

**F5000 THRUXTON THRILLER - HOLIDAY SPORT GUIDE**

# **AUTOSPORT**

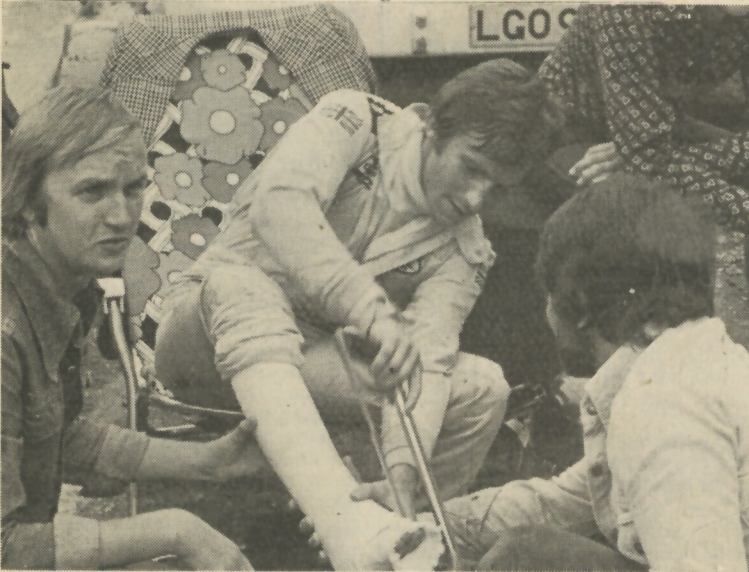
***Brambilla and March win in Austrian shamble***



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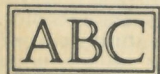


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AUTOSPORT, AUGUST 21, 1975

## EDITORIAL

# Them and us

This is the time of year when everyone concerned in racing, promoters, drivers and teams, is looking for money for the following season. Naturally everyone wants an increase, especially competitors. A common cry at the moment is "if we don't get a substantial increase for next year we can't continue. If there is more we'll carry on and others will be attracted into the Formula."

But will they really come in? Is more money really the answer? Perhaps we'll never really know, certainly not next year — the money isn't available. It must be down to the teams and competitors themselves to budget their operation properly. Certain Formulae in this country are suffering at the moment because teams say they have run out of money at this, the halfway stage. Whose fault is it other than their own? They know how much they've got at the beginning of the year and should budget accordingly, making allowances for unpredictable expenses. If that total doesn't match the figure required—it's quite simple, find a Formula where it does.

It does nobody any good to overstep their own limit in this way. If, at the halfway stage of the season, most of the competitors have run out of money and cannot get to races or if they do turn up they're nothing more than starting money specials. The promoters become disillusioned and so do the spectators; consequently sponsors don't want to know and suddenly there's either no increase in money or the championship folds all together. The warning lights are on in this country.

However, the situation is not as one-sided as the above may seem. It's not all the fault of the competitors — they will argue it's nothing to do with them, but it is. What we are all looking for to keep the sport healthy in this country is entertainment. That can only be achieved by co-operation between promoters, drivers and sponsors. At the moment this just doesn't happen. Promoters stand in one corner and moan about the turn-out, the lack of spectators and the non-co-operation of competitors. The latter hide away from their public in caravans and moan about the lack of money. The sponsor stands in the middle and wonders whether it's all worth while. They must all get together and reach a compromise. If the extra money for competitors isn't there they must talk about ways of saving it in the cost of running the cars. If a promoter knows his business he'll have ideas on how to attract the crowds — the competitors must go along with them. Personal appearances, radio interviews and so on in the area of the race beforehand, they all help. But they must be prepared to do this, at the beginning at least, for free. F1 drivers aside, no other racing driver's name means a thing in this country, even though by the prima donna attitude adopted by most one would think they were national heroes. They are not, but with a little effort they could be.

In recent years outside "names" have been used to attract spectators and it has worked — why can we not produce our own stars? There is no good reason other than British lethargy. Motor racing in this country has all the right ingredients to attract the people except its own star names.

Basically it comes down to the fact that almost everyone involved is too full of their own self-importance and do nothing but promote a "them and us" situation. There's no real communication between the three interested parties — promoters, drivers and spectators. It is possible within motor sport as a whole, the recent motorcycle GP at Silverstone proved this and rallying does all the time.

Now is the time for everyone to get together and work out a way of overcoming the shortage of money and the poor turn-out at race meetings and produce an economically viable and entertaining package.

### our cover picture

Scoring a popular first time GP win for himself and March Engineering on Sunday was Vittorio Brambilla. Pete Lyons' report begins on page 8.

Photo: Phipps Photographic.

## Mark Donohue's crash —off critical list

As you will no doubt read in Pete Lyons' Austrian Grand Prix report, Mark Donohue was very seriously injured when his Roger Penske-entered March 751 suffered a deflated front left tyre, cresting the flat out right hander past the pits, and crashed very heavily indeed off to the left of the circuit. Goodyear were expected to issue a statement as to what exactly happened with the tyre, although this would only be done after close analysis of it back at their factory in England.

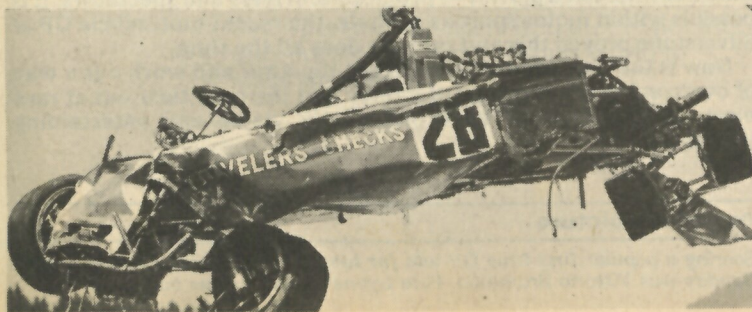
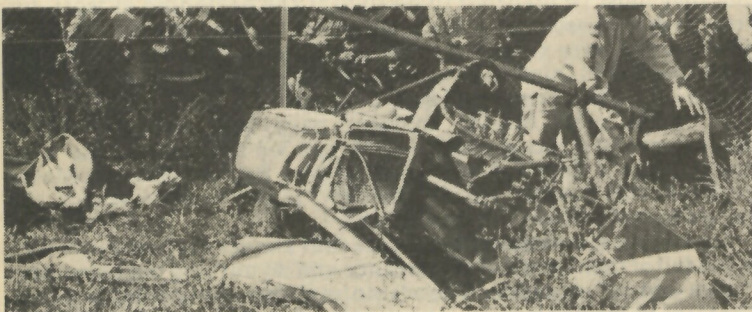
Donohue's car left the road, went through several rows of catch fencing, struck the Armco barrier and vaulted it. It appears, according to witnesses who were later on the spot, that the car then struck an advertising hoarding and it is possible that one of its iron posts struck Donohue across the head, although his Bell helmet wasn't excessively marked.

Max Mosley, on behalf of March Engineering, said that the forward facing roll bar braces, particularly the one on the right of the car, had taken a tremendous blow and had

Mark Donohue, conscious after the shunt, receives attention and a drip at the trackside.



The path to destruction (top). Note the large wooden (and heavy) catch fence posts which have, along with the fencing, acted as a launching ramp. Also note the ridiculously low Armco barrier and the drop beyond. The wrecked March (below) with the roll over hoop and forward facing struts straddling the advertising scaffolding which probably inflicted Donohue's head injuries on impact. The aftermath (bottom).



been moved inward by almost 2 inches. They had, however, obviously saved him from further head injuries. Two marshals were injured by flying fragments of wheels so we are informed, and they are both in a serious condition, one with injuries to the stomach and the other to the back of the head.

Being the pre-race warm-up practice session on the Sunday morning, virtually all the competitors were on full fuel tanks. Donohue was one of them. No petrol however leaked from the wreck.

Emerson Fittipaldi was one of the first drivers on the scene, quickly joined by Hans Stuck and Bob Evans. We spoke to Evans who said that at first he thought it was Emerson who was injured. There were no fire marshals so Evans stood with an extinguisher at the ready. The course doctor was present and was attending to Donohue.

Reports say that Donohue regained consciousness after the impact and, although heavily shocked and visibly uninjured about the head and body, became coherent. It was on his trip to hospital for a check-up by helicopter that he began to complain of cramp and head pains.

It became serious and he underwent an emergency brain operation to remove a blood clot. He is now off the critical list but still under intensive care. Late on Tuesday morning, communications with the hospital in Graz reported his condition as "unchanged."

## F1CA ruling

September 1 is a day that the majority of Grand Prix drivers will keep free so that they can sit by their telephones. Following a recent ruling by the Formula One Constructors, no driver who is under contract to a team may be approached by any other until 00.01 hours on September 1. And that's only if his contract runs out that year — if it doesn't then he's free to wander down to his favourite amusement arcade or whatever highly paid F1 drivers do on their free days.

One journalist colleague quipped that this would probably be the year of the post dated telephone call!

There were rumours, unfounded we're told, that Marlboro were going to be fined under the new ruling for approaching Niki Lauda with a view to him joining McLaren next year. However Marlboro's John Hogan doesn't see why they shouldn't talk to Lauda — he is a Marlboro contracted driver even though he doesn't drive for their team. An interesting clash of sponsors which will make the Constructors' ruling difficult to enforce in certain cases.

Stories are increasing over Marlboro's interest in Ronnie Peterson for next year. 'Of course we're interested in Ronnie but only if Emerson retires and he hasn't told us he's going to yet', said a representative.

● One of the new F1 regulations expected to be announced by the CSI next month is the fitting of a second roll over hoop to the cars over the dashboard. It's interesting that Mark Donohue's March had a forward braced roll over hoop and these probably saved him from further injuries.

## Canadian GP —a definite F1CA 'no go'

A decision was expected to be taken today (Thursday) by the Canadian Grand Prix organisers as to whether they will stage their F1 race at all. Despite eleventh hour meetings with the FICA in Austria last weekend, the end result was almost a unanimous "no go".

A statement was issued in Austria which said: "A meeting presided by Prince Metternich, president of the CSI, took place in Zeltweg on August 16 and 17 between the Organisers of the Canadian GP and the Formula 1 Constructors Association. After a long discussion, no agreement was found between the various of view, and the Association maintained its position announced at the German GP at the Nurburgring not to participate at the Canadian GP."

FIA President Prince Metternich seems to have been instrumental in the decision to stay away from the Canadian Grand Prix — by failing to turn up to meetings. He called a meeting in Paris on the Monday before Austria to discuss the situation but didn't arrive. He then agreed to attend a meeting in Austria between the Canadians and FICA but didn't arrive until it was over.

Apparently a number of Constructors were prepared to go to Mosport but FICA wasn't prepared to back down on its decision unless they had something to hang their retraction on, like a mandate from the CSI. FICA did meet with him on Sunday but had already decided to continue the boycott.

The Canadians are still hoping to run their race however. A final decision will be taken this week. Roger Penske, having been accepted as a FICA member after the halfway stage of the season had apparently left the Association because his sponsors Citibank are involved at Mosport and want to see their car running. Mo Nunn was keen to take his Ensign team and let everyone know but he was apparently quickly adopted as a member of the Association and is now towing their line.

On Monday we heard from Canada that with the FIA allowing the event to remain as a World Championship F1 qualifier, the organisers were trying to combine an F1/F5000 event with non FICA members, or anyone who wished to go. They reckoned they could get 12 F1 cars but this looks very doubtful indeed. The F5000 contingent also have a problem in that they're racing at Long Beach in California a week later. Also they don't fancy the idea of pit stops, which they would have to undertake, at a Canadian Grand Prix.

Assuming that the organisers aren't able to salvage some form of representative field, and it looks ever so doubtful, then the race will be officially cancelled.

● Reports that BMW are intending to use their 2-litre turbocharged futuristic "show car" in silhouette racing next year are unfounded, according to reliable sources in Germany.

## Nilsson's rapid movement

The John Player Formula Atlantic Championship is expected to receive a tremendous boost at Mallory Park this weekend, the penultimate round of the series, when Gunnar Nilsson, the fiery Swede who's current leading the BP F3 series, makes his debut in the formula.

Nilsson will not be driving a March. The car will in fact be Ted and Kenny Moore's Rapid Movements Chevron B29 which, up until now, has been raced by genial American Matt Spitzley.

Nilsson, who so far this year has been driving his works-prepared F3 March, was asked to drive the Chevron by Ted Moore last week. Providing that Nilsson gets the all clear from March, and Robin Herd, who was at Thruxton, said that he didn't think there would be any problems "although we'll have to wait until Max (Mosley) returns from Austria" then Nilsson will drive it in all the remaining Atlantic races this year, providing none of them clash with BP F3 races.

Spitzley, who put the car on pole



Gunnar Nilsson - a Brise beater?

for the last Atlantic race at Silverstone, stands down to make way for Nilsson after a mutual agreement with Moore.

Nilsson was expected to test the car, which is prepared by Tony Harvey, at Goodwood earlier this week.

## Wentz back in F2 Lola

Despite the fact that there was some doubt as to whether his car had sufficient fuel capacity to last the race, American Ted Wentz will be competing at the forthcoming European F2 Championship qualifier at Silverstone at the end of next week.

It will be Ted's second drive in F2 this year with his Wella-sponsored Formula Atlantic Lola T360B, the Easter Thruxton event being the first where the combination put the cat amongst the pigeons with a sterling drive before his eventual retirement.

The Wella Lola has been modified from Atlantic trim by the fitting of extra fuel tanks and deformable structures. Once again the car will be powered by one of John Dunn's powerful Swindon Ford BDG engines.

Both of Ted's last two Atlantic races at Silverstone have resulted in two very fine wins and no doubt the Wella team will be looking for their third, albeit against far stiffer opposition.

## Rahal for UK?

Bobby Rahal, the young 22 year old American who's made a name for himself in this year's Canadian Player's Formula Atlantic series with some very forceful driving in his Lola T360, is planning a trip to Europe.

Rahal has been in contact with Lola Cars with a view to competing in several of the remaining British Atlantic races, providing they don't clash with any of his American commitments.

If Rahal does come over, he will probably drive the pristine Lola T360 usually pedalled by Nick May and prepared by Dave Price Racing.

● Despite lack of adequate sponsorship, Harald Ertl will be taking his privately run Hesketh 308 to the Italian Grand Prix.

## Halesfield...

Surprise non-arrivals at Ingliston for the RAC/Southern Organs Touring car championship round were the Halesfield Avenger team. The finance company, who have helped to finance the big garage in Telford, sent in their receivers. Halesfield boss Mike Leeke has left and while Bernard Unett's car has been returned to Chrysler, the other cars, including Simon Kirkby's Simca Rallye 1, are up for sale.

Although it was suggested that Halesfield might be back on a reasonable financial footing shortly and possibly in time for the final round of the championship, it seems doubtful. Bernard Unett will not reappear with his Chrysler car, and it's unlikely that Jennifer Birrell will be driving another one either this year.

It is obviously sad to see a team that has recently been so successful on the Tour of Britain depart the scene, and apart from the loss of numbers in the Touring Car championship, there now seems very little challenge to the domination of the Toyotas.

## ... quit

Halesfield's unfortunate racing demise leaves Jennifer Birrell without a drive in England. However, there are plans for her future and the forceful lady may well be seen in the Toyota team, Halesfield's rivals, this weekend at Brands Hatch.

Jennifer also has a ride in the Tourist Trophy from Ralph Broad. The fast talking Broad has signed up the fast talking Jennifer to drive with Roger Bell, while another "name" driver is expected to drive with Andy Rouse.

Halesfield's other Scotsman, Andy Morrison, the team manager, is staying on at the Telford workshops continuing servicing arrangements, but suggested that he might have an interesting two litre entry to look after in next year's series.

## Brack takes third title

Bill Brack won the final round of the 1975 Player's Canadian Atlantic championship last Sunday and in doing so took the title for the third successive year.

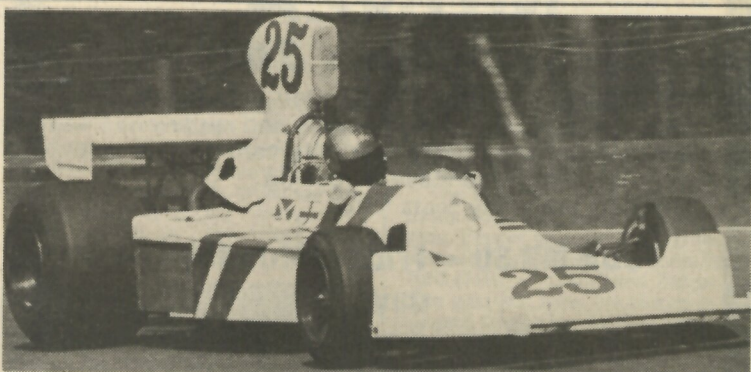
Brack's STP Chevron B29 was quickest in practice on the 1.6 mile Atlantic Motorsport Park circuit near Halifax with Australian Dave Walker second quickest in his Lola - his best showing in the series. Howdy Holmes, Tom Klausler, Bobby Rahal, Tom Bagley, Gilles Villeneuve, Bertil Roos, Elliott Forbes-Robinson and Bruce Jensen filled the top ten places. John Nicholson was 13th quickest in the leading Tui and Damien Magee 15th. South African Guy Tunmer had his first outing in Canada and qualified

20th with the ex-Jon Woodner March.

Brack led the 60 lap race on a very bumpy surface from flag to flag and eventually won by 25s. Walker pressed him hard for the first few laps but the Lola's nose cone started to break up and he dropped back steadily to an eventual fourth place, one lap down.

Klausler and Holmes filled the second and third places at the end, although they'd been mixing in with Magee, who was really flying and got as high as third before an oil line broke.

Behind Walker was John Nicholson who drive steadily into fifth place ahead of Jensen and Chip Mead.



The Austrian GP was the first appearance in an F1 Hesketh, and Grand Prix racing for that matter, for American Brett Lunger.



Chris Amon (above) made a return to F1 in the Ensign while Swiss driver Jo Vonlanthen (below) hired Frank Williams' second car for the occasion.



● Expressing more than a passing interest at the progress of the Ford V6 engines at Thruxton last weekend were Mike Hall from Cosworth Engineering and John Griffiths of Ford's Competition Department at Boreham. They must have been encouraged at what they saw.

● The March F1 transporter was overturned on the way back from the Nurburgring and they were using their F2 truck plus a BMW transporter in Austria. The reasons why are obvious but stories continue about the near readiness of BMW's F1 engine.

# Pit and Paddock

## GP Clerk of Course needed

After the Austrian Grand Prix had been stopped last Sunday Ken Tyrrell, glass of wine in hand, called a quick press conference. 'Gentleman of the Press', he said, 'what you have seen today calls for a professional Clerk of the Course for Grand Prix Racing'.

Tyrrell and others were disturbed by the way the morning warm-up

session had been stopped with the chequered rather than the red flag. This, of course, meant that the drivers could carry on and do one more lap even though the circuit was blocked. Then the stopping of the race itself had to be brought about by a recommendation from GPDA President Denny Hulme rather than by the officials working by themselves.

## Andersson in Sweden

Conny Andersson put himself back into the winner's circle when he won the final round of the Swedish F3 championship at the tight and twisty Kinnekulle circuit in Sweden last Sunday. Andersson's Rotel March 753 was quickest in both practice sessions and consequently led away from the start chased by "teammate" Conny Ljungfeldt in the other

Rotel March, albeit Andersson's '74 spec car.

The two of them proceeded to put on a superb dice for the lead but Ljungfeldt, having taken the lead, came under heavy pressure and promptly spun off and retired. This allowed Andersson through to a lead he held until the finish of the 15 lap event.

Second was Swedish rally star Ingvar Carlsson in his Holbay Pin-to-powered GRD ahead of Anders Olufsson (GRD-Nova 373).

Surprise of the race was the performance of "Slim" Borugudd, a top line drummer in a Swedish pop group. Having raced a Formula Ford two years ago, he hired the third Rotel March usually pedalled by Italian Gianni Savoia. A good start saw him lying third in the early stages but he spun and holed the sump.

Supporting the F3 was a round of the Swedish G1 Camaro series. Three British representatives went across, these being Brian Pepper, Nigel Stovin-Bradford and John Olding.

The race was dominated by the locals with Bo Emmanuëlsson winning. Pepper was the best Briton in seventh place ahead of Stovin-Bradford (11th) who finished 3rd in the first part but blew his clutch in the second. Olding too had problems and only completed six laps.

## Naughty bears

Unwelcome visitors to the F1 paddock in Austria during practice were a band of Customs men. They headed straight for the Hesketh van and demanded a box to be opened — looking for souvenirs perhaps? Not a bit of it. The box contained Superbear stickers and T-shirts and they handed out a hefty fine to the Team for bringing articles into the country with a view to selling them and not declaring them at the Customs.

Ensign sponsors HB Bewaking were displaying team shoes on Saturday when the men in blue returned — rapid disappearance of many shoes.

## Hine out

John Hine has left Bill Shaw's Shellsport Dolomite Sprint team. The parting has been quite amicable and Brian Muir will now take over the drive. Muir has been testing the car recently to sort out the chassis and with the engines now on a par to those of Ralph Broad, it should be interesting to see how the car performs in the remaining rounds.

John Hine, of course, still has his 2-litre drive with KVG in the Chevron and will not be concentrating on that.

● Following our story of Graham White leaving Chevron last week he's asked us to point out that he's actually looking for a job not golfing partners.

● Hans Stuck in the works BMW CSL won the rain-shortened IMSA Camel GT qualifier at Talladega a fortnight ago. He finished 29s ahead of Peter Gregg's Brumos Porsche Carrera. Third, albeit a lap down, was Hurley Haywood's similar car. Sam Posey in the second BMW was sixth.

## Jones tests Renault V6

Seen testing the new Renault V6 engine March 762 F2 last week on the Silverstone Grand Prix circuit (with the chicane) was Alan Jones. The Australian, whose currently finding out all about V6 power from both sides of the Channel, was conducting Goodyear tyre testing with the works car as neither Vittorio Brambilla nor any of their current French F2 drivers were available, Patrick Tambay currently holidaying in Long Beach, California.

