stands up

Despite the wet practice conditions which brought much of the newly laid chalk off the circuit and into the Paddock, the track at Snetterton stood up to Sunday's event quite well although more chalk infilling is needed on the corner which was not treated after the last event. Hopefully then inter-meeting maintenance should then be light and the fastest times from one meeting can be fairly compared with the previous events.

One point which must be seriously looked at is the exit from the infield to the start/finish line. The present angle causes a car, if out of a perfect line, to hit the spectator bank very obliquely and before long a car will go over this bank as George Warren almost did on Sunday. Either the exit bend must be slowed down or, preferably, the bank faced with wood or Armco.

# Taylor's FF 2000 hire deal

Former F3 star Ian Taylor is currently offering a hire deal on two FF2000 Dulons for next year's series. He will arrange mechanics, transportation, the cars etc — all he needs is the two drivers to pay for their races. Taylor says the deal isn't just for a two car team, he could arrange the cars in different colours if necessary.

Dulon are currently working on a new car with new bodywork which they're trying to get absolutely right. An experimental car would be run for Ian Taylor next year, and Taylor says he hopes this will include new bodywork, as this has been the weak spot this year.

# Rallycross news

Sunday's event at Snetterton was definitely the last for John Welch with his present Escort. Once again the car suffered from gearbox problems (only the second meeting after a gearbox rebuild) and the rolling shell is now for sale pending Welch building up a Mk 2 Escort with

which to sally forth to the Continent again next season.

Roger Dowson took over the Paul Northall entry in their "shared" car at the last moment as it appears that Northall has injured his back badly enough to make rallycross driving unwise. George Warren's car which looked such a sorry sight after its roll is, he thinks, repairable but if not the irrepressible George has a new shell awaiting.

Les Lunn's first outing for many months with his 1340 Cooper was again filled with problems; a broken drive shaft stopping his practice and gearbox bothers his first two drives although he did manage seventh in class with his final outing of the afternoon. Class regular in the 1300cc cars, Graham Hathaway appeared with a 1600 Novamotor Twin Cam engine in his Escort for Sunday's event while another 1300 regular, Ian Turner, is also T/C bound after cooking a piston on his pushrod car in practice but he will stay with his mates in the small class for now.

## Whiting's Escort upset

"Well it looks as though it's pretty well totalled," said Nick Whiting when we spoke to him on Monday. This was following his unfortunate coming-together with a backmarker at the Sunday Brands meeting.

What happened was that Gerry Marshall was leading Whiting in the special saloon car race when they came up to lap a novice backmarker in a Mini. The Mini moved over for Marshall, but moved back again after the Vauxhall had gone through, catching Whiting's Escort and starting him spinning at around 120 mph. Contact with the barrier pretty well wrecked Whiting's normally immaculate yellow Escort, although Whiting escaped unhurt and it appears that the engine and gearbox may be undamaged.

The Escort itself was so badly damaged that Whiting said he might have to build up a new one. "We'll have to look at the chassis and see how bad it is," said Whiting on Monday, but he was certain that it would be Sunday lunch at home now for the rest of the season. "We may get out for the Christmas Brands meeting, but it depends how quickly we get on with it," he said, "but the car won't be sorted." Two things seem certain though. He'll be rebuilding an Escort again, and he won't race the ex-Divina Galica Mk 2



Nick Whiting—rebuilding

Escort currently up for sale: "It's not as quick as mine, and that would be a step backwards."

Whiting was given an excellent reception on his return to the start/finish line, after what had been a fine race. It was ironic that the race had been lengthened to 15 laps as the entry was so good, and the accident happened on the 12th lap.

## Classics hot up

The Classic Saloon car series comes to a head this weekend with their final round at Brands Hatch. For a new type of racing, Classic Saloons have really caught on well, and they say that they've had full grids at all their rounds. The situation in the championship is very exciting, with six possible winners of the series overall.

In the smallest class, Andy McLennan, the Shadow employee, is leading overall with 52 points, although he could be beaten on Sunday by Roger Andreason's rapid Morris Minor. The next class up is currently very good with Philip Stokely (Alfa) on 47, Miles Marshall (Borgward) on 49, and Mike Hawes on 56. Any of these could win overall

and the class.

In the next class, the main protagonists are Peter Jackson (Lancia B20) on 52 and Bob Meacham (Jaguar) on 53. But they'll also have people such as Bruce Stapleton, Bill Wykeham, Jeff Pyett and Graig Hinton to deal with.

Tony Horn has dominated the big class in his Jaguar Mk VII and is in with a chance of the overall lead, having 47 points. Whoever takes the championship wins a handsome cup presented to the competitors by George Deffee. It'll be presented in the clubhouse after the race. In its first year, Classic Saloons has been a very popular class of racing, and with next year's regs already available, it looks to be so for next year too.