## Whizzo's Toy

Barrie Williams was having his third different drive of the year in the Southern Organs Touring Car Round at Inghinston last Sunday. As his works Mazda could not be readied in time, David Palmer agreed to let him drive for Bob Gathercole's Samuri Toyota Team as their second driver Brian Cutting had injured himself.

Whizzo thoroughly enjoyed the experience with the Celica and helped give the team a 1-2 as championship challenger Win Percy won overall.

## Sad NASCAR

Tragedy struck at the Talladega 500 NASCAR championship race last Sunday. Early in the race a six car pile up occurred when veteran driver Tiny Lund touched another car. Lund, who had been racing in NASCAR for 20 years with a great deal of success, succumbed to severe chest injuries sustained when his car was hit very hard on the driver's side door.

The race itself was won by Buddy Baker's Ford by three seconds from Richard Petty, moving on nicely to his third million dollars of prize money. Donnie Allison, driving A. J. Foyt's Chevrolet, was third a further 30s down with poleman Dave Marcis and Coo Coo Marlin next up.

## Mosley's USAC

Mike Mosely driving the Sugariprune Eagle won the USAC championship race at Milwaukee last Sunday. He covered the 200 laps of the one mile oval at an average speed of 114.393 mph. Second, 18s behind, was Gordon Johncock in the Sinmast Wildcat and Tom Sneva in Roger Penske's McLaren was third. Fourth and fifth were Wally Dallenbach and Steve Krisiloff.

## Schuppan's US Mirage

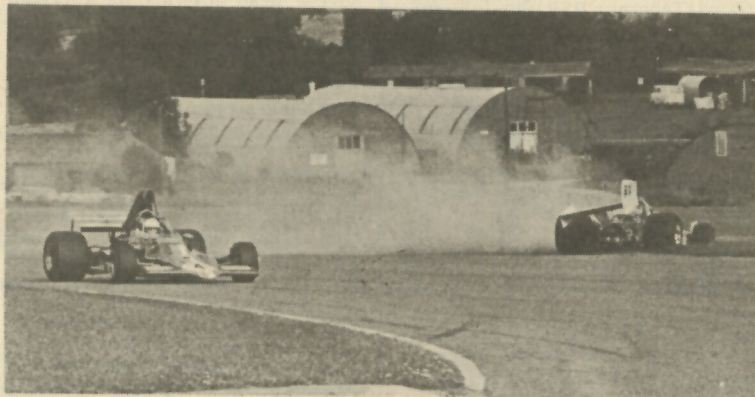
Vern Schuppan is off to America this weekend to take part in a strange handicap race at Elkhart Lake. He will be driving one of last year's ex-works Gulf Mirage GR7s (Georg Loos owns the other two) and which is now owned by a wealthy American car collector Harley Claxton. The car will be entered under his Grand Touring Car racing banner and both John Horsman and a couple of Gulf mechanics will be flying across to look after the car.

The race is only open to non-single seaters and will be run over 250 miles on a handicap basis. BMW are expected to send a couple of their

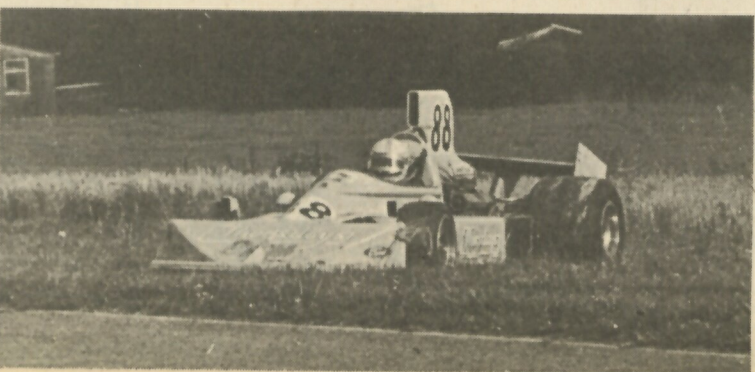
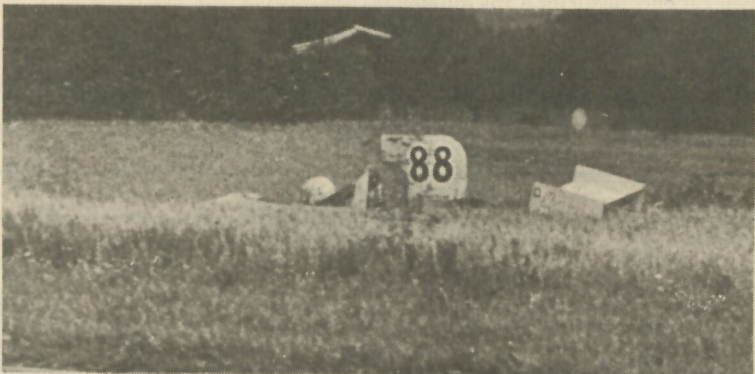
IMSA CSLs while UOP Shadow may appear with their Can-Am Shadows.

Schuppan said earlier this week that it is probable that he might have to miss the next US F5000 round as Dan Gurney's team are currently reworking the front suspension of their current F5000 car and it may not be ready in time.

A new car is on the stocks and Gurney has dropped his USAC programme this year to concentrate on the F5000 development side. Roman Slobodyoskj is no longer the team's chief designer, having now moved across to joint USAC star Roger McCluskey.



Moment of truth at Thruxton last Sunday as Alan Jones has the rear wing break on his Thursdays/RAM March-Ford V6 just as he tries to outbreak the eventual winner Teddy Pilette (VDS Lola), into the chicane on the penultimate lap.



## Bell heads an Alfa 1-2

Willi Kauhsen's World Championship winning Alfa Romeo team were victorious at the Kassel Caldren Interserie race which took place in Germany over the weekend. The race was held in the rain after a dry practice. This had seen Tim Schenken put the Gelo Porsche 917-10 turbo on pole ahead of Derek Bell and Henri Pescarolo in the Alfas but, due to the slippery conditions, the big Porsche non-started.

Pesca led the early stages from Herbert Muller's turbo Porsche 908/3 and Bell. It didn't take Derek very long to pass the Porsche which then began to suffer from turbo boost problems. The two Alfas circled close together with Bell taking the lead toward the end to win by 2.1s. Muller finished next up, albeit a lap down, ahead of the similar cars of Reinhold Joest and Jurgen Barth (non turbo).

Martin Raymond's 2-litre Fisons Chevron B31 finished sixth ahead of series leader Ernst Kraus (Porsche 917-10). John Blanckney's Chevron B23/6 finished 8th and Robin Smith (Chevron B23), 11th. Two other 2-litre cars which should have gone better, had they not had problems, were Jorg Obermoser's ToJ and Freddy Kottulinsky in the Rex Special.

Supporting the Interserie was an F3 race. This was on by the Italian

Fernando Spreafico (GRD-Nova 373) quite easily from former Vee ace Marc Sorer in a Maco-Nova. Bertram Schafer's brand new Ralt was next up ahead of Ulf Svensson's Brabham BT41. Monaco F3 winner Renzo Zorzi was disqualified for repeatedly missing the chicanes in his GRD while fellow Italian Gaudenzio Mantova (March-Toyota) recorded the fastest lap.

There was also a round of the German G2/G4 series and once again a good race especially in the larger division was in the offing. Fastest in a dry practice was Klaus Ludwig in the works Ford Capri RS3100 ahead of the BMWs of Albrecht Krebs and Harald Grohs.

However the race was wet and the bevy of G4 Porsche Carreras that were present were able to get on terms. The Capri fared badly and made a long pit stop. Ludwig restarted near the end and lost many friends by deliberately trying to block Krebs who was fighting off Bob Wollek in his Kremer Porsche RSR. Ludwig's ploy failed and the BeeEm hung on by 0.6s. Tim Schenken in his Gelo Porsche RSR was next up ahead of Clemens Schicktenanz (Tebernun RSR) Toine Hezemans (Gelo RSR) and Hartwig Bertrams (Tebernun RSR). John Fitzpatrick retired his Gelo Porsche RSR with engine problems.

## Griffin's bolt option

Following recent disturbing instances of the frangible bolts holding the chin straps in place breaking on Griffin Helmets, the company announced this week that they will supply, free of charge, non-frangible fixings. These are available for the Grand Prix, Clubman and Jetstar helmets.

Griffin Helmets wish to stress that every helmet sold to date complies with the British Standards BS2495 and is fully approved, however users may wish to fit the non-frangible arrangement which is now available.

A stamped addressed envelope to Griffin Helmets Ltd, Highfield Road, Halseowen, West Midlands stating which model helmet, will bring replacement parts with full fitting instructions by return of post.



"Tiddles" is his name. He's a 3ft Crocodile being looked after by former F2 and F5000 driver Andy Sutcliffe who is anxious to get back into a race car following a lay-off.

## B. J. Swanson

A week ago yesterday (Wednesday), three days after his bad accident in Bob Bay's Lola T332 at Mid-Ohio, B. J. Swanson died as a result of the severe head injuries he received when a guard rail pulled out of the ground and struck his helmet. Swanson, 26 years of age and single, had leapt to prominence this year with some astounding performances in the opening rounds of the SCCA-USAC F5000 Championship.

This was Swanson's first season of F5000 and the success that he had achieved had come so quickly and so surprisingly that he was the first to admit that the realisation of it all had not yet made itself clear to him. A tall, powerful young man who had previously raced production cars and Formula Fords for 5 years, Swanson had earned the respect and friendship of everyone connected with F5000.

● Surprise visitor at Thruxton over the weekend was former American F5000 champion John Cannon. English by birth, Cannon is currently racing a March 74A in this year's USAC/SCCA series and is over here acquiring some spares from the factory.

## Craft in

With Gordon Spice immobile in hospital, his seat in the Wisharts G1 Capri was vacant. The Team's first choice driver for last weekend at Ingliston was Chris Craft, who duly accepted the drive and it seems likely that he'll be in the car for the rest of the season while Spice recovers. This leaves Alistair Cowin with no other driver in the Camaro, so it seems likely that Cowin will race it himself for the remaining Southern Organs Toruing Car championship rounds. However, Craft hopes to share the car in the Access Tourist Trophy which Wisharts are not entering.

● After several months of uncertainty the Zolder F2, scheduled for September 14, has been confirmed following the acquisition of Elf-Renault oil sponsorship.

● Although nothing has been confirmed as yet, it is thought that the FICA have come to an agreement with virtually all the Grand Prix organisers to stage their races next year with a £180,000 purse.

## F1s at Dijon's Swiss GP

At least 15 cars, all of them representatives of the Formula 1 Constructors Association, will compete in this coming weekend's non-championship Swiss Grand Prix, which is being sponsored by Marlboro and held at the French Dijon-Prenois circuit, venue of last year's French Grand Prix.

Except for the two Marlboro supported teams, McLaren and Frank Williams, and UOP Shadow, who will be sending two cars apiece for Emerson Fittipaldi, Jochen Mass, Jacques Laffitte, Jo Vonlanthen, Jean-Pierre Jarier and Tom Pryce, all the other teams will be running just one car.

The Martini-Brabham equipe are running Carlos Pace, Switzerland's number one Clay Regazzoni handles the lone Ferrari, Patrick Depailler

drives the Elf Tyrrell, and James Hunt, in hopefully, the new Hesketh 308C.

March will be on hand with a car for the Austrian GP winner Vittorio Brambilla, the Embassy Hill team are given the recovering Rolf Stommelen another outing and hopefully John Player Team Lotus will have a type 72 on hand for Ronnie Peterson.

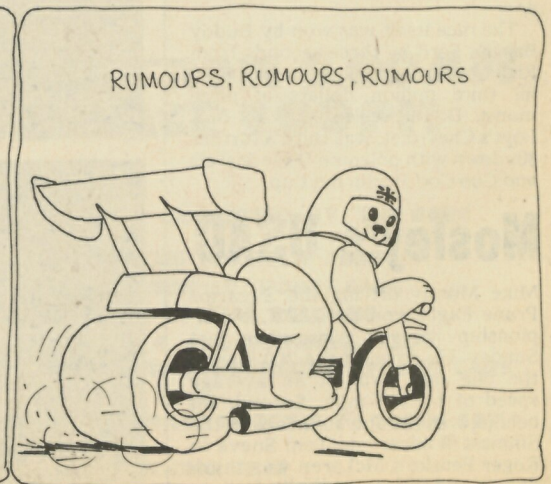
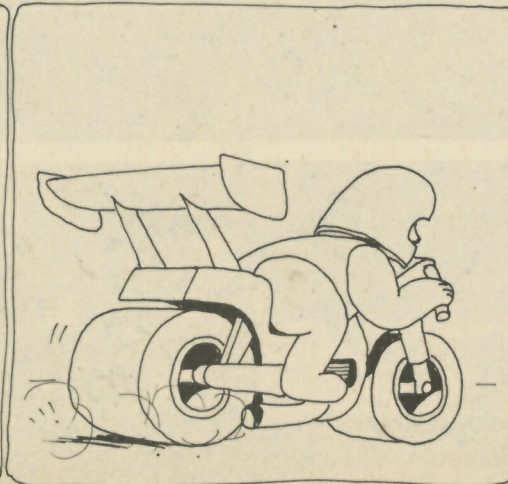
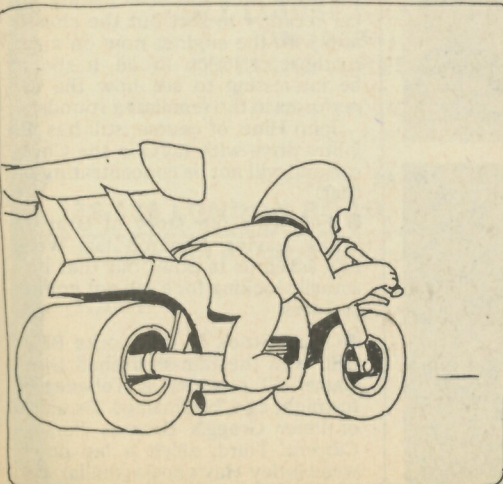
Finally, with Wilson Fittipaldi unable to make the race due to his hand injury, terms are being agreed with the Ensign team to run their new car once again for Chris Amon.

The race will be over 60 laps (120 miles approx) with two practice sessions, both on Saturday.

The lap record currently stands to Jody Scheckter's Elf Tyrrell at 60.0s exactly.

## CATCHPOLE

By Barry Foley





Splashing his way to a popular first GP victory goes Vittorio Brambilla. It was also the first victory for the works March team.

## AUSTRIAN GRAND PRIX/OESTERREICHRING

# Brambilla's March reigns

By PETE LYONS

Photos by PHIPPS PHOTOGRAPHIC

Race data by ALAN PHILLIPS

With what uncanny judgement do they select the "Grand Prix of Europe!" How remarkable is the way the events of the meeting always seem to be so appropriate of the year as a whole. Think about this one:

Here we had the "Half Prix of Austria," the second GP of this peculiar season to be stopped in the middle so that half points were awarded. This time it was because of rain, rain that grew so heavy that merely driving around the streaming wet high speed circuit was impossibly dangerous, let alone trying to race. At two laps beyond half distance the local officials, acting under GPDA advisement, flagged it to a halt. Unfortunately for some competitors they did it in a manner that made restarting later in clearer weather a legal impossibility. (They should have displayed a black flag with the chequer). Naturally, that suited one man perfectly — especially as he'd managed to have himself a shunt as he took the flag!

Starting eighth on the grid, Vittorio Brambilla snatched sixth place on the opening lap and then, driving with wonderful F3 verve, rapidly overtook five more men to arrive into the lead on the 19th lap. He simply drove away from everyone and was ahead by over 24 seconds when, ending the 29th lap, he was surprised to find the flag waved in his face. So surprised that as he backed off the power he lost control of the car and spun across the road into the guardrail, crunch.

Meanwhile Niki Lauda, who had come to the startline for this his home event in the best possible position — pole position — to clinch his World Championship here and now, and who led the first 14 laps, finished the race 87<sup>1</sup>/<sub>4</sub>s behind, in sixth place. So he earned but half a point. He and his thousands of fans were bitterly disappointed and deflated. Should he fail to get at least the other half in the final two races of the year, Carlos Reutemann could still beat him.

What a funny season.

### ENTRY

A total of 30 drivers arrived at the Oesterreichring for official practice. There was more different about some of them than about the 40 cars that were available for them to drive.

There were only a pair of Texaco Marlboros on hand, as both chassis crashed at the Nurburgring had been written off; McLarens are building up a tenth M23 for the Dijon race next week but for the Austrian GP there was for once no spare. Both were set up exactly as a fortnight before, including

the use of straight engine inlet trumpets and plastic skirting round the bottom edges of the chassis.

Elf Team Tyrrell had produced yet another brand new car, the third "Number Six" chassis, actually the ninth in the 007 series; it was exactly as the earlier versions. With their spare there were three on hand.

Team Lotus had the same pair of John Player Specials, with Brian Henton stepping back in as second driver. He had the long wheelbase chassis, which had been slightly modified with brackets to

give altered pickup points at the tops of the rear uprights. Brian reported that this greatly improved the handling; unfortunately a crash on oil during Saturday practice so damaged the front of the monocoque that he could not race. Ronnie Peterson's normal-length cap was still in its "old fashioned" configuration, although the front wings were extra large.

In the Martini Brabham transporter there was something new in the way of an oddly be-spoilered rear aerofoil, but lack of time prevented its use. The trio of BT44Bs were otherwise as used triumphantly at the Nurburgring, except that after practice dramas Carlos Pace elected to race the spare chassis.

All three of the Marches run by the works were as seen before, as were the trio of Ferraris. A welcome re-addition was the Stanley BRM for Bob Evans, carrying its P200 engine which after oil system development was deemed race-ready at last.

Under the awning at the UOP centre were four Shadows. The three normal Ford Cosworth-engined DN5s had been subtly modified about the radiator pods — the rad cores were now more exposed. Similarly, testing had produced radiator ducting changes to the DN7 Matra-engined car — the shrouding cut away from the sides and scoops pop-riveted to the inlet ducting; there was also a "banana wing" adopted. It was this car that Jean-Pierre Jarier very clearly wanted to concentrate on, and he persevered with it despite several engine-related teething troubles. "It's a very smooth engine to drive," he reported. "It will pull strongly from low in the range, from about 6,000 rpm, up to the maximum which is 11,900. It is extremely good in acceleration from the slower corners." Perhaps it was too early to judge the performance of such a new car/engine combination, but the top speed reached at this high-speed circuit seemed to disappoint everyone concerned; however the final grid position was as near as makes no difference to that established by Tom Pryce's normal car.

John Watson was back with Team Surtees, the TS16 having been thoroughly rebuilt. The second Williams was completely new, although built to the same specs as that crashed in Germany and still called "FWO3." The driver of this was the Swiss F2 man Jo Vonlanthen; Jacques Laffite, of course, carried on with the newer model, which had come second at the other 'Ring.

There were some geometry changes on the Embassy-Hills, which were likewise only two in number, Tony Brise's regular car having been scrapped following its suspension failure and shunt in Germany. Rejoining him was Rolf Stommelen, who had proved his leg and foot injuries to be nearly cured with an hour's worth of racing in a saloon car at Zandvoort the previous weekend. Rolf was responding to all solicitous questions with determined cheerfulness, although it was obvious that he was favouring his right foot which still wore a bandage; his bravery recalled that of Graham Hill's following his return to the scene some years ago.

Hesketh Racing had left their new C-type at home for some small revisions ("It's just so hard to find enough time in the middle of a season to properly develop a new car") and relied on their normal pair of Ippocampus-assisted 308s. In the second one was the American Brett Lunger, whose backers — an interesting "corporation" of several keen businessmen — have completed this deal for the rest of the year. As in Germany, Harald Ertl was racing his private original 308 with the same Warsteiner beer sponsorship.

Neither of the first-year American teams had modified their cars, Mario Andretti still having his second Parnelli with inboard brakes (which served to further convince him he didn't want them!) and Mark Donohue persevering with the standard March. The South American Copersucar was an unfortunate non-starter when a front suspension failure sent Wilson Fittipaldi into the catch fences and on to the hospital with broken bones in his left hand.

At the HB Alarmsystemen camp both new and old cars were being used, with Chris Amon making a reappearance in F1 and Roelof Wunderink doing the same. On the newer chassis, used by Amon, there were suspension revisions that raised the front roll centre.

The Citizen Watches Maki was likewise revised and tidied in some detail — radiators and water piping, rear suspension pickups — but Tony Trimmer did not manage to go fast enough to qualify before a rear wheel fell off the car in Saturday practice.

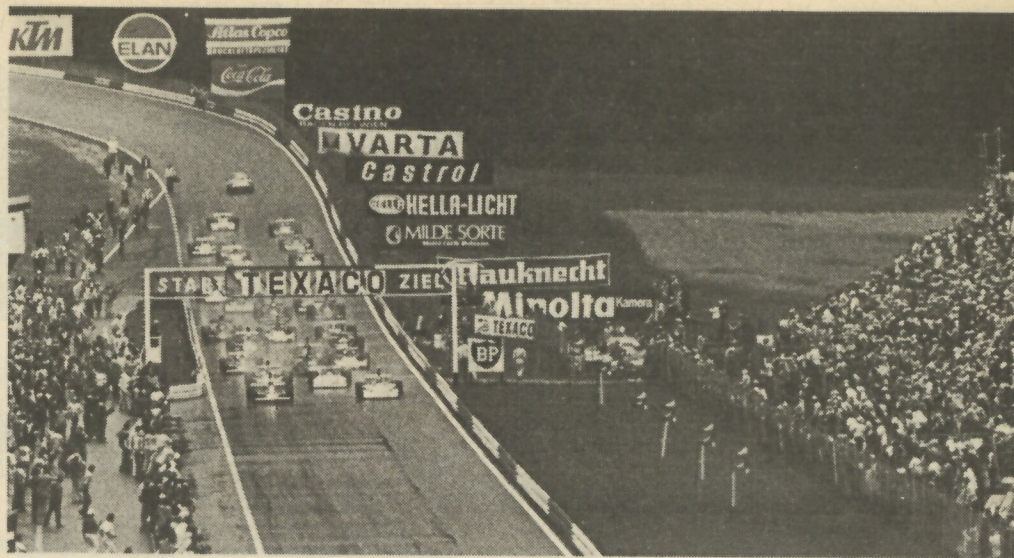
## PRACTICE

For all that there were two days of official practice, almost the whole grid was established on the Friday. In fact the first few minutes of first practice indicated the way things were going, when on his fourth flying lap Niki Lauda got his Ferrari down into the 1m 36's and on his ninth broke his year-old pole-position time (1m 35.4s) by a tenth of a second. He finished that 90 minute session at 1m 35.14s and later in the day improved still farther with 1m 34.85s — 139.321 mph. The only thing that went wrong with the car all day was a compound fracture of the left-bank exhaust piping. Niki was perfectly happy with his car, the value emerging of a careful test carried out at the circuit by Ferrari two months earlier.

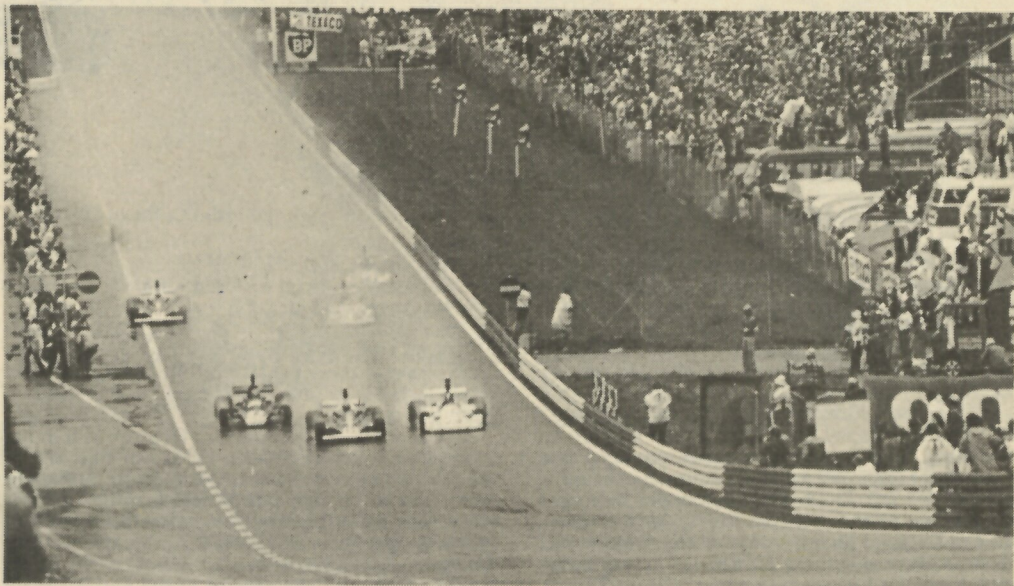
The weather was co-operating with the quest for speed, as last year's dreadful, stupefying heat was thankfully absent; Friday was merely hot. However, that was the last time the skies were favourable.

Hardly had Friday's session ended when the western skies darkened, and soon rain came down over the mountains. It rained on and off all night and by 10 am on Saturday morning the track surface was still damp. The skies were still threatening and the air cool, but at least there was no more rain. Practice got underway then in a desultory fashion, all cars on slick tyres, and it was only after an hour that anyone even approached Friday speeds. As the track dried it simultaneously become oily, and only a few drivers improved their grid placings.

Had the weather stayed the same, dull and cool, there might well have been some very good times in the final hour at 1 pm. But with only minutes to go the assembling crews felt the first sprinkles of rain, and by the time the track was opened no one seemed very interested. It was Lauda who took the plunge, rasping away from the pits in a rising plume of spray, and then finally almost everyone went out for some wet practice. The rain actually stopped, and the sun began to shine, but the surface was very wet to the end.



Even though it wasn't actually raining, conditions at the start were terrible and visibility for all but the leaders was virtually non-existent.



So the only true indications of performance were packed into Friday's two dry sessions. As the 30-strong field lined up in the pits at the opening of the first session, it was interesting to see the keenness of the first three men out. German winner — and current championship runner-up driver — Reutemann had manoeuvred his Brabham to the head of the queue just ahead of points-rich Lauda. However occupying the first actual pits were McLarens, and as the flagman opened the track the defending World Champion "skunked" them both and shot out first on to the track! So the Austrian GP was getting off to a good start already.

Fittipaldi ended the first period second quickest, merely seven hundredths of a second behind Lauda's 35.14s. Next was Regazzoni, failing by only a hundredth to equal his teammate's year old pole time; after him, fourth at that stage, was Pace, both men doing what ultimately became their fifth and sixth grid position times.

Regga's subsequent failure to improve had to do with reporting an unsettling little weave in his car as he entered corners. However, after he had spent some of the afternoon trying the training car and reporting the same feeling, his crew concluded it was something more to do with his driving than his chassis. Pace too was unhappy with his handling, and with his engine as well. Some of the latter was cured when the surprised mechanics removed a large sheet of cardboard which had been somehow injected into the airbox and was blocking off the inlets! But still the car was peculiarly slow in a straight line, and furthermore Reutemann was finding the same thing.

In the afternoon session Fittipaldi apparently lost a small bit of his handling, so Lauda's improvement in speed went unchallenged by his morning rivals. The pursuit was however taken up by Hunt, who suddenly burst into prominence with a lap at 35.97. So Ford, as used by Hesketh, was only a tenth and bit slower than Ferrari in this fastest of GP circuits (always pending practice results at Monza).

As at Nurburgring, Oesterreichring wasn't

producing the sometimes standard complaints about puzzling handling problems; what it was producing, though, was rather a heavy toll of dramatic mechanical failures.

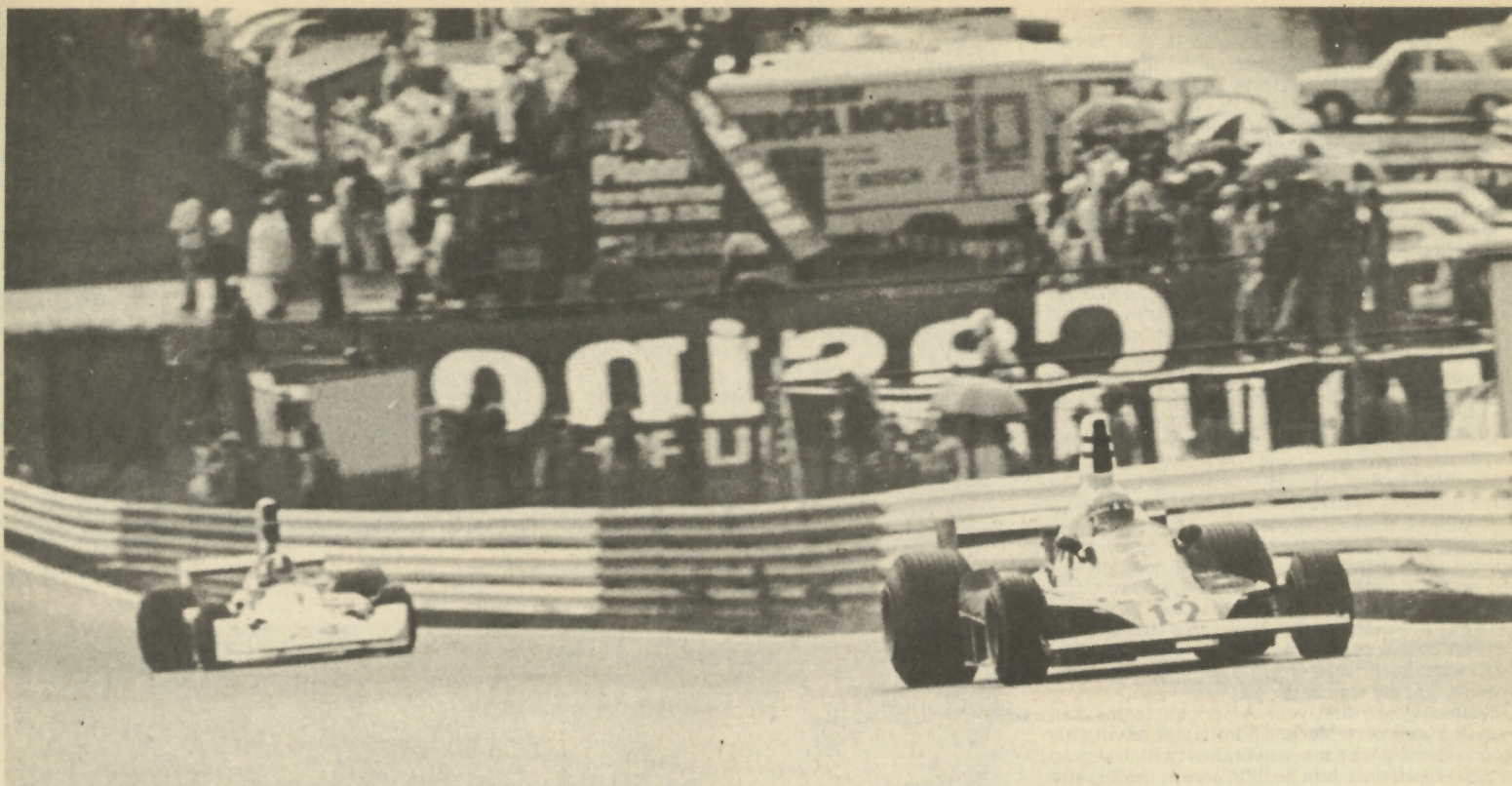
Brambilla shut off early in the morning session when his oil pressure dropped right away, and Brise had a similar failure. Andretti's pair of cars both broke their engines, one with a con rod punching a bulge in the side of the crankcase and the other with a broken piston creating an actual oil-dripping hole. More oil was lost by Evans when an oil seal blew out of the back of the crankcase, and by Reutemann when the oil filter came loose. "Lole" used both available 44s this day, but the other stopped when its crownwheel broke up and strewn bits of metal all through the gearbox oiling system.

Pryce had a fuel leak into the cockpit and had to stop using his regular car, while Jarier, trying to use the Matra car, was being plagued by fuel system troubles which seemed to be centred in the metering unit. The metering unit link rod broke on Donohue's engine in the morning, while his afternoon practice stopped prematurely when a driveshaft boot split.

Peterson had a very frightening shunt in the morning when a newcomer to the scene cut him off going into the flat-out right hander at the top of the hill after the pits: Ronnie locked up the brakes and spun heavily into the barriers, destroying most of the things hanging off the front of the JPS and putting a few dings in the monocoque as well. Unhurt, he took over the longer wheelbase car for the afternoon, running it as "No 5" without a "T." Although he wasn't quite as quick with it, he did seem to think it was potentially faster and there was some idea of his keeping it for the race, but by Saturday he'd decided to revert to his repaired regular chassis.

So far nobody had been hurt, but then nearly at the end of the afternoon Wilson Fittipaldi had a front suspension arm snap. Apparently the nickle plating of the tube had been responsible for the formation of internal rust (undetected by normal crack testing), and the member broke as





In the opening laps Niki Lauda eased the Ferrari into the lead chased by James Hunt in the old Hesketh.

Wilsinho stepped on the brakes for the Jochen Rindt Kurve. The car charged the catch fencing and a marshal's post with it. The marshals quite forgivably scattered and thus it was brother Emerson, arriving seconds later with flatspotting tyres, who was about the first rescuer on the scene. The driver was sitting dazed in the cockpit, eyes open but unresponsive, with two layers of wire fencing draped over him. There was blood streaming from a contusion above one eye, and X-rays later disclosed a pair of broken bones in the palm of his left hand. The car, badly damaged around the corner, was packed up and trucked back to England on Saturday, while Wilsinho was flown back in a private Sabreliner through the kindness of the Lvazza coffee man, Count Zanon.

That pretty well brought Friday practice to an end, and with it virtually all of significant practice. There remained only the unsatisfactory and (hopefully) meaningless Saturday sessions.

An interesting pattern emerged after the nearly dry morning session: the pair of Marches of Stuck and Brambilla were quickest, followed by the pair of McLarens of Mass from Fittipaldi (by 0.02s!), and the pair of Ferraris. Under the conditions it seemed to be a course for horses, but Hans Stuck was certainly impressive, nearly half a second quicker than his teammate and the only driver of the day to beat the year old pole. It was enough to put him up to fourth place on the grid; a fine job of work from a lad who was getting known to be a bit erratic last year, before his North American sabbatical. No wonder he said of his March, "It's beautiful, perfect, I don't want to change a thing."

He did require *something* changed, though: his clutch, of which the release bearing had seized and damaged the diaphragm spring fingers. In the conditions of the day it was not surprising to find that few cars had been driven so hard as to produce mechanical failure, although there were a few failures and a few were of a frightening kind. On his first lap out in the morning Pace felt a new, serious vibration and came back into the pits to report it. A methodical "shakeover" didn't reveal the cause, and "Moco" went back out to see if he could learn more. As he got to the top of the hill out of the pits in third gear he learned more than he wanted to know. The left rear stub axle inside the upright sheared off and the wheel went bounding away. The car spun luridly to a fortunate harmless stop, while the wheel carried on from its approximately 100 mph launch up into the spectator area.

Happily the outcome was not serious, so the unconscious light humour of the official press release may be reproduced. The English version said: "Three persons were involved (two officials and one spectator), one official was not directly involved and not injured. The spectator says that he was hit by the wheel in his back. This reason is not confirmed by the doctor. The medics report

contusions of a leg.

"The second official suffered a shock, when the spectator was thrown upon him."

Pace took over the T-car, which although it didn't prove to be any quicker in a straight line than either of the other two Brabhams did seem to handle better, and he asked for it to be race-prepared for him.

In the middle of that session Henton, still in his long wheelbase JPS, had a failure of one of the new brackets atop the rear uprights, and finished the lap with the left rear wheel leaning inward. That was fixed, but not long after he went out again he got into real trouble. Andretti's car had dropped oil, and going into the Rindt corner Brian missed seeing it. The second Lotus shunt of the weekend produced damage that seemed less severe than Peterson's but which in consequence went deeper: the whole front bulkhead was set back into the monocoque shell and satisfactory repairs on the scene were impossible.

Trimmer, not at all pleased with the Maki's suspension revisions anyway, had a stub axle failure that was identical to Pace's with the exception that the wheel didn't come off. Not right away, that is. He brought the wildly sliding car to a safe halt at the double-left behind the paddock, and awaited a tow in. Arrived in the pits, he climbed out and said he thought something was wrong at the back. Wonder what, said the crew, and out a jack under the rear to find out. As they lifted the car, the left rear wheel fell over on to the road, plunk . . .

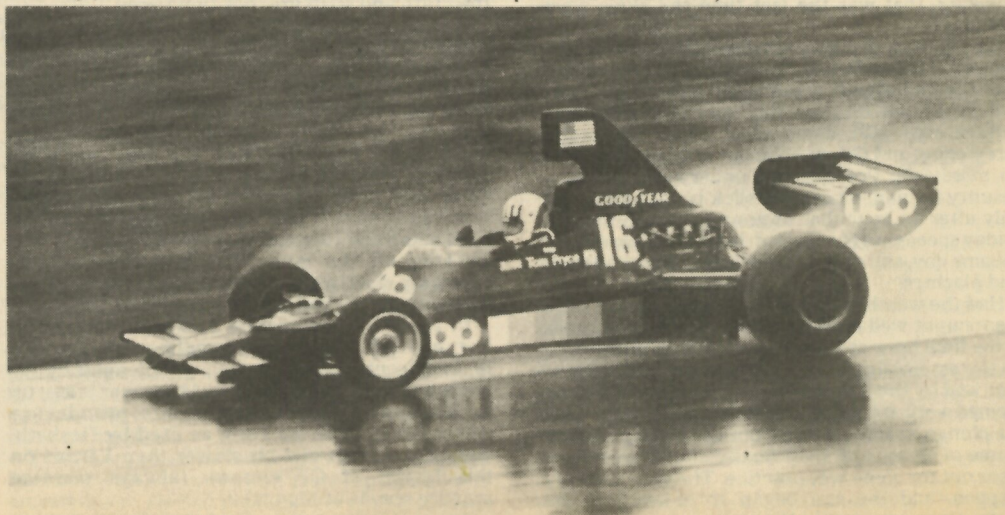
Andretti had a third engine failure, causing a

massive oil leak and a solid seizure, but apart from fire bottles going off in Mass' and Brise's cars, there wasn't much else wrong that day. Several drivers, like Fittipaldi, were working themselves up for good afternoon speeds, but the rain spoilt all the best laid planning. The rain did however produce a few good performances. Peterson, for instance, was outstanding in the first few minutes of the spuming wet, and then came in and climbed out almost as if to say to anyone who might have wondered, "See, I do still have it." Regga, almost as if to say the same thing after his Friday troubles, was easily the quickest finally, at 1m 54-plus, well over a second better than any of a bunch of near-equals.

While one could, at this stage, still dare to hope that the raceway weather would be dry, it was probably useful for those who participated to arrive at wet settings for their cars, and also to learn what happened to rain water on the Oesterreichring surface. The answer to that was that in most places the natural steep contour of the ground drained the track quickly, but in several places pools formed of more than aquaplaning depth.

The final grid, formed mostly of Friday times, seemed curiously spread out. Missing was the split-tenths bunching one sometimes gets. The whole practice exercise seemed strangely barren of excitement. Most stories were of unfinished experiments. It almost seemed as if the very atmosphere of the Styrian mountains was conspiring to ensure that the Local Boy would be able to Make Good.

Tom Pryce drove another excellent race in the Ford powered Shadow to finish third.



Niki, who usually darts about the world's paddocks at high speed like a ferret with a mission, was in Austria standing about with a relaxed, toothy smile. He was the hero this weekend, surrounded by idolators, and he was soaking up every delicious moment of it.

Much as his tens of thousands of fans might like to think so, however, it wasn't all his weekend. Some of his would-be rivals had stories worth recording.

James Hunt, pleased enough with the Hesketh's time, spent the second day of practice methodically setting up for the race. His American teammate Brett Lunger, settling into his new career with a characteristically forthright enthusiasm, stepped out of the car after the first session saying "This is fun!" As the practice developed so did his grasp of F1, and before long he was interesting himself in Doctor Postlethwaite's thinking about ride height rakes and wing balances and load transfer rates; he also found himself learning a lot by following such people as Scheckter and Mass. His grid place was 17th, a time not quite three seconds behind the sister car, which was a decent enough job for the first time out and in fact quicker than either of the other Americans entered.

Andretti's plague of engine troubles—after the third blow up there was but one left in running condition — was some excuse for a lowly 19th starting place. Right next to him, as in Sweden, was Donohue's place. The Penske March had been used on full tanks in the Saturday morning session, when the other two 751s had been doing those frontrunner speeds; the weight had exaggerated a stiff steering condition that was eased that evening by attention to the front ball joints.

Jarier found the replacement Matra engine went better on Saturday, although it still wasn't going well enough to do the blowing off of the Ferraris that some people had predicted for it. But a new car is after all a new car... Pryce's V8 was only pulling from 9,800 rpm in top gear, nor was he getting the handling sorted out to his satisfaction, and on the second day he was very much slower. Brise, on the other hand, with his fresh motor found the Hill working "really very, very nicely; it's about the best I've ever had it." Amon finished his practice looking a happy, relaxed racing driver, happy about being back. "I rather think the layoff has helped me; I feel good." Like many, Chris had planned to use the final session for some harder driving. There were more than a few drivers who reckoned that the race would let them show up better. If it was dry, that is...

"Say, how do you like the Great Austrian Beer Festival, with supporting Formula 1 Race?" asked one of the toiling mechanics on Saturday night. He'd just looked out at the incredible circus show in the spectator areas, and wondering if he and the lads dared to venture through it to their hotel. Not that it seemed a particularly mean crowd, although some elements of it were by now very, very far gone in drink. Chains of Ferrari supporters were weaving vaguely around the grounds singing a monotonous but obviously very satisfying chant the sole message of which was the endless repetition of one man's name: "Niki Lauda, Niki Lauda, ay-ay-yay, Niki Lauda."

One of the English lads noticed a single girl making her way through the swarm, and, safe behind his paddock fence, marvelled at her courage. "That's right," responded his mate at the other end of the car, "a lone bird here is likely to get herself not only laid, but way-laid, de-laid, re-laid, mis-laid and par-laid!"

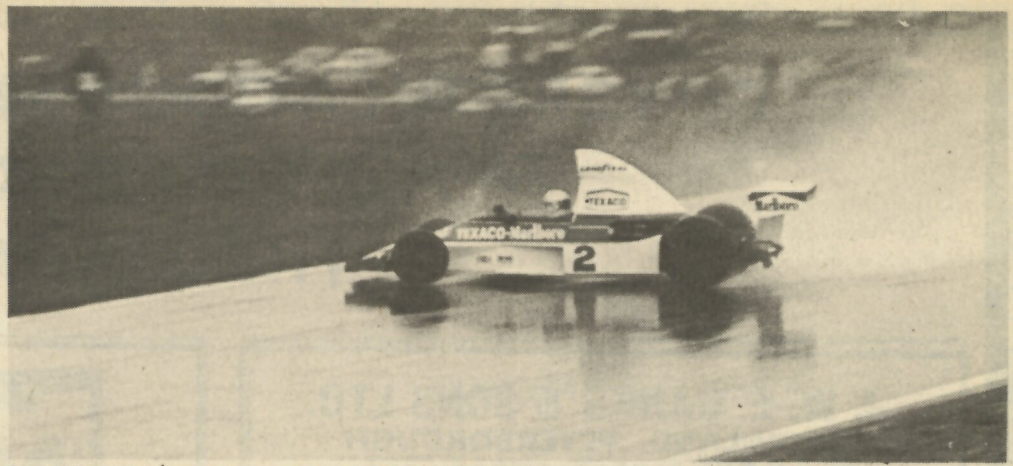
There are all sorts of reasons spectators come to motor race meetings.