Classic stars at Brands: Graig Hinton (Jaguar), Miles Marshall (Borgward) and Bill Wykeham (Zephyr).



## Clubmens regulations

The regulations for the Clubmans series next year are currently printed in the October edition of the Register's News Letter (they've learnt to spell - shame). Most of the alterations are self explanatory, but the Clubmans people are taking their red rear light regulation very seriously and are now insisting on it being of 21 watts, which, they say, is the weakest that can be seen in bad conditions.

Tyre regs have also changed. For 1976, all types will be allowed, but it is hoped that during the year some agreement with tyre companies will be reached whereby one tyre will be used throughout 1977 for both classes. It will no longer be acceptable to mount the fuel tank beside the driver.

## Smith keeps trying

Remember Mike Smith, the Mini driver who took five runs at the October Snetterton rallycross before he could record a time because all his other races were stopped by the red flag? Well he was in trouble again this week. His first two races were stopped; by the red flag again, he could record a time because all re-run only to shunt the bank at the startline. His next race was stopped yet again and on his final outing it seems that due to the timing gear going on the blink temporarily his time was never recorded. Keep on trying Mike, it can't get worse!

## Rob Wicken the sponsor

Rob Wicken takes on the affluent role of race sponsor this weekend when his U-Hire company sponsors the Formula Ford race at the Rochester MC's meeting at Brands Hatch. Wicken has of course, been a regular FF runner in his trusty Merlyn Mk 17, and U-Hire is his Kent based hire company of commercial vehicles which he runs alongside the Maidstone Service Station.

## Longton offer even more

The Longton and District Motor Club are offering even higher prize money for their hillclimb and sprint championship next year. This was announced at the club's prizegiving on November 19 at the New Drop Hotel, Longridge. They have been most pleased with the outcome of this year's series when two new venues have been used. Champion for 1975 was Bob Speak (Lotus Europa) who broke fourteen class records during the season. Five points behind him was Bob Prest in his rapid U2.

Final championship positions are: 1. Bob Speak, 93.97; 2. Bob Prest, 88.56; 3. John Casey, 83.73; 4. Brian Sutcliffe, 83.21; 5. Terry Carthy, 81.62; 6. Bobby Fryers, 81.16.

● Regs are now out for the novices only Local Garages Rally which Kirkby Lonsdale MC are running on December 27. Start is The Service Station, Nether Kellet and the route will be only 54 miles. Entry costs £2 and only 35 crews will be allowed to start.

## Roosters drop one

After a year of running two cars, the Piccadilly Radio Roosters Racing team is to split up. The team's two drivers will go their own ways next year. Dave Allen, who has been driving a prodsports Europa hopes to go SuperVee on his own, while David Winstanley intends to continue with the team in going Atlantic and Libre with Cyd Williams' Brabham BT40. The reason for the split up is that Roosters, a Manchester nightclub, cannot afford to run two cars throughout the season in the way they want to, so that Allen is on his own, and hoping to buy Chris Barnett's old Royale RP18 for racing in Super Vee.

● Among the many new drivers taking part at Snetterton on Sunday was Martin Eyre who is brother of Formula Ford driver Richard Eyre. Martin was campaigning a 1.3 Mini entered by Pole Position Racing and managed eleventh in class.

## 40,000 see ANECCC rallycross

With the conclusion of their very successful autocross championship in the North East, The Journal/ANECCC have taken stock of the series, noting that eleven of the twelve rounds took place, the one being cancelled due to bad weather. Around 40,000 spectators attended and some 70 competitors regularly raced.

As a consolation to the cancelled round, a non-championship event is to take place on December 28 at South Dissington, near Ponteland, Northumberland.

It's hoped that next year's The Journal/ANECCC autocross championship will have 16 rounds starting in April and the classes will be the same as for 1975. Championship registrar is Mrs Pauline Olds, 12A Hedgeley Road, West Denton, Newcastle upon Tyne NE5 2AX; tel: Lemington 674304.

## Render beats the ice

Icy patches on the club circuit at Silverstone caused several minor incidents during practice for last Saturday's Herts County AC sprint and several vehicles were looking secondhand before the timed runs began.

As conditions improved and the entire course dried out some pretty rapid motoring took place but nobody could catch David Render in his Brabham BT 35 who duly took BTD in 2m 4.0s.

Finding conditions very much to his liking John Pope wound up his Magnum fitted with a 5.7 litre Aston Martin engine in fine style and recorded 2m 7.4s to be second quickest in an entry of 80.