Despite the cold grey light of dawn there was some reason to hope for more warmth and colour for the race. In fact by mid-morning, as everyone set off for what was to be 45 mins of unofficial practice, the sun had broken through and the clouds were rapidly melting away. The blue sky, the rich green mountains, the thousands of brightly coloured tents and cars around the circuit, made a heartening festive scene and the gloomy Saturday vanished from memory.

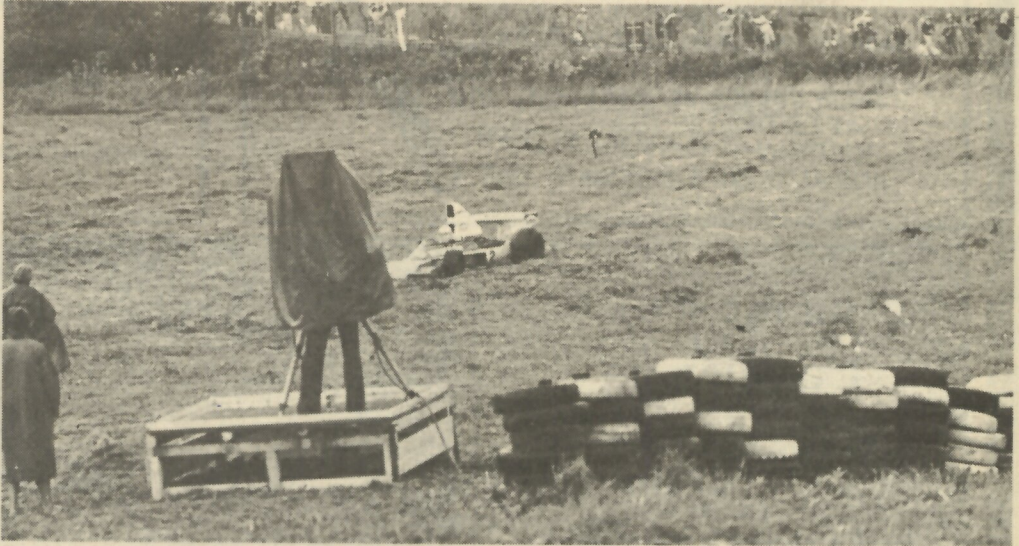
For half an hour things were fine, and then through the pits ran that chilling, almost psychic tremor. Someone had gone off.

Nobody knew anything for long anxious moments, but as silence fell and one by one drivers came back or were otherwise accounted for, the luckless man was revealed. Mark Donohue was over the guardrail at the top of the hill beyond the pits and it looked bad.

From scrape marks on the road and other evidence it seemed likely that his left front tyre had come apart just as he arrived in the flat out



Oops! Jochen Mass suddenly finds his Texaco-Marlboro McLaren aquaplaning down the straight and ending up in the safety of a nice grass field. He recovered to finish fourth.



right hand kink over the brow. The March rammed straight on into the rows of catch fences at the outside, buckling the nose of the car badly, then swapped ends and carried on destroying the rear of the car in more fencing. It carried on to mow down 50 yards or more, the mesh of which and broken posts gathered into a snowballing mass under the car. Thus it was raised to a height sufficient that when it finally met the steel barrier, itself rather low, it went over the top.

This unfortunately coincided exactly with the siting of a marshal's post, and two men were beaten down and severely injured. There was also at this point an advertisement hoarding of some sort, mounted on a structure of steel piping, and the car ended up tangled in this. It came to rest — still on its belly, virtually destroyed in every part, with the driver's head embraced in bent steel piping. It was widely noted that the March forward roll-bar stays had fended these away.

Following closely were several drivers, and Fittipaldi and Evans and Stuck stopped at the scene and ran over to help. Emerson related that as he neared the wreckage some other marshals, obviously excited, tried to restrain him by saying the driver was already dead. Donohue was indeed unconscious, but cooler, more methodical heads prevailed and he came round after a doctor's injection. Some of the car's structure over his legs had to be cut away, but when he was extracted he appeared to be in one piece. He could move his limbs, said Emerson, and could talk lucidly, although he had no memory of the accident.

The track had been strewn with debris, mostly fencing materials, and this caused dramas as other cars arrived at the scene. Most scary incident was Hunt, who had already stopped, being nearly bashed on the head by a flying wooden post thrown up by another car.

Donohue was taken to hospital, where the initial impression was that there wasn't much wrong with him. He was complaining of severe pains in his head, though, and these seemed to increase until rather abruptly he lost consciousness again and simultaneously other vital organs took a drastic plunge. An operation was performed to open his skull and relieve the pressure of an internal haemorrhage on his brain.

Of the two injured marshals, one underwent an operation for severe internal injuries while the other was taken, together with Donohue, to neurosurgical hospital in Graz for attention to

serious cranial injury.

The last quarter hour of that practice was of course abandoned, for there was much work to be done to the catch fencing — so much in fact that the pair of supporting races had to be shortened. However it was still thought important to have more F1 practice, for the purpose if nothing else of sorting out the suddenly altered tyre situation. Goodyear, pending a full study of the failed tyre, were of course unable to make any judgements or any decisions, but they did make a suggestion that other teams who had chosen that particular type of front tyre might want to swap to another, just to be on the safe side.

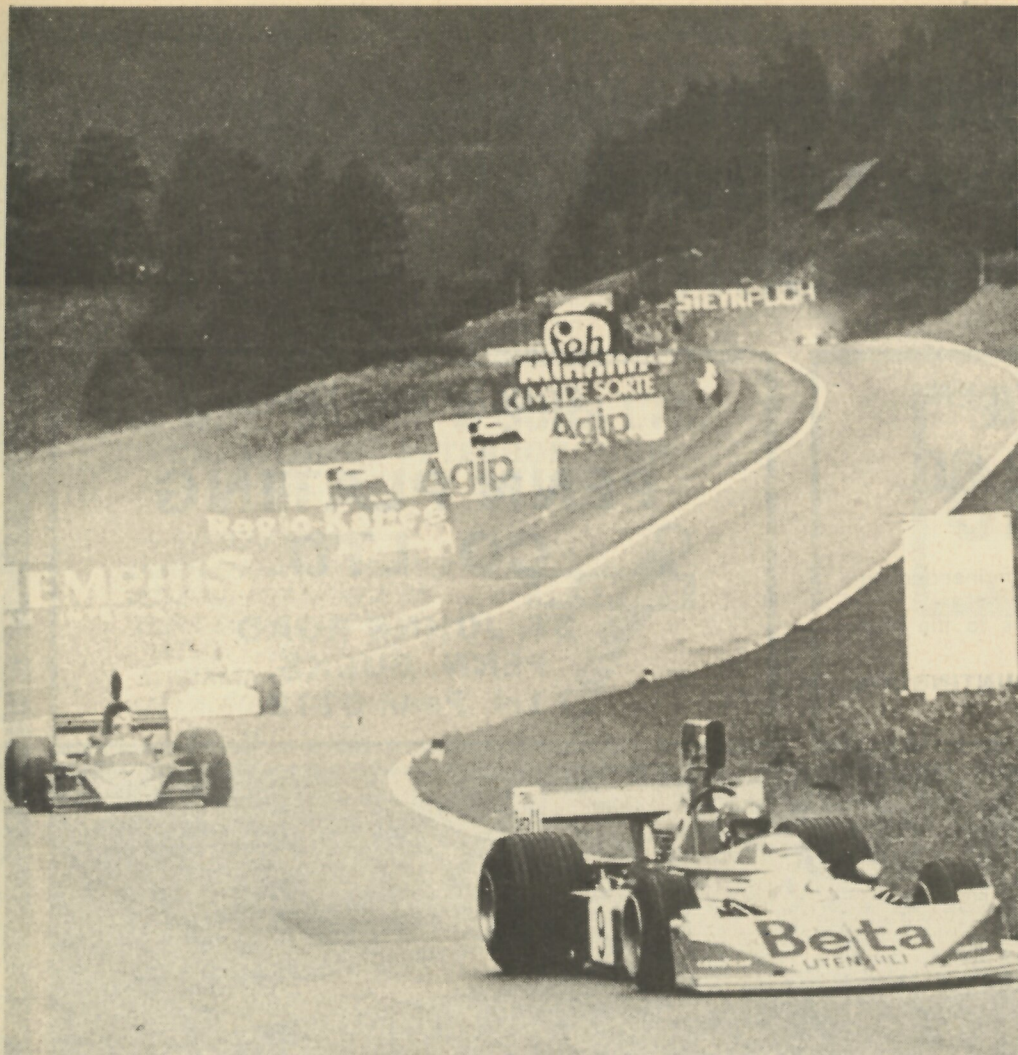
What with other dramas in the supporting races, during which a saloon car went over a barrier and rolled into a spectator area — without causing any injuries — there were further delays and the long-awaited F1 session didn't get underway until 20 minutes to three in the afternoon. The GP was scheduled to start at three.

The previous sunny weather had by now deteriorated. Threatening grey clouds were building up over the mountains, and as the sun vanished and the air cooled, rain became visible as grey smears hanging in the distance. It was all too clear that the increasingly gusty wind was bringing them toward the Oesterreiching.

During the morning there had been some drama besides the crash. Pace's intended race car sprang a crankcase oil leak, so the decision was made to have him race his normal race car after all. Similarly the BRM's ignition system failed, and as repairing it was a major undertaking Evans was swapped over to the hitherto unused spare chassis with its older-series engine.

Reutemann's car sprang a fuel bag leak and so did Jarier's; there were, over both, machines last minute panics. But facing the music was inevitable: everybody was going to have to go to the line and prepare for battle with the weather. It was thought that Jarier's fuel problems throughout the weekend were related to the tanks.

After their practice there was quite a while of working over the cars in the pits, but by 3.25 pm, 25 minutes late, some of the drivers had taken themselves round one more lap and stopped on the dummy grid. But not all, and there were further pauses while individuals finally appeared and did their laps. It almost looked to the waiting tens of thousands of eager Austrians like a purposeful delay as first Regazzoni drove around,



Brambilla begins his chase of the leaders having passed third placed Depailler and an on-form Stuck.

and then Brambilla, and then Evans, and finally Andretti did a complete lap of all on his own to the grid. At 3.35 pm the crowd began whistling, an eerie sound from so many lips over so many hillsides and grandstands, but the response was unexpected. At 3.37 pm the cars began rolling down from the dummy grid – back into the pits. The sky-watchers had recognised the inevitable, and within five minutes the first spots of rain arrived.

The crowd stopped whistling and began leaving like an ebbing tide.

At 4 pm, an hour late, Fittipaldi essayed the first trial of the wet conditions, and they were truly wet. As he was succeeded by his fellows, all driving round the loops and lengths of the 3.23 mile track to the dummy grid once more, they left long expanding white trails of spray that looked like firework rockets shooting along horizontally. The crowd, grasping their wide variety of waterproofing and rain sheltering, began to stream tidily back to their places.

But now the rain had stopped! At quarter past four, with everyone on the grid and at last ready to race in conditions that had been officially pronounced "wet," the air was free of droplets, the mountains stood out clearly and there was distinct blue sky visible through rifts in the grey clouds. Yet those clouds were still dense. What the devil!

It was this respite that established much of the pattern of the race. According to their individual calculations and divinations the various teams finally adjusted their cars for what they hoped might happen. Everyone would start on rain tyres, but there were many different combinations of wing angles, bar settings, and camber angles to choose. It was all up to the caprices of the weather, now; if dry settings, wet settings, or semi-wet settings would work out best. To generalise, wet settings allowed, in the event, quick cornering but slow straight line speed – medium settings vice versa. The sky looked like there would be pit stops for slicks before long any way.

Lauda, eager to settle this thing, did a little trial start from the dummy grid; his knobby wheels blurred and water spun in fountains. The red

machine, all 12 cylinders shrieking raucously, rolled wetly to the line.

## RACE

The start looked clean. The gridful of bellowing racers seemed to hang for a moment, squirming uneasily before gathering way, but in their midst one car was lunging forward. Depailler's Elf Tyrrell, the back wheels somehow biting perfectly, weaved through from the fourth row and as one blocking car after another appeared in Patrick's sights he aimed for one clear gap after another; the car swerved from the right side of the road all the way over to the left and then sharply back again; by the time Lauda and Hunt were driving hard side by side up the hill Depailler was nearly even with them and well to the right of the Ferrari, trying to get by into the apex of the kink at the top.

These three had clear air to peer through, but they were throwing up a shocking amount of spray and each succeeding row of cars coming along behind made it worse. By the middle of the pack it was hard to distinguish more than moving

Ronnie Peterson showed all his old skills and moved up to fourth before a pit stop, but still managed to finish fifth.



phantoms, and the last several cars as they climbed the hill were doing it at part throttle in a low gear. The vision was impossible. All the starting 26 perforce strung out far across the mountainside immediately.

Depailler had not managed to sneak into the lead, he had to slip safely into third while Lauda held off Hunt. Now the vision factor came to govern these as well, and by the halfway point of the first lap, as the little cars plumed into view along the straight at the top of the hillside all the watching Niki men saw he was already leading by over a second. "Ah, Lauda testa," breathed an Italian sigh of relief. It looked as good as over.

The Ferrari continued to pull away from the Hesketh, getting some three seconds advantage in as many laps. Depailler's initial rush was only that, and instead of latching on to Hunt he found himself more concerned with the advance behind him of Stuck. And of more than Stuck, of Brambilla too. Vittorio had made a good start too, and by the first turn of the first lap he was in seventh hounding Regazzoni's sixth.

At the end of the straight in the Bosch Kurve, one forceful Italian passed another by diving down inside on the entry and wiggling out across his bows on the other side. It was one of those manoeuvres that if it hadn't come off would have earned universal censure. But since it did come off, it looked brilliant!

Brambilla was now ready for the next problem, which was Fittipaldi, and it was no problem at all. Zap, the Beta March was fifth. By the third time round Vittorio was addressing himself to his teammate Stuck, hustling along his pursuit of Depailler. By the fifth lap he'd taken up the job himself, and next time round he was third and rapidly leaving the rest behind.

Things had settled into a perceivable pattern. Lauda, having at first looked like stroking smoothly into the pages of history, was not in fact leaving Hunt behind at all. In fact James was driving brilliantly, narrowing the three second gap again, and it was two seconds and then one second. At the same time Brambilla was appearing visibly nearer with every lap, the initial gap created by the slower cars in front of him being almost effortlessly erased, Depailler's run was fading, and Stuck passed at the same time. Peterson was moving up, startlingly so; from the 13th grid place Ronnie was simply slashing up the line, and on the tenth lap he reached and vanquished Stuck, and that made him fourth. But then Stuck went sliding and crashing into the fences at Bosch.

It had begun definitely to sprinkle down rain within minutes of the start, the forces of good and blue in the sky having gone under to evil and darkness. For a few moments before this point in the race the road almost seemed to be drying and certainly there wasn't much spray coming off the black rubber tyres. But by this many laps gone there was a turn for the worse. The rain started to pelt down. Conditions were terrible and vision in all directions impossible. It was with this facing him that Hans felt a peculiarity in his handling a vibration along the top straight. "When I put the brakes on, the car just immediately spin." It ended up backwards against the barrier, surrounded by catch fencing and badly knocked about. The driver was springing up and away immediately, and was obviously not hurt, but he was taken away by minibus ambulance for a check.

(The bus later went back on to the track to return to its post, and the driver will never know how close he came to having another patient inside as Brambilla whipped out of someone's opaque slip stream almost at the wrong instant...)

It was all the next thing to chaos, and hard to follow. Scheckter had immediately moved into seventh place, but after three laps had stopped off into the pits with his right front tyre flat. It wasn't a matter of a puncture, there wasn't any visible leak at all. The only possibility was that the cornering load had momentarily pulled the bead away from the rim. Stopping dropped Jody to 20th. He began, as in Germany, to haul himself back up the chart. He described the conditions as "like driving a boat."

Another demon start had been accomplished by Andretti, who from 19th grid place was 11th on the first lap. But at the Texaco curves on the second lap Mario looped the Parnelli off the road on to the muddy grass ("brain fade," he confessed) and so damaged the nose structure and left front suspension that, although he drove quickly back to the pits, he never again left them.

At the same time Evans was in trouble. He brought the spare BRM into the pits at the end of the second lap to tell of "a horrible noise"; after another experimental lap he vanished.

Pace too had engine trouble, a cylinder misfiring, and stopped after nine laps to have it fixed with a plug change. At the same time he complained of a bad veering tendency in the chassis, and it was found that the "stagger" (the difference in diameter) of the rear tyres was wrong. (When later on Reutemann reported the same thing, it was realized that in the swapping around dramas before the race the two sets intended for the two cars had become mixed!)

Vonlanthen too had an ugly noise and a pit stop to find the reason; after a lot of searching it turned out to be a duff plug wire internal. Wunderink had a similar-sounding problem, traced to a wet plug.

So for many people it wasn't really much of a race at all, but for others there was involvement in dices. The lap chart was in perpetual flux and it was hard to keep track of everything happening in midfield. As the conditions changed rapidly, more water pouring across the road, so did the relative competitiveness of the various chassis set up in their different ways.

What was visible was the run at the front of the race and the constantly changing fastest laps. Lauda did the first best lap, at 1m 55.89s. Then Hunt replied with a 54.98s, and then Brise, charging along with sparks coming from the belly of the car on certain bumps but rising up to ninth place, did a 54.68s. (Severe wheel vibrations forced him into the pits for a front wheel change, which cured the trouble. His driving again impressed everyone; he was very good.) Regazzoni was then clocked at 54.11s, but the best time of the race was finally established by Brambilla: 1m 53.90s.

Lauda was now out of the picture. There was nothing wrong mechanically with the leading Ferrari, but the handling on semi-wet settings in fully-wet conditions was just not good enough. With 15 ever narrowing laps gone Hunt slipped by him, boldly shooting round the outside going over the crest and down the slope into the "Texaco." By this time the amazing Brambilla had crowded up close behind and he completed the Ferrari *débâcle* within a couple of hundred yards by slipping by *beneath* Niki at the exit of the double left-hander!

So what had been a Hesketh pursuit of Ferrari had turned in the moment of triumph to a March pursuit of Hesketh. (The Austro-Italian tide began to ebb again immediately.) Rapidly the tightly-knit pair pulled away from Lauda, who was lap by lap coming under more threat from the stirring Peterson.

But then Ronnie veered into the pits. Damn! His visor had misted up so badly he just couldn't see. So it was left to Mass, having run along carefully in a spuming line of midfield runners, to take over the Ford ruination of Ferrari's day, and he slipped by into third with 23 laps gone. The impressive Pryce, close behind, soon followed him through to fourth. Jochen later spun and the two swapped places.

Depailler had pitted with a tyre problem similar to Scheckter's, which gave reason to think that the Tyrrells had a rim problem. Emerson meanwhile had dropped back, his M23 handling badly in the conditions. Laffite just gave up, saying it was completely crazy. Ertl made a couple of stops for visors and then stopped on the circuit with wet electrics. They dried out and he restarted but the race was well over by then. One man who did impress in the conditions was Amon who was only passed by a charging Scheckter during the whole race.

There was no time for the pair at the front to worry about the turmoil behind, for Brambilla was getting his teeth into a very determined Hunt. Round and round they drove, slipping and spraying water everywhere, the March coming ever closer. Up ahead now, about to be lapped,

was Hunt's new teammate Lunger. What would be the effect now for James — a helpful little respite as he got by?

But he didn't get by. He came up behind going into the Bosch, settled into line — and Brambilla zapped by on the inside as they all three entered. Around the long loop and he went on to power away from Lunger around the outside. Done!

Hunt tried at the next corner, the Texaco, to get by Lunger as well and going in he shoved the long Hesketh nose wing up inside — but had to drop back. Brett hadn't seen him (the rain made even mirrors useless) and took his normal line. That broke the back of any hope James might have had of staying with Vittorio. For a couple of laps then the pair of Heskeths stayed in company, James behind, and even when he did get by the March was long gone.

The senior driver was more than somewhat upset at the junior, but nobody watching from the outside had any illusions about Brambilla's ability to win that dice regardless. And a lap from what turned out to be the end it all became even more academic. The Hunt car suddenly went on to seven cylinders (piston rings, not wet electrics) and, at the end of it, James was in the act of peeling off into the pits when he saw — the chequered flag.

The rain had steadily worsened and was now really heavy. The visibility had diminished to near fog levels in the "tunnel" of spray thrown up all round the circuit, and the aquaplaning puddles in the dips in several places were deepening rapidly. Watching the whole thing on the television monitor in the pits, Denny Hulme could see his former colleagues beginning to scratch and scramble on the edge of control.

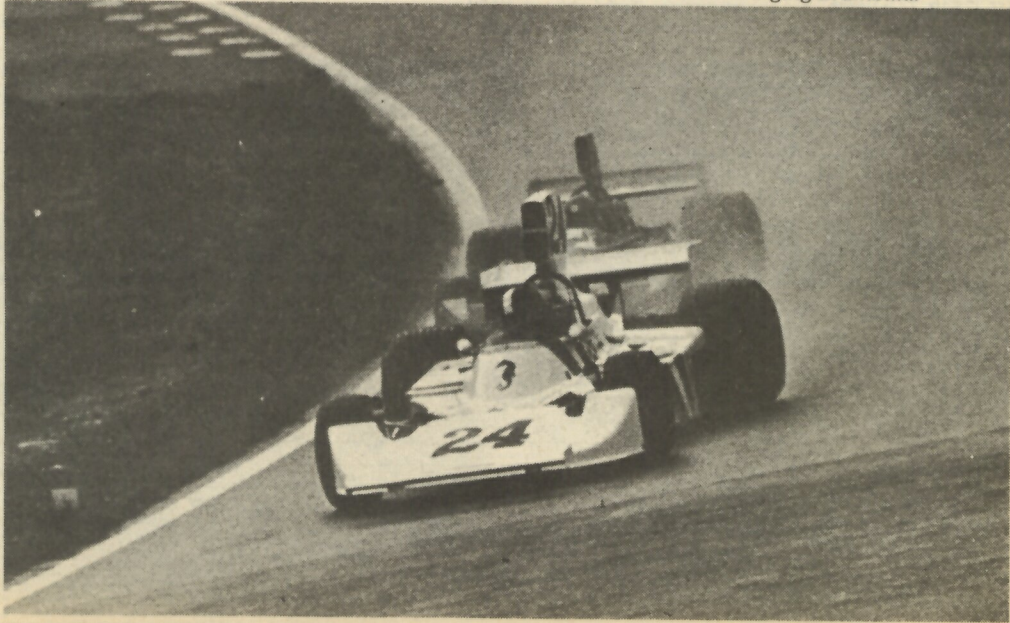
Acting as the GPDA president Hulme went out to the finish line officials and first tried to get them to step into his better viewing place to see what was actually going on. When they declined to abandon their post he went trotting along the pits road soliciting opinions from certain of the constructors. With their assent and their presence both, he went back to the officials and strongly recommended that the race be stopped. The man with the flags, who had been trying to hang on until the 60 per cent distance point had been reached (33 laps), agreed with the deputation. With no further ado he stepped into the road and waved the chequered flag at the first car along — which happened to have been Stommelen's.

Presently the actual race leader came slithering round Rindt curve, and saw to his huge emotional joy that he had won his first ever Grand Prix. As he swept along by the pits wall, one arm waving madly in the air, he lifted his right foot.

Now what he told his mechanics later was this: he'd lifted his foot and the engine continued driving. Stuck throttle. So he switched off the ignition, and the car somehow got away from him.

Anyway, just about opposite the end of the wall the long orange car began stepping its tail out to the left. Tyres splashing water on all sides it rapidly went past the point of no return and the man who had just won the race began watching his cool-off lap from over the left side of his cockpit. As if on ice, the car slid and slid and slid, losing hardly any speed, diagonally across to the right side of the hill rising beyond the pits. It was a long,

*James Hunt led for a number of laps but here is about to surrender to the charging Brambilla.*



easy angle of a diagonal, but the speed was still high when at long last the big rounded nose went crunch into the guardrail. The car whipped round and rebounded and carried sliding on up the hill toward the crest.

Hunt, 24 seconds behind in second place, came by the chequer instead of going into the pits; then in the next instant he saw the yellow flags too, which were just as much of a surprise. He pulled over and stopped partway up the hill well over to the right, where he was joined by most of those coming along behind. A few drivers carried on up the hill, though, where to everyone's astonishment the wrecked March was not visible. There was nothing on the streaming wet road but a trail of mud and grass leading up over the crest. Wow. That thing must have really been going to slide all the way up there. Eyes began searching the skyline for any sign of a stocky figure walking back swinging a helmet by its strap . . .

What's that car coming along out of the Rindt curve? That very ugly, mis-shapen orange thing? That thing that looks like Brambilla's Beta March might look if it were still mobile . . .

Nose askew, one arm still in the air, Vittorio Brambilla completed his peculiar lap of honour to a resounding chorus of cheers and laughter. Here he was, having led those races in Belgium and Sweden, with it all come right at last here in the murky gloom of Austria. At 37 he must have held only casual hope of ever actually doing it. (So excited was he, and so unused to winning, that on the victory rostrum a while later in front of all those smiling faces he went through the most hilarious contortions trying simply to get the cork out of his champagne bottle!)

It was a wonderfully popular victory, enjoyed by everyone and supported by almost everyone as a fine job of work in what had become impossible conditions.

Only one thing was wrong. The conditions were showing signs of improving again. In a flurry, everyone started bustling around to prepare the cars for the restart of the race. Even the officials were keen to get the thing going again. Somebody shouted into the crowd of stunned March people (celebrating their first GP win also) that they'd better get stuck into the job of fixing Brambilla's nosepiece.

The legal brain of "Le Grand Poulet" Max Mosley slipped into mesh. An internal bell chimed sweetly. "Why, I don't believe we can do that," he responded, and reached into his briefcase for the FIA rules book. "It says here in the regulations by which we are all bound to abide that we may restart the race only when the race has been stopped by the use of a chequered flag in conjunction with a black flag. Did anyone see a black flag?"

Nobody had. Race over. Up to the champagne party and down to the furious scribbling of points and half points. To the championship this means, Hmmm, Haaa, Why — Niki hasn't done it at that! He's only got a half point for that sixth place — which he fell to only at the end, when Peterson shot by him on the last lap. Reutemann, struggling along with odd handling from his tyre mismatch into 14th place a lap down, could still just do it. It would require his winning both the final two races of the year and Lauda not scoring even a half point, but he could pull it off.





# PRIVATE EAR



NICK BRITTAN

## Financial instability

"Ow iz zee situation in England wiz ze strikes," asked Patrick Depallier in a confidential and caring tone during a rather rumbustious dinner party in Austria. The rest of the Tyrrell table were well away with their sampling of the excellent local white wine and the mood was hardly one for a discussion on the finer points of the crumbling English economic scene.

But Patrick was serious and not trying to make polite conversation. A strange question. Why was he so concerned I asked. "Every time you have a strike the pound goes down. I watch it every day in the financial pages of the French papers."

Was he concerned for the financial stability of the Tyrrell team? "Oh no, I thenk Ken 'as enough pound notes, it's just that he pays me with them. Every month my wages get less and less when I make the conversion into francs."

Cause for concern explained.

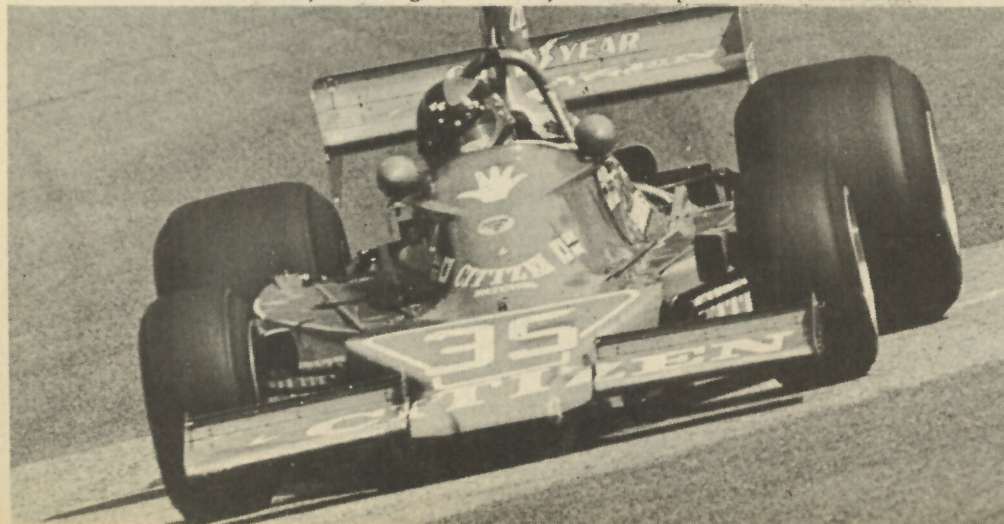
## Painful avoidance

Course marshalling at the British GP is a hazardous job as Howard Tilden discovered. He was the man in charge of the post at Stowe Corner when eight of the Formula One circus skated in and performed their impromptu parking routine. One of the cars parked itself on Howard's leg.

From his hospital bed Howard was quick to pen a note of thanks to all those who had helped him and eased his discomfort. (*Correspondence column July 31*).

Equally quick to respond were the Formula One

... From a distance it looks as if it's been given a coat of blue distemper with an old tar brush ...



Constructors. Ken Tyrrell sent a note of thanks along with a complete set of Elf Team Tyrrell clobber and from the Association itself came the invitation for Howard to attend the GP of his choice as the guest of the Association.

Howard is still "a bit wobbly on his pins" but hopes to be fit to take up the invitation and watch the Italian GP as the Constructors' guest, from the pits.

I suggested to Ken that in view of Ronnie Peterson's successful assault on Luca Montezemola's leg in the pits that maybe the pits was not the best place to put their convalescing guest.

Finding a safe place at Monza is a problem. In the stands you're likely to get trampled on and raped, looted or murdered by frantic Ferrari fans. In the public enclosure you're at the mercy of the pick pockets. In the pits you can easily get your other leg broken. Maybe he should disguise himself as a CSI official and be avoided by all concerned.

## Tatty outfit

The award for the Tattiest Team of the Year must go to the hapless Maki outfit. From a distance the car looks as if it's been given a coat of blue distemper with an old tar brush and close up the sign writing looks like the efforts of the art class at the local primary school.

The mechanics look like a band of defeated Samuri recruits who've been kitted out at the local church jumble sale. The mechanical reliability of the car is in keeping with its appearance.

Hovering around the equipe is the albatross-like presence of a tall gentleman who introduces himself as Tony Trimmer's manager. He convulsed the resident press corps with an Important Statement. "If any of the bits that have broken break again I won't let Tony drive it any more. It's bad for his image you know."

## Fall up the ladder

The last *Private Ear* column revealed Jody Scheckter's amazing rise to success from juvenile chicken farmer to Formula One star in only 15 years. But how do rally stars handle their rocky path to stardom?

Tony Fall, gritty blunt-spoken Yorkshireman and boss of the successful Dealer Open Team, revealed all. It seems that chatsmanship is as important as ability behind the wheel if Fall's saga is any indication of the current state of the art.

At the age of 21 he was working as a junior salesman in Appleyards, a BMC distributorship in Bradford or Leeds - or somewhere up there north of Watford. He was allowed to go home in the company Mini demonstrator. Nobody seemed to mind when he used it at weekends too. So one weekend he snuck off in it and did a local rally. He brought it back in one piece and nobody noticed. So he entered another one. His mistake this time was to win the event and appear splashed all over the local paper. Big scandal and big dressing down in the directors office on the Monday morning.

"I think I might have convinced them that the bloke on the front page of the paper just looked like me and the reporter had got the name wrong, but I couldn't talk my way out of the mud all over the car," recalls Tony.

That was back in 1964. Appleyards were really quite impressed and an introduction was arranged for Tony to meet Marcus Chambers - then boss of the BMC works rally team. By 1966 Tony was a

regular team member partnered by Mike Wood and together they forged a partnership that was to make them the Morecambe and Wise of the rally circus.

Midst this meander down memory lane Tony recalled that in his entire rallying career he had never actually owned his own rally car. He always drives someone else's. Furthermore it wasn't until four years ago that he actually purchased his own first road car.

See what I mean about chatsmanship being as important as ability at the wheel? He also distinguishes himself by becoming the first rally person to chat his way into this column.

## Just clowning

Ultramar, the petrol people, caused something of a stir when they opened a car wash in downtown Woking recently. The man from head office wished me to know that for photographic purposes they placed between the brushes, "a clown, Guy Edwards, and his Formula 5000 racing car."

Isn't that funny. I'd always been under the impression that Guy Edwards was a racing driver.

## Time is money

Much has already been written about the large amounts of money to be received by the F1 Constructors for next year's package GP races. What will they do with all their extra money?

If their latest plan comes off they'll be using some of it to pay their own in-house fines. Disturbed by the lackadaisical time keeping of some of their members and their habit of turning up late for meetings those present passed time devising a scheme to improve punctuality.

They'd got it all worked out when "Bubbles" Horsley walked into the meeting to find everyone deep in earnest discussion.

The Executive checked their watches, scribbled quick calculations on a note pad, nodded in agreement and announced that "Bubbles'" bill for his tardiness came to £380. Ten pounds for every minute of lateness.

Several members were later overheard discussing wheezes like handcuffing Bernie Ecclestone to the steering wheel of his transporter before the next meeting. At which they will, of course, be very punctual.

## Twice the prize

What an encouraging response to my predict the winner of Austrian GP contest. Over 50 post card entries. Alas, the bottle of champagne goes unclaimed. But we have plans for it, more of which later.

Your forecasts were not unreasonably upset by the rainstorm, the shortened race distance and the incredible ballsy performance of Mr Brambilla.

Not one of you offered the "Monza Gorilla" as the winner. Predictably there were 26 opting for Niki Lauda to do the job at anything between 134.2 and 135.8 mph. Twelve came out in favour of Carlos Pace, three for Scheckter, Hunt, Reutemann and Reggazzoni each had two fans apiece rooting for them. There was one entry from (guess where?) Wales for Tom Pryce and one for Jochen Mass.

So what am I going to do with the bottle of champagne? Sit in solitary splendour and drink a toast to Mr Brambilla. No.

Let's do the same again for Monza. I'll carry the bottle for the Austrian over and add one to it as well. So there's two bottles at stake for the closest prediction that names the winner and his race speed. Your guide line - last year it was Ronnie Peterson at 135.41 mph.

Off you go. Predictions on a postcard to arrive in the office no later than the Friday before the race.

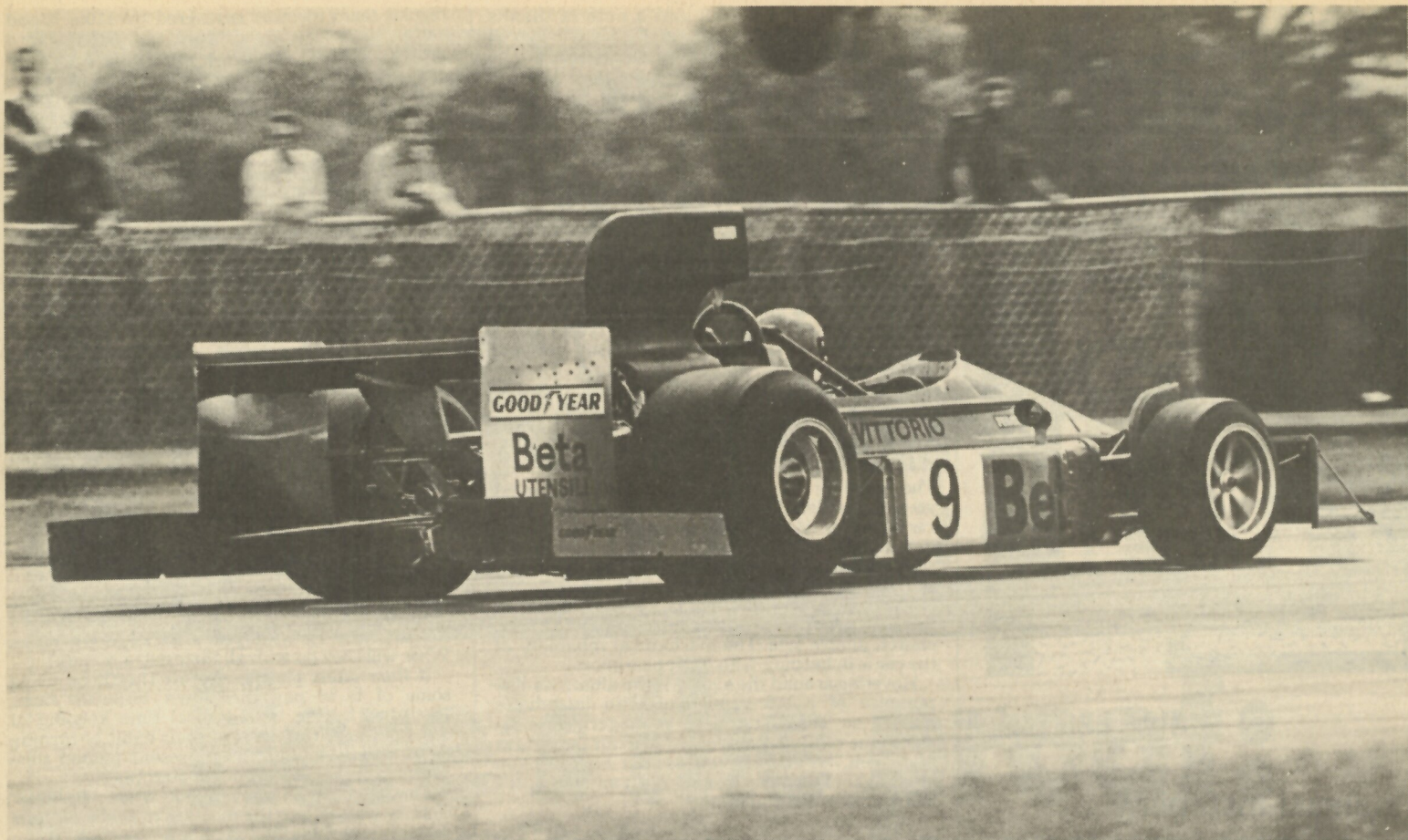
## THOUGHT FOR THE WEEK

What ever happened to Lou Stanley's Jo Siffert Advisory Council, it's aims, ambitions, good intentions, its officers and its funds?

## QUOTES OF THE WEEK

**Bernie Ecclestone:** "Having the Maki pitted next to us is really very good. It makes our blokes feel so efficient."

**Graham Hill:** How was he coping with his retirement? "The first practice is the worst bit. I feel bloody lonely standing there on my own when all the cars have gone out."



Piloting the works March 751, (above), Vittorio Brambilla (right) has given the Bicester based team one of its best Grand Prix seasons for some time.

## PROFILE

# Vittorio Brambilla—no longer on the Planet of the Apes

By CHRIS WITTY

Despite the fact that last Sunday's Austrian Grand Prix was stopped because of rain at half distance, the history books will still refer to it as a championship qualifier and therefore both Vittorio Brambilla and March Engineering have become part of motor racing's select band of Grand Prix winners.

Brambilla has thus become the first Italian to win a Grand Prix since Ludovico Scarfiotti raised the roof at Monza in his Ferrari way back in 1966.

The rise of Brambilla over the last few seasons has been indeed quite a surprising one, mainly because he was known throughout the racing fraternity as a typically wild Italian "cowboy", a reputation no doubt built up by the antics of his elder brother, Ernesto who, in his days of Formula 2 and 3, proved quite an entertainer to the crowds and quite a hindrance to fellow competitors.

But Brambilla has matured, rather like Clay Regazzoni. Since 1973, when he had a successful season in F2, Brambilla has come on in leaps and bounds, proving with each event that he is a tough, hard and forceful race driver, overcoming his 37 years with a curious type of youthful enthusiasm.

Born into a family garage business that was within earshot of the Monza Autodrome, it was inevitable that this short and stockily built Italian was destined to cover his gorilla like frame in grease. Two wheels rather than four drew him to the race tracks initially and Vittorio, along with influence from his elder brother, soon took to the circuits.

Vittorio's expertise on two wheels soon became evident, culminating with him winning the Italian national championship in 1958 on a 175cc Parilla. Such was his love of bikes that he painted his helmet exactly the same way as his hero, the legendary Omobono Tenni, and it's still the same style today.

The bike racing stopped two years later, primarily because he became eligible for national service and Vittorio moved into the army. Interest

was then switched to karting and, after spending a couple of years twirling the spanners in the family garage, Vittorio eventually opted for a shot at four wheels. In two seasons of racing 200cc karts, success again came his way and he won at the World Championships in 1963.

Another recession from active competition saw Vittorio back working in the garage and he now took a bit of a back seat as Tino began to come to the fore in F3 and latterly F2. However, Vittorio is adamant that it wasn't his brother's success, albeit in a works F2 Ferrari Dino, that spurred him on to race cars. It happened more or less by accident and, what is more surprising, it happened relatively late in Vittorio's life. He was pushing 30 years before he drove a racing car in anger. This was in 1968 when he borrowed his brother's Brabham-based F3 Birel.

Brambilla combined the car racing with bikes which he was still riding in competition at this stage. The transition to single-seaters went well and in that first season he finished second in the Italian F3 championship.

His success in cars encouraged Vittorio further more. Was it because he wanted to prove himself better than his brother? "No, I was aiming to be better than everybody, not just my brother," Vittorio replies, his dulcet Italian tones purely stating the fact and hardly varying in pitch at all.

He's a quiet man off the track but possesses a good sense of humour and is quite a practical joker. Despite his total lack of English, Vittorio can communicate. It takes him a little time to get acquainted with individuals but it is evident that despite his language handicap, Brambilla has a tremendous rapport with the March team. Unlike many Italians, Vittorio seems to lack any characteristic Latin-blooded temperament. Perhaps this is one of the qualities that has brought him much of his recent success.