There was a good scrap in the up to 1800 cc standard car class where E. Porter found his Toyota Celica far more reliable than the rally cars on the RAC by beating D. Fuller's Mexico by 1.4s. There was much discussion as to whether Kirk Ry-

land's Ferrari 330GT was a sports car or a saloon — the organisers let it run in the standard car class and he finished three seconds behind C. P. Hewardine's Mustang.

The only other class struggle was among the up to 1300 cc modsports where R. Gordon did 2m 26.2s in his Midget to head Alan Bishop's Davrian by over a second on the first runs. Gordon made a mess of things on his second run but Bishop, who expected to take the class, ran into big trouble and had no time. In the poorly supported single seaters to 1600 cc, Peter Fisk was a model of consistency in his March 702 with identical runs of 2m 15.2s.

**BTD:** D. Render (Brabham BT 35), 2m 4.0s.  
**Class winners:** C. Hewardine (Mustang), 2 m 28.2s; B. Halladay (Davrian Imp), 2m 38.0s; P. Scott (Elan), 2m 37.0s; R. Rew (Reliant Sabre), 2m 33.2s; R. McSephaney (Imp), 2m 30.6s; D. Carvell (Cooper), 2m 20.4s; J. Pope (J. P. Special Magnum), 2m 7.4s; R. Gordon (Midget), 2m 26.2s; M. Gates (TVR Tuscan), 2m 16.2s; A. Ferrada (Mallock U2), 2m 12.6s; C. Hill (Mallock U2), 2m 11.0s; P. Fisk (March 702), 2m 15.2s.

## Briefly

● Lorina Boughton has a busy day on Sunday at Brands Hatch. The Surrey secretary is racing her GRD in the F4 versus FVee challenge race, but in an effort to gain more points in the British Women Racing Drivers Club series, Lorina is borrowing fellow member Judy Andreason's Triumph Spitfire for a whirl in the modsports race.

● This year's final of the BT & RDA Gold Star Sporting Trials Championship will be run by Sheffield & Hallamshire MC on their High Peak site on December 13 when the top 25 from the season's points scorers will battle for the Gold Star, the rest in contention for the Silver Star.

● There's another Knockhill Rally-cross taking place this Sunday at the Scottish circuit starting at 1 pm with practice from 10 am. Among the entry are Robin Kinnear (Escort), Ian Bruce (Mini-Ford), Ian Dryden (Mini), Bill Crawford (Viva) and Dave Stewart (Escort).

● **Kent Messenger 1000 cc saloon car challenge, final positions:** 1. John Homewood, 90; 2. Ray Calcutt, 39; 3. Richard Oliver, 36; 4. Mike Chapple, 23; 5. Brian Prebble, 22; 6. Stephen Hall, 20.

● Hagley & District LCC has a new secretary. He's John Ball who will be operating from 65 Hewell Road, Barnt Green, Birmingham.

● Following a foray into sponsorship this year with David MacPherson's Dulon-Minister MP17, ITT Semiconductors recently took some of their customers to Motor Racing Stables at Brands Hatch for the first part of the racing course. They were so pleased with the outcome of their day that they're already planning increased sponsorship for 1976.

● Three drivers in particular are interested in the outcome of the BRSCC's and BARC's decisions concerning the Lotus 7. Dave Bettinson, is of course, the prime mover, but both Roger Redsell and that quick Mini driver Phil Winter have Sevens that they want to race. Meanwhile Caterham Cars' Graham Nearn continues to do his best for their joint cause.

● Although the venue is not decided — it may be Milk Hall Farm, or Tring Park, regs are now out for the Falcon MC Winter Trial on December 14. Invited clubs are MCC, SODC, Cambridge, Singer Owners and Chess Valley. Cars in the first four classes may use grip tyres and there will be no minimum tyre pressure. Mrs Betty Tucker-Peake is secretary at 52B High Street, Stevenage.

● There was an error in the Simoniz special saloon car dates issued last week. The date for August 14 should have read Oulton Park and not Brands Hatch.



Jackie Smith, winner of the Huxford/Sunday Mirror search for a new female face on the motor sport scene will be taking part in her second rally this weekend, the Solent City Rally. She'll be driving the Huxford Fiat 128 which she took to the ladies award on the Southern Stages last month. Jackie's introduction to motor sport has been through autocross, service crewing and racing.

● The One Eleven Motor Club's Bentley Rally, sponsored by Bentley Brothers of Sheffield, is the final round of both the ANCC and EMAMC road rally championships. It takes place on December 20/21 and entries are now available from Lesley Dodd, Flat 3, 10 Oak Park, Sheffield S10 5DE, tel: 0742 638680.