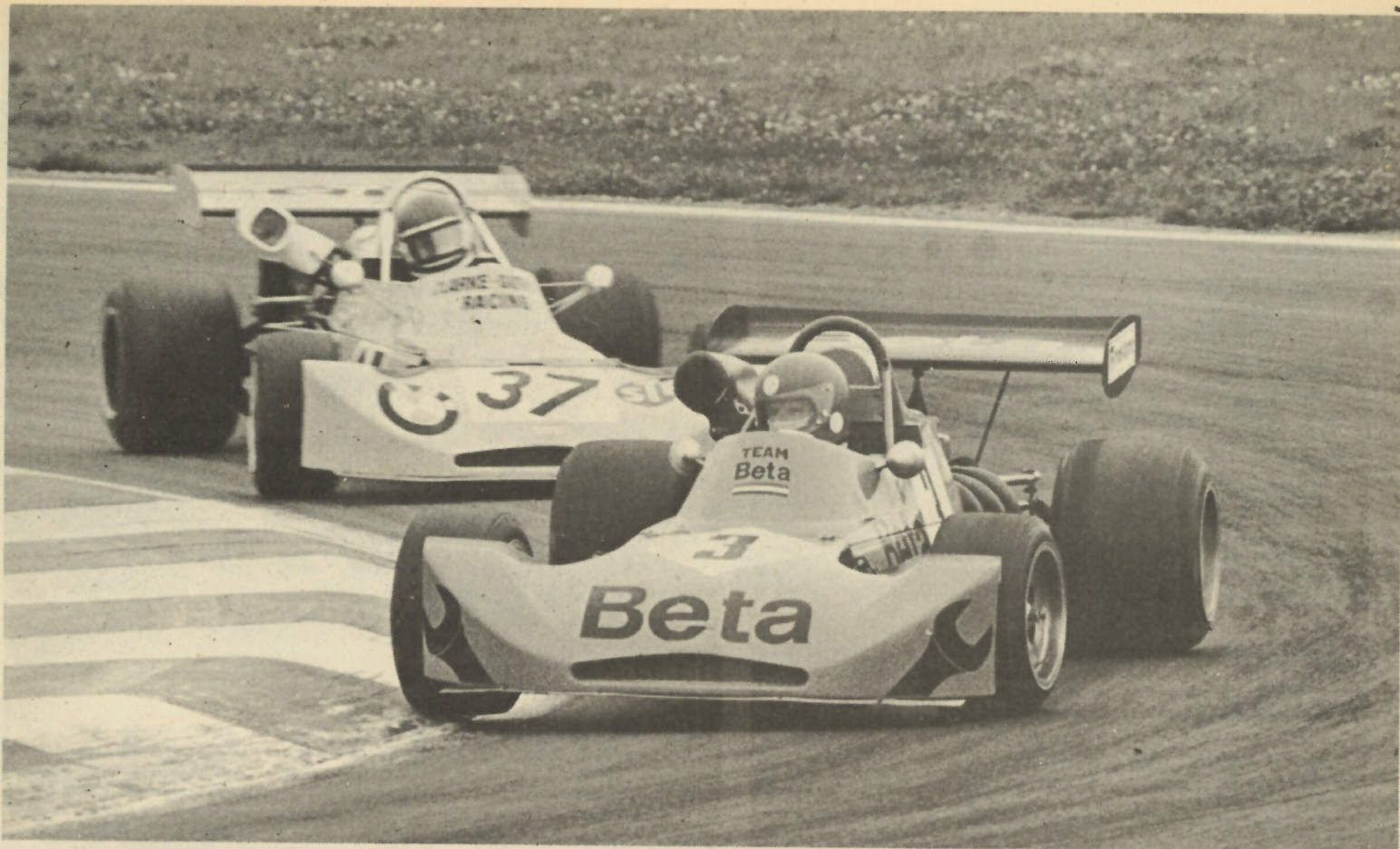
Nineteen sixty nine was also spent competing in F3, once again in a Birel, and this time he won the Italian championship. Up until now his forays



outside Italy had been limited, although in that first season he had made trips to circuits like Nurburgring, Zandvoort and Nogaro. He wanted to succeed in cars.

Having proven his speed in F3, the Brambillas both looked toward Formula 2 in 1970. Tino had lost his Ferrari drive now that the team had withdrawn from F2, although they later lent him a car, and so a bevy of sponsors was gathered and the Brambillas formed the Ala D'Oro team with a view to buying a pair of F2 Brabhams. Tino received a new BT30 while Vittorio made do with an elderly BT23, suitably updated. The team was under financed and not terribly well organised but Vittorio showed up extremely well and he made his F2 debut in the car at Barcelona (having non-started at the Easter Thruxton meeting) that year. "The younger Brambilla was driving an astonishingly fast if slightly wild race," quoted the AUTOSPORT report, "but doing extremely well to keep his elderly BT32 in front of so many newer cars and more experienced drivers." He even dived with Clay Regazzoni's Tecno at one stage before losing the clutch and spinning, and Clay won the





Brambilla leapt to prominence in 1973 with solid performances in his Beta-backed March-BMW 742, finishing the season with two excellent wins.

F2 championship in 1970.

Vittorio also returned to compete in F3 that year, winning the odd Monza slipstreamer here and there in a variety of Italian-built specials. He was competing in several more races with the BT23, each time retiring with engine dramas, an occurrence which became all too familiar with many of the Italian teams racing at that time. Eventually he was able to get a run in a BT30, the team "acquired" the ex-Jolly Club car which Andrea de Adamich had used that year. His best race, and by far his best result up until then, was at Salzburg where both he and his brother gave Jacky Ickx and Jochen Rindt a good run for their money. Vittorio went well in both parts, leading on occasions and eventually losing out to Ickx's experimental works BMW by 1.7s. His confidence boosted and his natural aggression coming through, Vittorio put in another good showing at

the next race before leading the early stages of the Imola F2 race and then writing the car off!

It was rebuilt and the younger brother finished the season with a close second to Dieter Quester's works F2 BMW at the curious Munich airfield race which was hailed as BMW from motor sport. He won the F3 race that day as well in the familiar Birel. By now many had come to regard Vittorio as quite a promising prospect, for an Italian that is. He was, by some considerable margin, better than his brother. But Vittorio wasn't happy with his first season of F2. The team had been badly financed and many things hadn't gone right. It was a chaotic situation but good experience in retrospect so he admits.

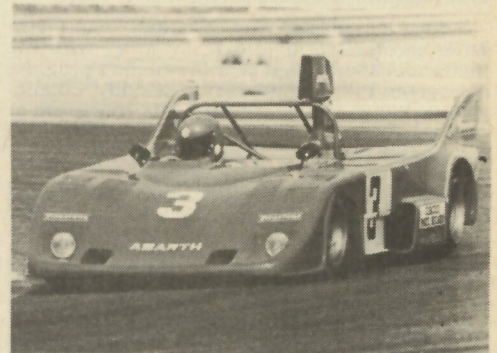
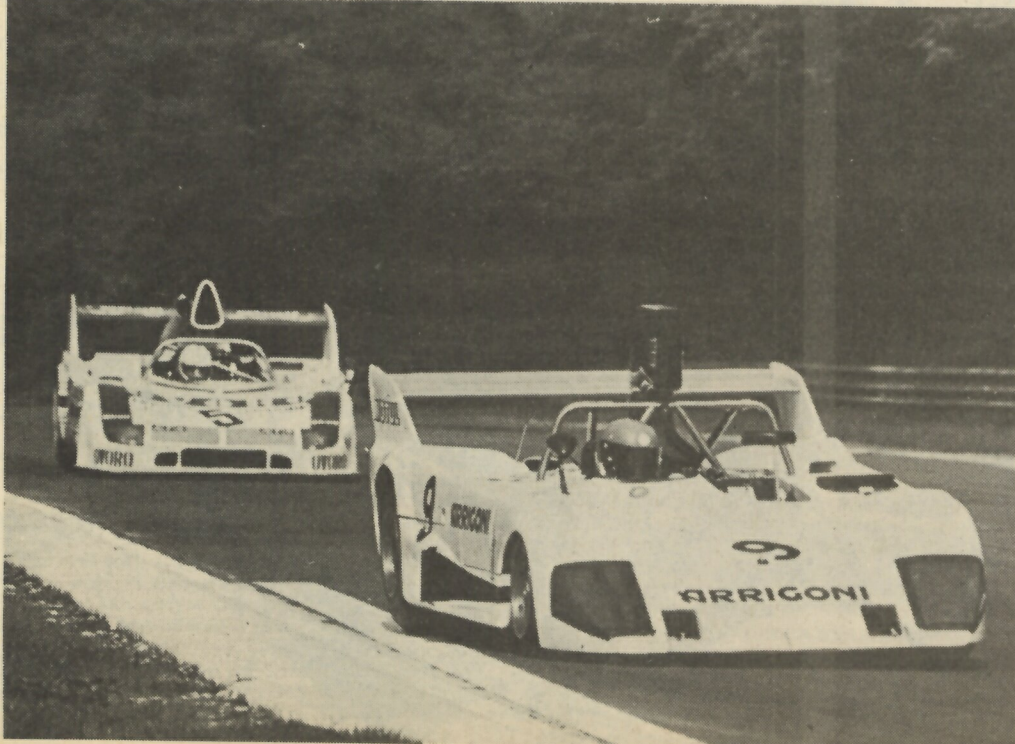
The reputation of being an untidy and hairy driver, a "rock-ape", a phrase originally thought up by one-time British F2 ace Robin Widdows relating the Italian style of driving to the Gibraltar

apes and aimed primarily at Tino.

As to be expected, Vittorio wasn't aware of this. He relates this aggressive attitude to a combination of character and application. "It's every Italian's dream to drive for Ferrari. We have had no schooling over the past few years and so many of us have just learnt to drive without knowledge and without the help of teachers and people with knowledgeable backgrounds. We drove just by instinct."

Despite the problems encountered in F2 the year before and a desire to return to F3 to prove to

Driving a DFV-powered Lola T282 at the Monza 1000kms this year.

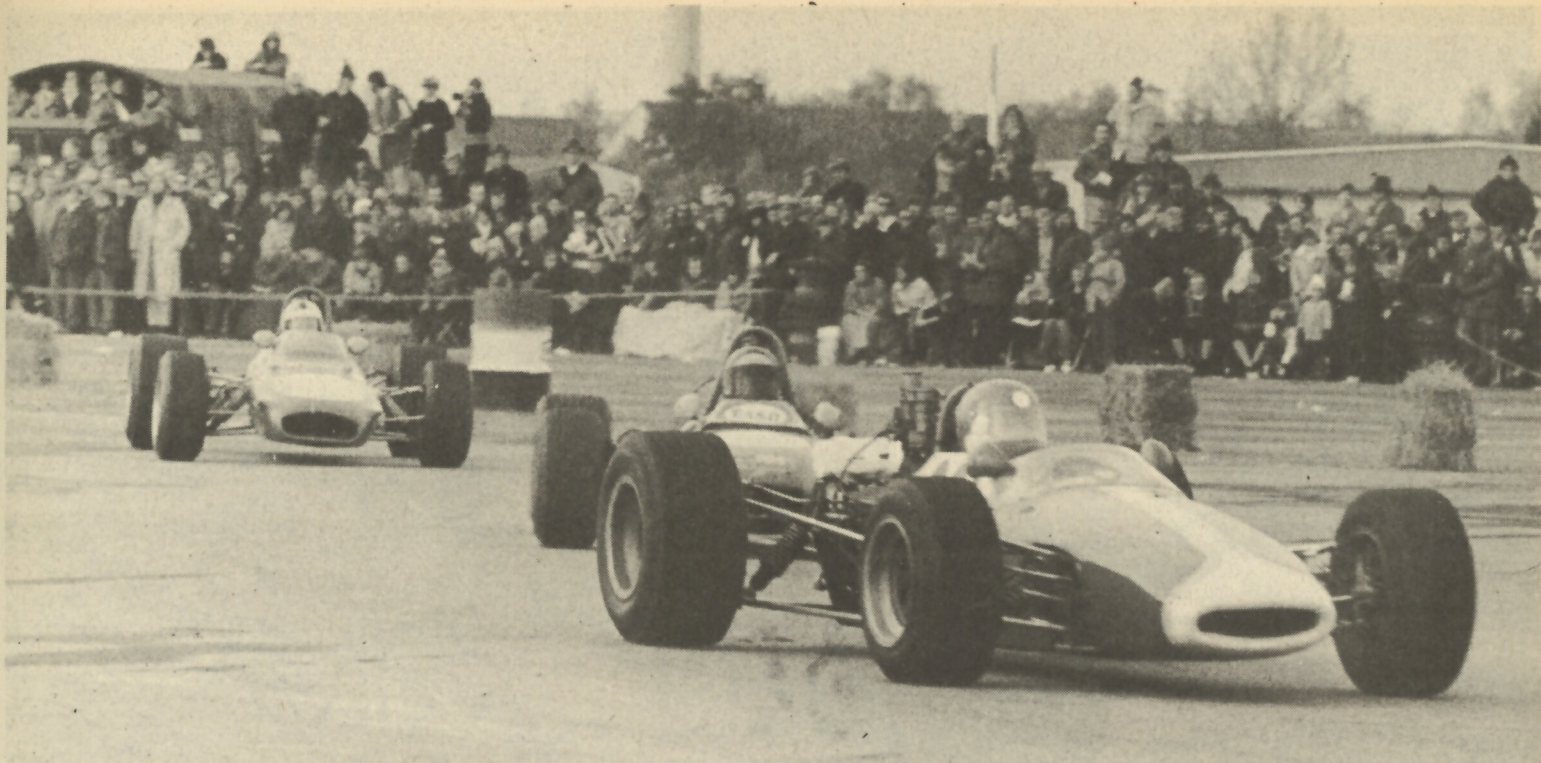


Success came in 2-litre sports prototypes with the occasional works Abarth drive.

himself he could still win races, Vittorio was back in the seat of a BT30, now part of an ambitious three car team with Tino and individually selected Italian newcomers backed by the Italian Motor Sport Federation. It wasn't a good start to the season for Vittorio wrote off two cars in successive races at Pau and the 'Ring.

The two damaged Brabhams made way for a trio of brand new March 712Ms and the season continued, albeit not very successfully. Predictably the finance began to run dry and the team split up, Vittorio finishing the season quite well though with a fifth at the Vallelunga F2 race in his brother's 712M, Tino having virtually retired from active competition by now.

The March was to remain Vittorio's mount for the following season but with the regulations switching to 2-litres, Vittorio spent the bulk of the season once again back in F3. He eventually appeared in the middle of the year with the car fitted with an unpowered 1800cc Novamotor Ford for the Monza Lotteria, leading the early stages having been well up the grid only to suffer a puncture. With finance again particularly low,



Heading for another F3 win in the Brabham-based Birel at Munich in 1970.

only a further two races were undertaken but success continued to flow throughout the continental race tracks of Europe with further wins in the F3 Birel. Nineteen seventy-two may have been Vittorio's poorest season yet, but it marked the turning point in his career.

Substantial sponsorship was gained for 1973 from Beta, a large tooling concern who have three factories close to both Monza and the Brambilla's garage. Through a friend, the company had assisted the Brambilla's racing activities in small ways but now they were prepared to spend larger sums of money. With this much needed injection of cash and Tino out of racing, Vittorio felt a lot happier with the prospect of a good season in F2. There would be adequate finance and, above all, the team would be well balanced and properly run. A brand new March was ordered and during the months that were to follow, a new driver emerged from within. The Monza gorilla was no more.

Suffice it is to say that although Jean-Pierre Jarier and the works March ran away with the European F2 series that year Brambilla's progress throughout the season built up steadily, culminating with two excellent wins at Salzburg and at

Albi where he severely trounced both the works Marches.

The name Brambilla now commanded respect. He now had a reputation and followers of F2 bore witness to a new type of application he put to the job in hand. The Firestone tyre personnel carried out a lot of development work with him and his ability to relate the correct information raised him in many people's estimations. He admits that, as a driver, he benefitted greatly from this.

Along with his F2 drives, Vittorio also branched off into other fields, racing both G2 Schnitzer BMW Coupes and sports prototypes for Abarth, each with success.

Many reckoned that Vittorio's emergence as a race driver was because of his brother's retirement. But he disagrees saying that it was just a coincidence and that the real reason was because this was the first season he'd been able to get everything properly organised, and with adequate finance.

Despite approaching his forties, Formula 1 was Vittorio's next logical step and through his association with his former F2 team manager at Ala D'Oro Sandro Angeleri, who now worked at March Engineering, a tantalising carrot was

dangled in front of Beta and Brambilla was F1 bound, making his debut at last year's South African Grand Prix. He entered Grand Prix racing prepared to learn and to be patient and he adapted without any undue problems. At that stage, no one could really have predicted his future as even March weren't sure of their own come the winter. Had they folded completely, it's reasonable to assume Vittorio's F1 career would have ended there for despite the occasional word from Ferrari, Brambilla didn't live in false hope. He admitted that it was quite natural for an Italian to want to drive for them but he'd be happy to be in front of them!

This year's success story is too recent to relate although the highlights, until last Sunday, had had been to lead the Belgian and Swedish Grands Prix in successive races and to capture pole position for the latter, the first time a works F1 March has occupied that coveted spot in a Grand Prix.

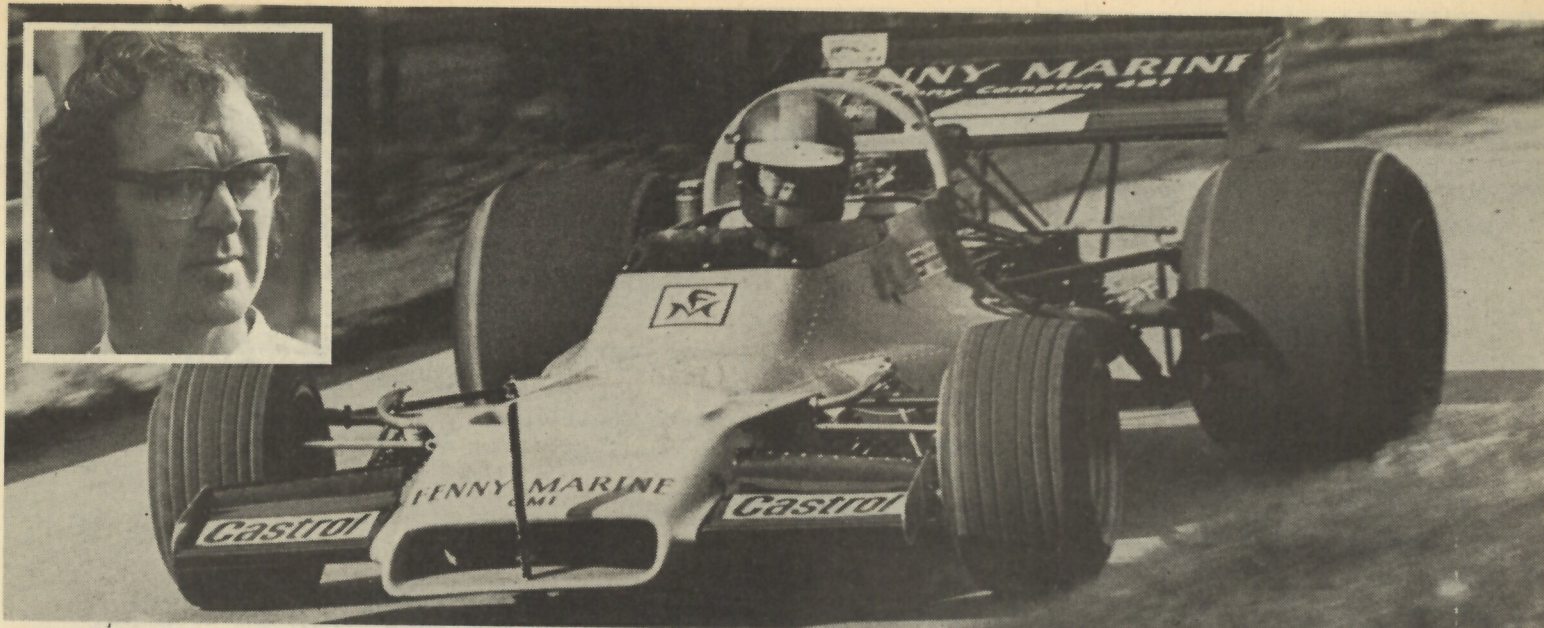
At 37 years of age, many would assume that Brambilla's future in F1 is limited. Suddenly Vittorio's voice changes, "I never felt I started racing too late. It's a mental attitude and as far as I'm concerned, maybe I'll race for another 20 years ...!"

Being a rock-ape in his F2 Brabham BT30.



What makes it all worth while. The spoils of victory in Austria last weekend.





Roy Lane has dominated the RAC hill climb championship in his big 5.0 GM1. On Sunday, he not only broke the hill record but clinched the championship

## SHELSLEY WALSH

# Lane clinches it

The twelfth round of the RAC hill climb championship and Woking Motors Leaders series staged by the Midland Automobile Club and supported by Duport saw the Shelsley Walsh hill record really taking a hammering from the new hill climb champion Roy Lane. Lane attacked the hill with gusto throughout the day and although unable to quite repeat his incredible 27s practice run, he left the hill record at 28.03s, a fifth of a second quicker than the old Mike MacDowel mark. He headed home Alister Douglas-Osborn and Chris Cramer in the championship run off. Despite more than his fair share of problems Alan Richards and the Cheltenham Cameras Gryphon, although being defeated in the up to 1100cc racing car class, are now uncatchable in the Leaders series and thus join Roy Lane as confirmed championship winners.

The special saloon car class which opened the meeting saw John Meredith again in fine form with his elderly Cooper S as he became one of the few people to approach Chris Cramer's long-standing record, whipping the car to victory at 35.77s. But his winning margin was just 0.13s as David Depper was also in the groove with his Mini Centre of Worcester version and gave everything on his second climb. Russ Ward really excited everyone with his John Brown Motors blown Sprite and three-wheeled at every opportunity as he thrust to the top of the hill in a class record breaking climb of 35.46s. Scotsman Norrie Galbraith also went extremely well with his Ginetta G15 taking a fine second place well clear of the rest of the pack at 36.04s.

The first run with the Autofarm Porsche 911 in the hands of Josh Sadler saw him equal the class record held by the similar car of Michael White but unfortunately he came to grief at the Esses on his second run. But his first effort still held at bay his own co-driver Steve Carr who took second place just over half a second down on Sadler. As always Tony Southall with his U2 proved in fine form at Shelsley, really working hard as he skittered up the hill in a fine 31.77s to take the up to 1600cc racing car class. A magnificent second place, despite a second run spin, was taken by Maggie Blankstone with a superb first climb in the twin cam powered U2 at 32.58s which left her just over a second clear of husband Peter. The large sports racing car class once more produced a battle between Mike MacDowel with the Chevron Alpina B19 and the Martin BM8 of Richard Brown with MacDowel leading at the end of the first run by just 0.05s after Brown had missed a gear. However, on the second runs MacDowel failed to improve but Brown really went like the wind and tied up yet another fine win with a great effort at 30.19s which also just clipped John Cleland's class record.

The up to 500cc racing car class entertained as never before with Colin Myles and the Cooper Norton in sparking form as they thrust their way to the top of the hill in no uncertain manner to annihilate Tim Cameron's class record with a brilliant 35.51s climb. Cameron as always waved the arms around and threw the Joe Potts Special into the bends but to no avail as he could only manage 36.77s and was forced to concede victory and his record to Myles. He just headed home the Mercian Group Cooper Triumph of Barry Brant who still holds down second spot in the Leaders championship ahead of Russ Ward.

The first runs in the up to 1100cc racing car class saw Alan Richards and the Cheltenham Cameras Gryphon battling on despite a misfire to take the lead from Chris Dowson with a climb of 32.58s but all chances of bettering this disappeared as a paddock incident between runs saw one corner of the Gryphon damaged beyond immediate repair. With everything to go for Dowson really gave his blown Brabham some "Wellie" on the second runs to stamp his mark on the class with a near record breaking climb of 32.08s while Richards remained uncaught in second place and thus has clinched the Woking Motors Leaders championship. The up to 1600cc racing car class turned into a straight battle between sprinter Rob Turnbull and hillclimber Peter Kaye with their respective Brabham BT35s and although tied together on the first runs it was Turnbull who set the track alight on the second runs with a demon record breaking run at 30.12s, Kaye having fractionally failed to better his first climb of 30.53s.

As expected after the Saturday practice session, it was Roy Lane who led the way in the large racing car class powering his Chevrolet engined GM1 to victory with a new class record of 28.28s and only 0.07s away from Mike MacDowel's hill record. Yet again the NJR Installation Pilbeam of Alister Douglas-Osborn and the Grunhalle Lager March of Chris Cramer were at each other's throats with some ten tenths motoring which really excited the crowd and this week it was ADO who just gained the upper hand with a climb of 28.64s, 0.14s quicker than Cramer. John Cussins and the Waring and Gillow Chevron B32 looked much happier than in previous weeks and took fourth place at 29.15s while Stephen Cuff gave just about everything and a little more besides as he brought his Surtees through into fifth place at 29.68s just ahead of the smoothly conducted Modus of Ken MacMaster.

The pace was reduced for a few minutes before the championship run off as the historic sports racing and racing cars took to the hill with the delightful HWM Alta Jaguar of Nick Jerromes taking the first class from the Frazer Nash of Bill Roberts with a good effort at 41.76s. Among the

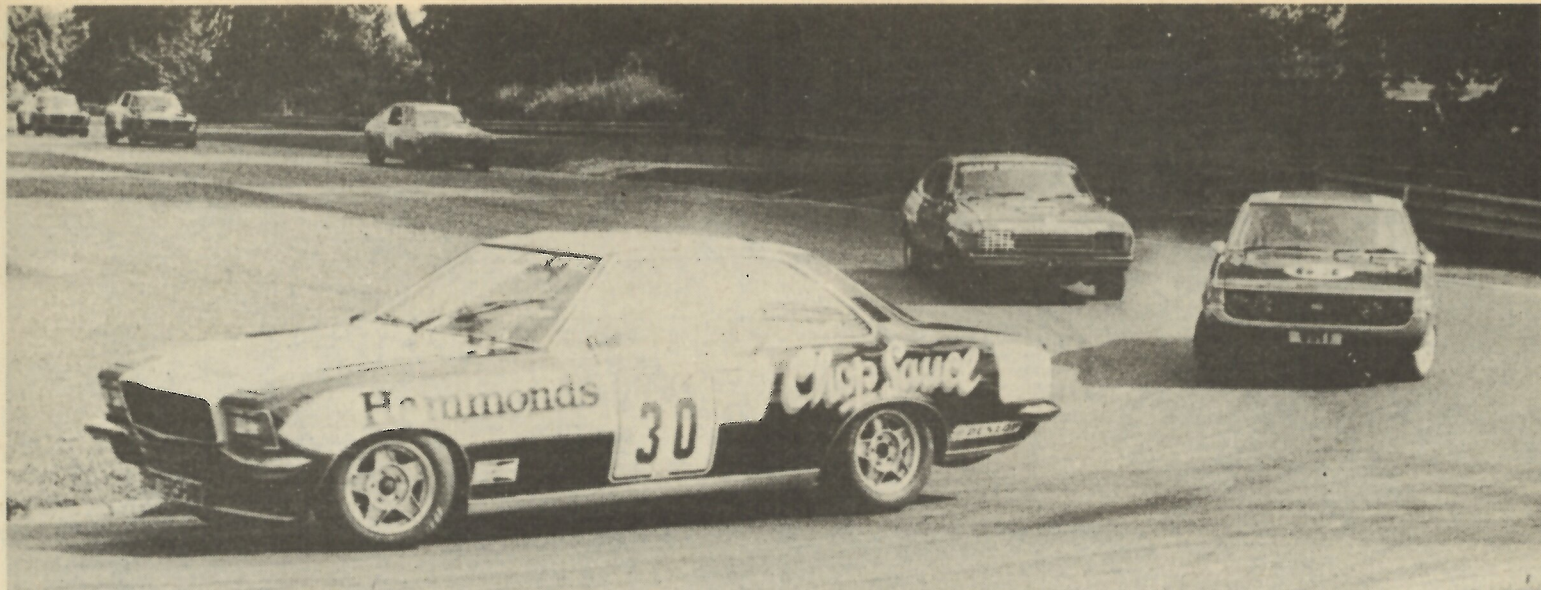
historic single seaters Barry Oddy and Tommy Elton fought a tooth and nail battle with their respective Cooper JAPs, the verdict eventually going to Oddy by just 0.07s with his climb of 35.58s. The classes concluded with Nigel Newth-Gibbs rapidly ascending his Reliant Sabre 6 in 41.23s to easily win the special class for ex-Robin Rew cars (sorry Reliants) from the Scimitar of Dick Ward.

The championship runs which concluded the meeting really provided some tremendous hill climbing although several drivers proved unable to better their class run times. One of these was Rob Turnbull, who was highly delighted at getting his 1600cc Brabham into the run off, and was quite happy to settle for tenth place at 30.40s. Tony Griffiths, having recorded 30.26s on his first run with the Brabham BT33, half spun at the Esses on his second climb and was forced to settle for ninth place. Stephen Cuff and Martyn Griffiths were really engaged in mortal combat and with Cuff unable to repeat his earlier sub-30s run it was Griffiths who just snatched seventh place by a mere 0.01s with a nice second run improvement to 30.04s. Richard Brown really was in splendid form with his Martin BM8 and his second climb saw the first ever sub-30s ascent of Shelsley in a sports racing car, a brilliant 29.88s and sixth place. Once again Ken MacMaster proved neat and tidy with the Modus and was destined for fifth place as he managed 29.56s on his first run and John Cussins also proved to be faster on his first climb getting down to an encouraging 29.09s for fourth place.

The battle between Chris Cramer and Alister Douglas-Osborn again continued and both proved quickest on their first climbs with ADO again just getting the upper edge by 0.14s to snatch second place from Cramer. Roy Lane, despite an indifferent first start, quickly showed who was boss with 28.34s. Although victory was again his, Lane changed the tyres in an all-out effort to take the hill record and perhaps record that first official sub-27s run. The start was good and the car rocketed into Kennel Bend and was soon disappearing out of sight: could this be the one, well yes and no for the new hill climb champion had certainly taken the record but he failed by just 0.04s to duck into the 27s bracket. But all credit to Lane for a fabulous effort when it was not really needed, which only goes to show that the Warwick driver will be a very worthy champion indeed.

## ROBIN BOUCHER

**BTD:** Roy Lane (5.0 GM1-Chevrolet), 28.03s (Hill Record).  
**RAC Hill Climb Championship, Round 12:** 1, Lane, 28.03s; 2, Alister Douglas-Osborn (2.2 Pilbeam BDG-R15), 28.44s; 3, Chris Cramer (2.2 March Hart-74B), 28.58s; 4, John Cussins (5.7 Chevron-Chevrolet B32), 29.09s; 5, Ken MacMaster (2.0 Modus-Hart 420R M4), 29.56s; 6, Richard Brown (1.8 Martin-BDA BM8), 29.88s; 7, Martyn Griffiths (5.8 McLaren-Chevrolet M10B), 30.04s; 8, Stephen Cuff (7.7 Surtees-Chevrolet TS8), 30.05s; 9, Tony Griffiths (3.0 Brabham-DFV BT33), 30.26s; 10, Rob Turnbull (1.6 Brabham-BDA BT35), 30.40s.  
**Class winners:** John Meredith (1.3 Mini Cooper S), 35.77s; Russ Ward (1.3 Allard Healey Sprite), 35.46s (Record); Josh Sadler (2.4 Porsche 911), 34.42s (Equals Record); Tony Southall (1.6 Mallock U2-BRM TC Mk11B), 31.77s; Richard Brown (1.8 Martin-BDA BM8), 30.19s (Record); Colin Myles (0.5 Cooper-Norton Mk9), 35.51s (Record); Chris Dowson (1.1 Brabham-Ford BT15), 32.08s; Turnbull, 30.12s (Record); Lane, 28.28s (Record); Nick Jerromes (3.8 HWM Alta Jaguar), 41.76s; Barry Oddy (1.1 Cooper-JAP Mk8), 35.58s; Nigel Newth-Gibbs (2.7 Reliant Sabre 6), 41.23s.



Shaun Jackson (Opel) leads eventual winner Win Percy (Toyota) and Chris Craft (Capri) in the RAC/SO round.

## INGLISTON

# Invincible Woodman

The Dicksons of Perth Trophy race meeting held last Sunday at Ingliston, featured a round of the Southern Organs British Touring Car Championship and, because of the tight circuit, was split into two races. However with a shortage of cars, this might well have compressed as the racing had little to highlight except the forceful driving of Win Percy and Barrie Williams, who dominated the first part in the Toyota Celicas. Vince Woodman had a comfortable win in the second part after Stuart Graham spun and later retired. Titanic battles rage in the Special Saloon events between Bill Dryden in the DTV/Castrol/SMT Fireza and Bernard Unett handling the James Ross Avenger, the score ending with one victory each. Eddie Labinjoh and Tony Charnell upheld local honours in Production and Sports Car races. In the excellent racing weather it was appropriate that Norman Dickson should win the *Libre* event in his March 74B from that of championship leader Andy Barton, especially since his father's firm sponsored the event and indeed arrived to display his new helicopter to the crowd.

The opening event was a tyre howling 10 laps of production saloons, in which Chris Jones (Mazda RX3) stole a march on the Alfa Romeo 2000 GTV of Eddie Labinjoh who then shot through to an unassailable lead after two laps leaving Jones to the mercy of Roy Knowles (Mexico), Jennifer Birrell (Marshalls Chunky Chicks/SMT Magnum) and Tom Meldrum (Escort Mexico). At mid-distance it was all change and the Magnum pulled away in a safe second place leaving the Mexico drivers with their hands full with the attentions of the Mazda. A little way behind George Windrum (Capri 2000) was similarly placed having to keep at bay the Mazda RX3 of Ian Smith, the Avenger of Ian Stirling, who was later scrutinized out of the results, with the Honda Civic of Tom Irvine hovering on their back bumpers while Jim Dryden gave Dickson's Datsun 160J an airing at the rear of the field.

The Formula Ford event brought out a large field from which Stu Lawson in the McDonald Shand/Ecurie Ecosse Hawke DL12 stormed off to a convincing victory. Second, however was forever in dispute after George Mundell put his Royale off at the hairpin dropping to seventh and leaving John MacGillvray (Crossle 25F) and Duncan Hall (Hawke DL11/12) to battle for second as Robin Simpson (Crossle 25F) inherited fourth spot. Peter Morrison gained two places when Andrew Lawrie (Elden 10C) and the Hawke DL12 of George Franchitti tangled and were out.

The first 25 lap part of the Southern Organs Touring Car Championship followed and found the three Halesfield entries missing, but Shaun Jackson in the Hammonds Sauce/Ottershaw Motors Opel Commodore punted the leading Opel driven by John Handley, damage to a petrol line eliminating the Dealer Team car. This left Jackson leading the Toyota of Win Percy who elbowed off the Wisharts Capri of Chris Craft at Left hander, the latter going out with a broken clutch at the hairpin next lap. Bill Gubelmann's Capri dropped

out from the inherited second place with a broken half shaft after Jackson stopped with a punctured rear tyre. All this left Stuart Rolt's Capri in the class lead, dissatisfied at having to follow the Celicas of Barrie Williams and the leading Percy, so he pulled past Williams and the pair had a private barney won by the Toyota at the flag. Stan Clark, his *Penthouse* Alfa Romeo suffering from over-heating, which had stopped Tony Dron's similar car, slowed and eased the car over the line as the flying Percy took the flag.

From a full grid of sports and GT cars, Tony Charnell set a blistering pace in his Lola T212 to run off and hide from the rest, led by the Chevron B23 of Peter MacNaughton, a lonely second. Cudgels were being wielded by Roy MacNab (Gryphon) and Mike Nugent (Lotus Elan) on the third placed Clan Crusader of Kenny Allen but to no avail as the Gryphon spun on the last corner and was pushed over the line to a lowly eighth place which also included a jump start penalty. A similar squabble led by the ASM Lotus Elan of Andy Smith, was in progress over sixth place, Peter Baker in the ex-Absalom Ginetta G4 eventually demoting the Elan with John Kirk's Davrian half a second behind.

The Special Saloons provided an excellent dice for the lead as Bernard Unett collected up the Avenger, streaking the James Ross car into the Esses ahead of the Mini of Eric Smith. But he was soon overwhelmed by the DTV Fireza of Bill Dryden, who had trouble getting gears at the start, and then began to reel in the Avenger which he caught and took on lap eight. Smith and Graeme Walker (Fireza) held third and fourth places ahead of Doug Niven's Ford Boss Capri who had gear problems in practice. Frank Gunn had an unhappy race in his Escort, being overwhelmed by the battle between Jim Dryden (Longman Mini) and the Forrest Imp of Ian Forrest who led the up to 1-litre class from Bill Donald (Imp).

The *Libre* event was a 15 lap procession after Norman Dickson (March) got a picture book start to lead Andy Barton (March), John Calvert (March 742), and Doug Thomson (Chevron B27) with Bob Rollo (Lotus Atlantic 69) fifth having lapped the remainder led by the Chevron B23 of Jim Baird.

The second part of the Touring Car championship followed, with Vince Woodman hitting the front in his Chevrolet Camaro and Andy Rouse next up in the Dolomite Sprint. Stuart Graham in the 7.4 Camaro thundered after them only to spin at the hairpin on lap five and ding the tail of the car on the Armco, as Rouse sailed on. Roger Bell in the second works Dolomite Sprint held third place but John Handley in the Shellsport car had to relinquish fifth place to the London Sports Car Centre Ford Escort RS 2000 driven by Alan Foster who could do nothing, however, about catching Brian Muir, fourth in the other Shellsport Dolomite.

The second 10 lap Special Saloon event saw Bill Dryden now with a new gearbox in the Fireza,

outrage the Avenger driven so ably by Bernard Unett, into the Esses, but spun at the left hander after two laps letting Unett take command from the incredibly fast Mini of Eric Smith who had to give best to Graeme Walker's Fireza. Meanwhile Bill Dryden was picking off the places and when Smith spun Dryden was in third place as Jim Pinkerton clawed his Mini through the midfield. Next Jim Dryden spun his Longman Mini and was collected by the Escort of Frank Gunn, the pair being eliminated. Unett appeared to ease off almost allowing the bustling Fireza to catch him at the line.

Here the meeting should have ended but an unscheduled race was announced, no one seeming to know for how many laps, but of the five cars that appeared three required push starts. How much better it would have been to have ended on a high note.

## BILL HENDERSON

**Radio Forth Race for Production Saloons (10 laps):** 1, Eddie Labinjoh (Alfa Romeo 2000 GTV), 10m 48.2s, 57.22 mph; 2, Mrs Jennifer Birrell (Vauxhall Magnum), 11m 05.0s; Roy Knowles (Ford Mexico), 11m 13.0s; 4, Tom Meldrum (Escort Mexico), 11m 13.2s. **Fastest lap:** Labinjoh 63.6s, 58.30 mph (**Equals record**). Up to £1,699: 1, Chris Jones (Mazda RX3); 2, Ian Smith (Mazda RX3); 3, Tom Irvine (Honda Civic). **Fastest lap:** Jones, 65.6s, 56.52 mph.

**Encyclopaedia Britannica Trophy for Formula Ford (10 laps):** 1, Stu Lawson (Hawke DL12), 9m 12.6s, 67.10 mph; 2, John MacGillvray (Crossle 25F), 9s 13.8s; 3, Duncan Hall (Hawke DL 11/12), 9m 14.6s; 4, Robin Simpson (Crossle 25F), 9m 19.4s. **Fastest lap:** Lawson, MacGillvray; Simpson, 54.2s, 68.41 mph.

**Aurora World Championship Motor Racing for Sports and Special GT Cars (10 laps):** 1, Tony Charnell (Lola T212), 8m 29.4s, 72.79 mph; 2, Peter MacNaughton (Chevron B23), 8m 53.2s; 3, Kenny Allen (Clan Crusader) 8m 58.6s; 4, Mike Nugent (Lotus Elan), 9m 00.8s. **Up to 1600 cc:** 1, Allen, 2, Andrew Smith (Lotus Elan); 3, John Kirk (Davrian). **Fastest lap:** Roy McNab (Gryphon C74A); 52.2s, 71.03 mph. **Over 1600cc:** 1, Charnell; 2, MacNaughton; 3, Nugent. **Fastest lap:** Charnell 49.8s, 74.46 mph.

**Dicksons of Perth Trophy Race for Class B & D Touring Cars; Southern Organs Touring Car round (25 laps):** 1, Win Percy (Toyota Celica G1), 24m 54.2s, 62.04 mph; 2, Barrie Williams (Toyota Celica GT), 25m 16.6s; 3, Stuart Rolt (Ford Capri 3000), 25m 20.2s; 4, Stan Clark (Alfa Romeo), 24 laps.

**Up to 1600 cc:** 1, Percy; 2, Williams; 3, Stan Clark. **Fastest lap:** Percy, 58.8s, 63.06 mph.

**2500-4000cc:** 1, Rolt, no other finishers. **Fastest lap:** Bill Gubelmann (Capri 3000), and Shaun Jackson (Opel Commodore), 58.6s, 63.28 mph.

**Class A & C Touring Cars RAC/SO Championship round (25 laps):** 1, Vince Woodman (5.7 Chevrolet Camaro), 24m 10.0s 63.93 mph; 2, Andy Rouse (2.0 Triumph Dolomite Sprint), 24m 23.2s; 3, Roger Bell (2.0 Triumph Dolomite Sprint), 24m 26.6s; 4, Brian Muir (2.0 Triumph Dolomite Sprint), 24m 34.6s.

**Over 4000cc:** 1, Woodman, no other finishers. **Fastest lap:** Woodman, 57.0s, 65.05 mph (**record**).

**1600 to 2500 cc:** 1, Rouse; 2, Bell; 3, Muir. **Fastest lap:** Rouse, 57.4s, 64.60 mph (**record**).

**Special Saloons Part one, (10 laps):** 1, Bill Dryden (Vauxhall Fireza), 9m 05.8s, 67.94 mph; 2, Bernard Unett (Hillman Avenger), 9m 11.0s; 3, Eric Smith (Mini 1275 GT), 9m 14.6s; 4, Graeme Walker (Vauxhall Fireza), 9m 15.4s. **Over 1300cc:** 1, Dryden; 2, Unett; 3, Walker. **Fastest lap:** Dryden, 52.6s, 70.49 mph. **1000-1300cc:** 1, Smith; 2, Jim Dryden (1293 Longman Imp); 3, Graham Stuppel (1296 Mini Cooper S). **Fastest lap:** Smith, 53.6s, 69.18 mph (**record**). **Up to 1000cc:** 1, Ian Forrest (Forrest Imp); 2, Bill Donald (Hillman Imp); 3, Bruce McLeod (Alval Mini S). **Fastest lap:** John Fyde (Agra Imp), 55.0s, 67.42 mph.

**BP Super Visco Race for Libre Cars (15 laps):** 1, Norman Dickson (March 74B), 11m 55.2s, 77.77 mph; 2, Andy Barton (March 74B), 11m 58.4s; 3, John Calvert (March 742), 12m 08.4s; 4, Douglas Thomson (Chevron B27), 12m 20.0s. **Fastest lap:** Dickson, 46.2s, 80.26 mph.

**Special Saloons, Part Two (10 laps):** 1, Bernard Unett (Hillman Avenger), 9m 27.8s, 65.30 mph; 2, Graeme Walker (Vauxhall Fireza), 9m 28.0s; 3, Bill Dryden (Vauxhall Fireza), 9m 40.2s; 4, Eric Smith (Mini 1275 GT), 9m 47.8s. **Over 1300cc:** 1, Unett; 2, Walker; 3, Dryden. **Fastest lap:** Dryden, 52.8s, 70.23 mph. **1000-1300cc:** 1, Smith; 2, Jim Dryden (1293 Mini Cooper S); 3, Graham Stuppel (BLMC Mini). **Fastest lap:** Smith, 54.6s, 67.91 mph. **Up to 1000cc:** 1, Ian Forrest (Forrest Imp); 2, Bill Donald (Hillman Imp); 3, N. Whitney (Mini 850). **Fastest lap:** Forrest, 57.0s, 65.03 mph.

**Knockout (5 laps):** 1, G. R. Wilson (MG Midget), 5m 14.2s, 59.01 mph; 2, Kenny Allen (Clan Crusader), 5m 14.4s; 3, Eric Paterson (Colvend Mini), 5m 19.2s; 4, G. Roder (Colvend Mini), 5m 19.2s. **Fastest lap:** Paterson, 60.4s, 61.39 mph.



The BMW 528 is the most powerful of the "5-series" cars but retains the same basic four door body shell.

## BMW 528—fast and refined

The BMW range of cars now covers the "3-series" 2-door models (recently announced and to be available here in the Autumn) and the larger "5-series" 4-door saloons. Of these, the most powerful is the 528 of 2788cc, a relatively new addition, reinforcing the existing 6-cylinder 525 and the 4-cylinder 520 and 520i. The 528 shares the same basic body shell as these cars, but it has disc brakes all round, of which those in front are slotted for ventilation, an extra anti-roll bar at the rear, and wider wheel rims and tyres.

At first sight, it might seem curious to produce another engine only 300cc bigger than the existing one. The answer is that every engine has an ideal size, and the BMW is at its very best with a swept volume of 2.8-litres. When one considers that it produces no less than 20 bhp more than the 2.5, and this with the crankshaft speed reduced by 200 rpm, one realises that this unit is well worth making. The 525 is a very fine car but the 528 has an extra reserve of power that certainly justifies its higher price, especially as it uses no more petrol during normal driving.