## Good Southern Non-territorial sprint series clubs

We recently found the proposed regulations and calendar for the ACSMC's sprint championship for 1976 taped to a fence down at Goodwood. They read that there will be no changes in categories A, B, C, D, E, and the degree of mods remain the same for A and C.

In category F, class 21, the division, is up to 1600 cc and the engines to have not more than two valves per cylinder, and class 22 includes the over 1600 cc cars and also cars with more than 2 valves per cylinder but under 1600 cc.

The calendar for next year looks really good, with 20 events provisionally, and venues including Brands Hatch, Greenham (five visits), Blackbushe (two visits), Goodwood (six visits), Lydden, Valence School, North Weald, Wroughton and possibly Silverstone twice at the end of the year.

## Semperit's quiz

Semperit Tyres will sponsor this winter's Welsh Association of Motor Clubs' motor sport quiz of knowledge.

The first rounds of the quiz will be held shortly with the quizmasters Bob Hart (South East Wales), Alan Richards (Central and Border) and Dickie Davies (West Wales "and anywhere else I'm needed").

## Da Silva struggles

Eighteen months after a costly crash ended his racing career, 29-year-old Portuguese driver Jose Ferreira Da Silva is still trying desperately to get back into the sport.

Da Silva, who lives in Manchester, showed outstanding ability in his second year in racing. He was leading the Tate championship when his 1971 Elden Mark 8 was inverted at Rufforth through no fault of his.

He had no money to rebuild the car, but he sought sponsorship from countless firms, and even from the Portuguese Government.

He has sold his Elden to 28-year-old Ian Sheldon, of Poynton, Cheshire, who tested the car at leaf-strewn Oulton Park the other day (getting within four seconds of the Formula Ford record), and who now finds himself in the same situation as was Da Silva — owning a car which he cannot afford to race.

Sheldon switched from being a motor mechanic nearly a year ago to being a factory storeman (for more pay) and since then has worked seven days a week to raise money for a racing career.

● Rob Wells, the 750 man, apparently has a new car on the stocks, but isn't saying too much about it at the moment. It's said to be built by a highly successful and controversial constructor of a couple of years back.

An Association, which aims to foster motor sport within its member clubs and encourages them to take as full a part as possible in the Regional Associations and to resolve problems that arise Nationally, has been formed under the title of Association of Non-Territorial Motor Clubs. Founding member clubs include the British Army, RAF, Federation of British Police, Porsche, Civil Service, and 750 Motor Clubs.

ANTMC will be useful to those clubs who have a thinly spread membership and find it impractical to be in any of the regional associations. Further information can be obtained from the secretary, P. D. Donovan, at Oakfield, Buxted, near Uckfield, E. Sussex. Tel Buxted 3344.

## Historics abroad

The interest in historic racing in Europe is increasing in leaps and bounds (viz the 60,000 turnout at an historic race meeting at the Nurburgring) and it's interesting to note the racing programme currently being put together abroad.

France is putting together a series of eight meetings with a championship series. Germany intend to have a programme of four meetings including the Nurburgring, and Belgium are hoping for four meetings, including one at Zolder and a hillclimb as well. For those interested, the addresses to write to are as follows, by nationality: France: Dr Philippe Renault at 39 Avenue de Laumiere, Paris 19 (secretary of ASAVE); Germany: Hans Peter Nyffeler at Gottlieb-Daimler Strasse 3, 775 Konstanz, West Germany; Belgium: Vice President of BRAVO, Pierre Haverland, 4 Rue St Vincent, Liege 4000.

## Free petrol

Thanks to Mobil sponsorship, any marshalling crew on the North Downs Motor Club's Reporter Trophy rally sponsored by The Gravesend and Dartford Reporter receives two gallons of petrol. The rally starts at the Gravesend premises of the Chatham Motor Co Ltd and includes 150 miles of tarmac roads. Entries available at £4 each from Dave Fox, c/o 36A Lewis Road, Istead Rise, Northfleet, Kent, and marshals should contact Malcolm Dennison at 102 The Brent, Dartford, Kent.

● David Taylor, who finished seventh in the Renault 5 series this year, has bought the Mexico in which Mike Freeman finished second in the 1975 Penthouse Escort championship. The car will be prepared by the Cricklade preparation company, PAO, in whose livery the car will be painted. Taylor intends to contest a number of long distance, races as well as the Mexico series.

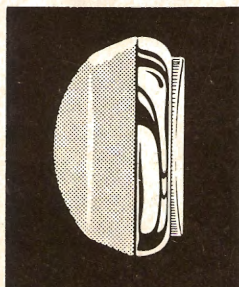


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