The engine follows the traditional BMW design, with a very rigid cast-iron block and a light-alloy head, of which the contours are the result of much recent research into the use of lead-free fuels and the reduction of the oxides of nitrogen in the exhaust gases. The valves are operated through rockers by a chain-driven overhead-camshaft.

The front suspension is the MacPherson system and semi-trailing arms are retained at the rear. The rack-and-pinion steering of the 3-series cars has not yet been adopted, a worm and roller box being used, with power-assistance as standard in deference to the big tyres. The all-disc brake system has greater fade-resistance, in view of the higher performance potential. The well-known BMW 4-speed gearbox has not been altered and automatic transmission may be specified. In order to obtain a short bonnet, which is so desirable for modern traffic conditions, the straight-six power unit has to be carried rather far forward, placing more weight on the front wheels than on those behind.

Although the 528 is an impressive car, it is not too big for easy town driving and parking. The driving seat seems unusually high, though the

driver's head does not approach the roof, and the steering column is adjustable. The all-round view is excellent and the controls are well placed. The seats are fairly hard, as is usual among German cars, but though I prefer to sink further into the cushions, they are not too tiring on a long journey. The interior is a welcome change from the austere BMW's of the past, the instrument panel being delightful, though a few more auxiliary dials might not come amiss in a car of this calibre — perhaps I am old-fashioned in preferring properly calibrated gauges, instead of mere warning lamps, to tell me about my oil and electricity.

The straight-six is the sweeter engine of all, if designed and built aright. Too many bad sixes have been made in the past but a good one is the ultimate in smoothness, with an incomparable exhaust note. This BMW engine is a gem and is certainly the quietest that has come out of the Bavarian factory. As regards performance, it will push this substantial saloon along at better than

120 mph, which most people will find more than adequate for present conditions. At the car's maximum, the rev-counter has still a little way to go before the red section is touched, so the gearing is just about right.

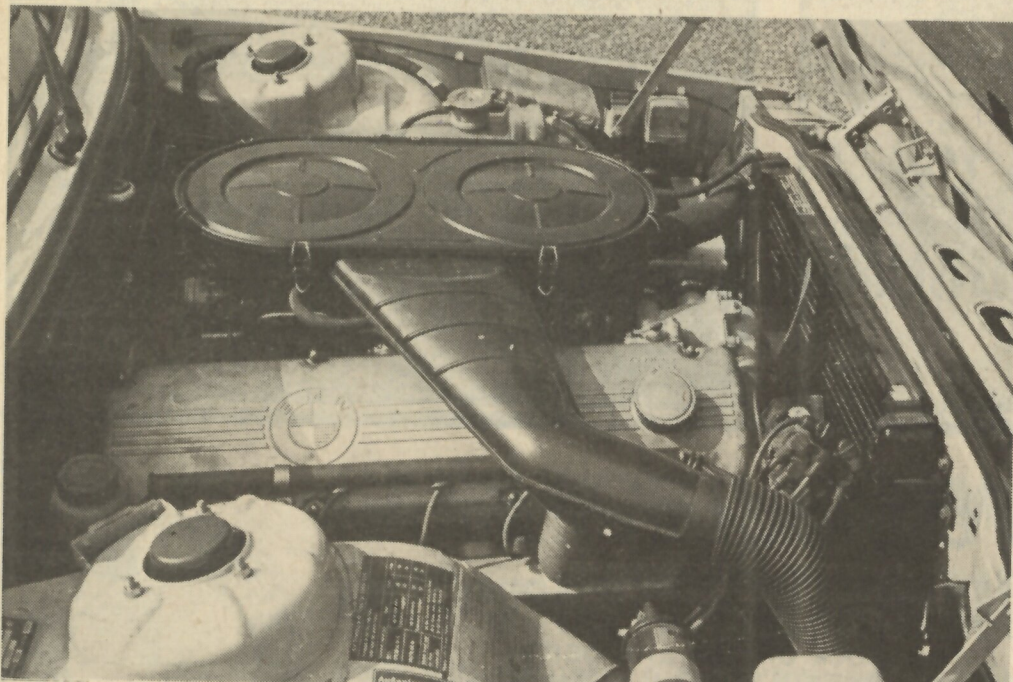
An ignition cut-out is fitted and on "my" car it tended to anticipate fractionally. When I was timing the 0-60 mph acceleration, it was just starting to operate at 60 mph in second gear. Nevertheless, I obtained a better figure by staying in second and letting it misfire a little, rather than by changing into third. I was therefore very impressed with the 8.8s result, particularly as I find the big BMW a difficult car to take off the mark, owing to lack of weight over the driving wheels. This tendency to wheelspin is only noticeable on first gear, except in the wet, when it is advisable to use a little discretion. However, the quick steering is ideal for correcting a tail-slide before it really starts.

With power-assistance, the steering can be made with a higher gear than is usual in such a large car. For fast cornering, the controllability is excellent and the driver's effort is greatly reduced on sharp bends. Just at first, there seems some lack of sensitivity during slight wheel movements from the straight-ahead position, but this effect is

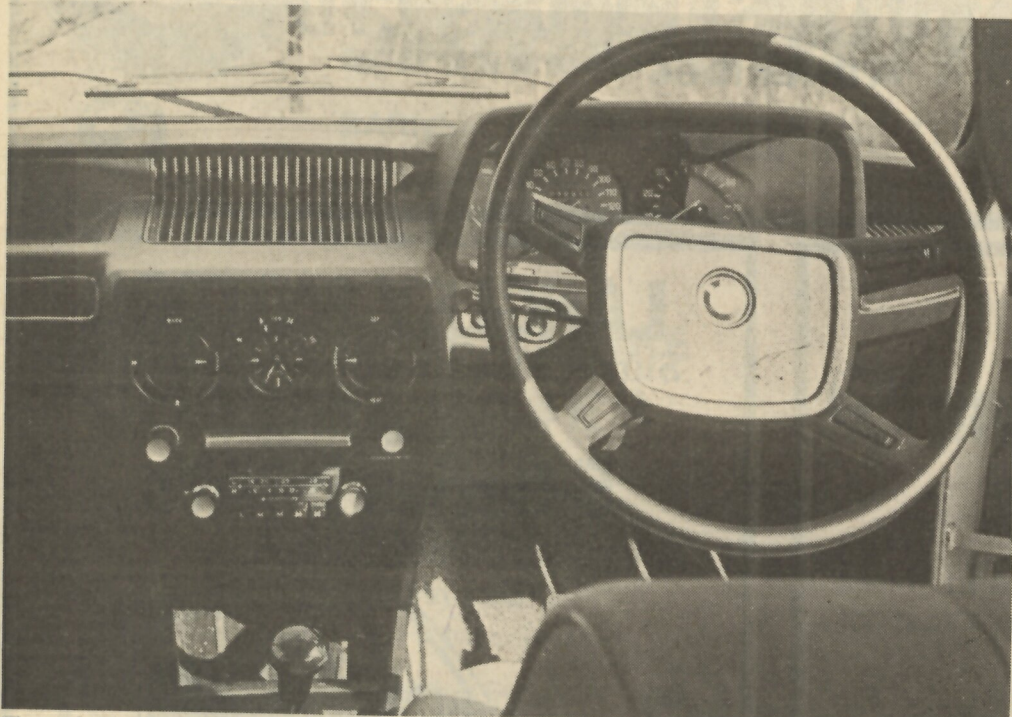
Clean and aggressive front end treatment lets everyone know it goes fast.



# Road test



The 2,800 cc six cylinder engine has an extra reserve of power which fully justifies its price especially as it uses petrol economically.



The cockpit affords excellent all round vision and the controls are well placed (above). The view most drivers will get of the quick 528 (below).



soon forgotten. The stability and roadholding are better than those of the smaller-engined models, perhaps because of the wider tyres, and the rear end is less inclined to break away under extreme cornering stresses.

The ride is comfortable and most owners will be entirely satisfied, but it is not the completely flat glide that is almost a French monopoly. The suspension seems to fidget a little and I don't think the 528 rides quite as well as the new 3-series BMWs. It will be understood that I am now being hyper-critical, but perhaps I am entitled to be when writing of luxury cars of the very top class.

Less wind noise is heard than with previous 5-series cars I have tried, perhaps due to improved quality control in fitting the window and door seals. The level of road noise is also remarkably low. The engine is quiet at medium and high speeds, while it is only audible at low speeds when the throttle is opened abruptly and the intake of air can be heard. There is just the suspicion of hesitation when opening up from a closed throttle, perhaps because the mixture is weak in the interest of fuel economy and anti-pollution.

Its possible to drive quite hard and still keep on the right side of 20 mpg. I did not drive the car flat-out for long distances, as that is scarcely sensible nowadays, but I formed the opinion that at least 25 mpg would be the reward for exercising a little care. The car will do most of its work on top gear if required, though its at its joyful best when allowed to rev, of course.

The BMW 528 is the quietest and most refined car of this make that has yet been produced. Its big enough to carry five people without any feeling of crowding, but sufficiently compact to be nippy in traffic. Light, quick steering makes it easy to park and manoeuvre, but on the open road — or as near to that as one can get nowadays — it has all the speed and acceleration you want and probably more than you dare use. Perhaps the greatest virtue of such a car is that it so seldom fully extended, giving the driver that delightful sensation of power in reserve at the touch of his foot. Above all, the driver of a big BMW doesn't have to prove how fast he can go, because everybody knows!

**Car Tested:** BMW 528 4-door saloon, price £4,989 including car tax and VAT.

**Engine:** Six-cylinders 86x80mm (2,788cc). 165bhp DIN at 5,800 rpm. Inclined valves operated by chain-driven overhead-camshaft and rockers. Two twin-choke Solex carburettors.

**Transmission:** Single dry plate clutch, 4-speed synchromesh gearbox with central control, ratios 1.0, 1.4, 2.2 and 3.8 to 1. Hypoid final drive, ratio 3.64 to 1.

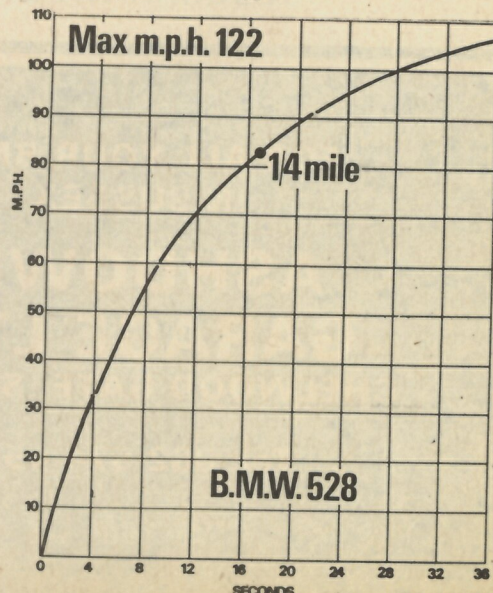
**Chassis:** Steel monocoque. MacPherson independent front suspension with anti-roll bar. Worm and roller steering with power-assistance. Independent rear suspension with semi-trailing arms and coil springs, plus anti-roll bar. Servo-assisted dual-circuit disc brakes, ventilated in front, with rear pressure limiter. Bolt-on steel wheels, fitted 195 HR 14 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-windscreen wipers and washers. Flashing direction indicators. Reversing lights. Cigar lighter.

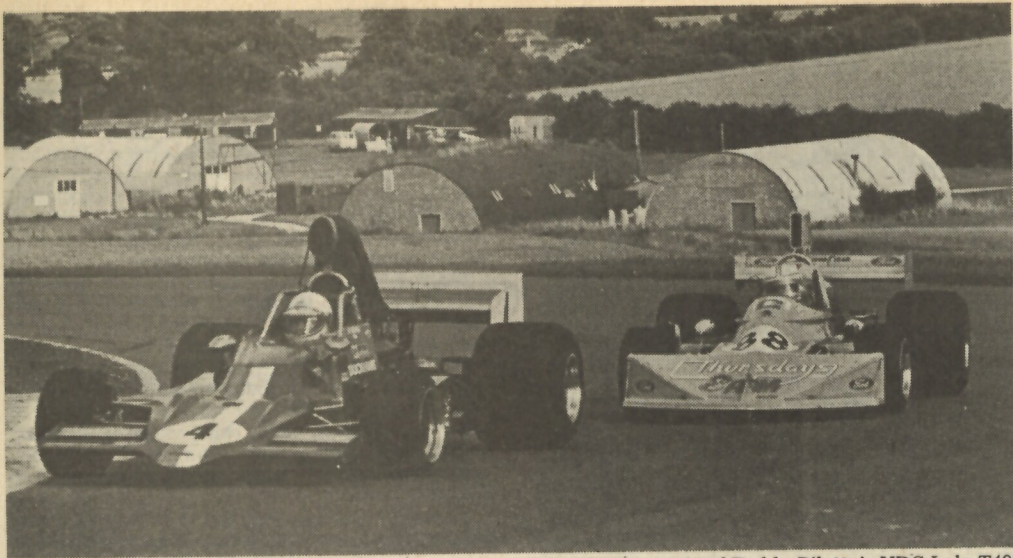
**Dimensions:** Wheelbase 8ft 7.8in. Track 4ft 7.9in/4ft 9.5in. Overall length 15ft 1.9in. Width 5ft 6.5in. Weight 1 ton 6cwt 1gr.

**Performance:** Maximum speed 122 mph. Speeds in gears: third 91 mph, second 60 mph, first 32 mph. Standing quarter-mile 17.0s. Acceleration: 0-30 mph 3.0s, 0-50 mph 6.8s, 0-60 mph 8.8s, 0-80 mph 15.7s, 0-100 mph 27.3s.

**Fuel Consumption:** 19 to 25 mpg.







Alan Jones in Thursdays March-Cosworth kept up a relentless pursuit of Teddy Pilette's VDS Lola T400 for 28 of the 30 laps until the wing support broke.

## THRUXTON F5000

# Pilette survives the Ford

By CHRIS WITTY

Photos by DAVID WINTER

So last Sunday's Formula 5000 race produced a superb dice for the lead throughout the entire event, but we must remember that one Swallow doesn't make a summer. However, despite the European F5000 scene looking distinctly bleak, the Ford Motor Company have a whole flock of swallows nestling in their wooden crates back at Boreham. They're called Cosworth Ford V6s and they made last Sunday's race at Thruxton.

The final victory went to Teddy Pilette, his second in succession in the Team VDS Lola T400 but there's no doubt the hero of the race was Alan Jones in the Thursdays/RAM March 751 powered by a Ford V6 engine prepared at Swindon Racing Engines.

Jones harried the Chevrolet-powered Lola throughout, feinting to pass at every available opportunity, only to have the rear wing stay break on the penultimate lap just as he was about to make his biggest effort in trying to wrest the lead.

Lolas and Chevrolets may have finished in the first two places, with Richard Scott coming home next, but out of the three Ford-engined cars that appeared, all three finished (for the first time) and all were in the first six. That's what was significant about Thruxton and that's F5000's saviour.

By virtue of driving with his right leg in plaster, Ian Ashley did enough to finish and regain his championship lead as Peter Gethin failed to add to his score but Pilette's win however takes him to within one point of Ashley.

## ENTRY AND PRACTICE

Quality not quantity. Well, not quite but the F5000 entry at Thruxton last weekend was getting that way. After the ravages of Mallory Park the week before, it was a credit to several teams that only one prominent runner wouldn't make it, and that's because he's laid up in hospital.

Anyway, here at Thruxton we had no less than three 3.4-litre Ford V6 powered chassis; the most we've seen at a F5000 race in Europe this year, and easily the most competitive trio yet. Besides Alan Jones and David Purley, in the March and Chevron respectively, we had the first appearance of Tom Walkinshaw's new car, also a March.

Following his success at Mallory where he claimed pole and led from flag to flag in his Team VDS Lola T400, Belgian's Teddy Pilette began to stage a repeat showing by rushing around the flat Hampshire circuit in 1m 10.6s. That's under the current circuit record but not the quickest F5000 that's been achieved here. Still, for a T400 . . .

Like several of the leading F3 runners, some of the F5000 contingent took the opportunity of testing at the circuit the previous Friday, but conditions were such that Sunday's official times were by far the quicker.

Pilette was happy with his T400 and so, quite probably, was team-mate Peter Gethin whose similar car was just 0.2s slower. Thus the two VDS cars lined up on the front rank.

Guy Edwards was next up in his older Lola T332, equalling the circuit record at 1m 11.0s and also contented with life. So too was Richard Scott with his Alan McKecknie-run Durex T400 which, unlike the VDS cars, has a suspension geometry probably closer to a T332 in concept. Anyway, Scott was far happier with the car here than at Mallory although he expressed that when you encounter a particular handling problem with a F5000, it's costly in terms of lap times and takes quite a bit of grafting to fathom out.

Scott recorded 1m 11.2s and this was equalled by Ian Ashley who was back to try and regain his

championship lead in the Richard Oaten Lola T330. Ashley, following his accident in the F1 Williams at the Nurburgring, was driving with his right leg in plaster and the other heavily strapped. "If Barry Sheene can do it, so can I" said Ian, who was in obvious pain despite a brave face. "It takes a bit of time getting used to using the throttle around the back of the circuit because the ball of my foot's covered in plaster and I can only feel the pressure more or less through my knee via the plaster. It, er, takes a bit of getting used to," explained Ian.

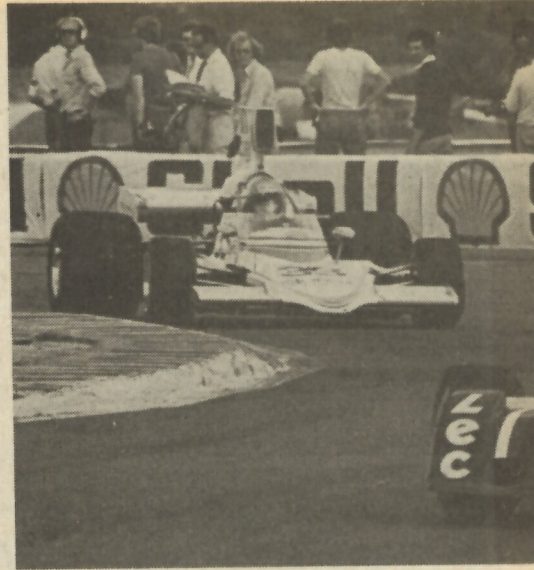
Ashley's brave effort was nearly in vain for the engine cut out toward the end of the session and with "the dials going crazy", it looked as if a crankshaft damper had broken. As this was the team's only engine, things did look ominous at one stage but a quick look-see by Roy Fewkes appeared to remedy everything for the race.

Alan Jones was the quickest of the Ford V6 runners in the pristine Thursdays-sponsored RAM March 751. The car had been back to the March factory during the week following the Mallory ding and quite a few detailed alterations carried out. Jones was extremely happy with the result and was full of admiration for the Ford engine. The only problem was the thread of the left hand drive shaft spline which had broken but, courtesy of John Reed's Holbay airplane, an F2 replacement unit was flown down from the Bicester factory.

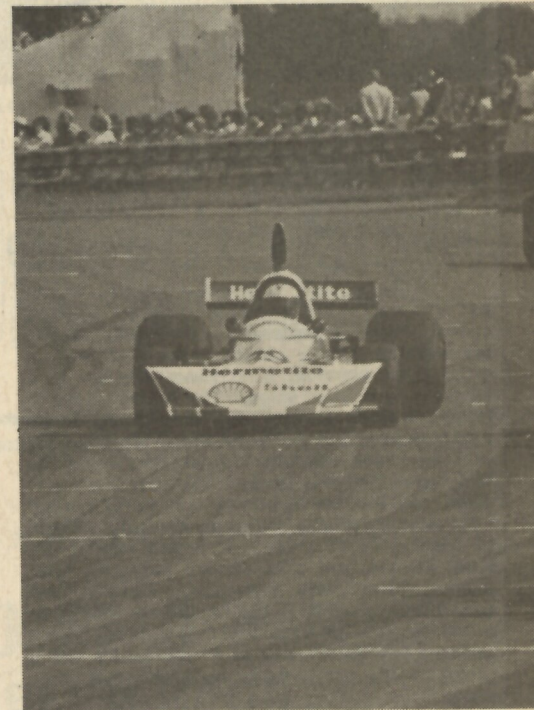
Vern Schuppan equalled Jones' time of 1m 11.6s in Sid Taylor's Theodore Racing Lola T332 but Vern reckoned he "was like an accident looking for somewhere to happen." He wasn't happy at all and the car had only been hastily rebuilt after the Mallory prang.

Another car that had been rebuilt after Mallory, and we mean rebuilt, was Brian McGuire's T332. A new (secondhand) tub was required and Brian's mechanic Peter Bryan worked all week to build up virtually a new car. A tremendous single handed achievement. Brian therefore eased his way around a circuit where he excels at in 1m 11.6s as well.

Completing the top ten runners were Tom Belso's Lola T330 (1m 12.6s) and David Purley's



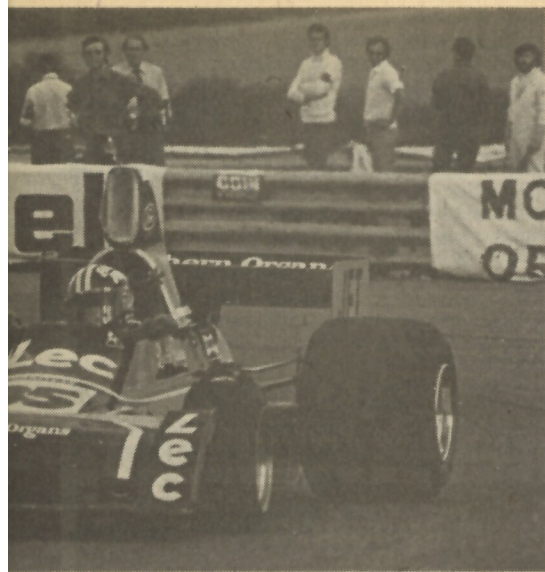
Despite being hampered by problems in both practice for the first time in quite a few races. Here he leads Ri and Walkinshaw (left), the latter debuting the Herme



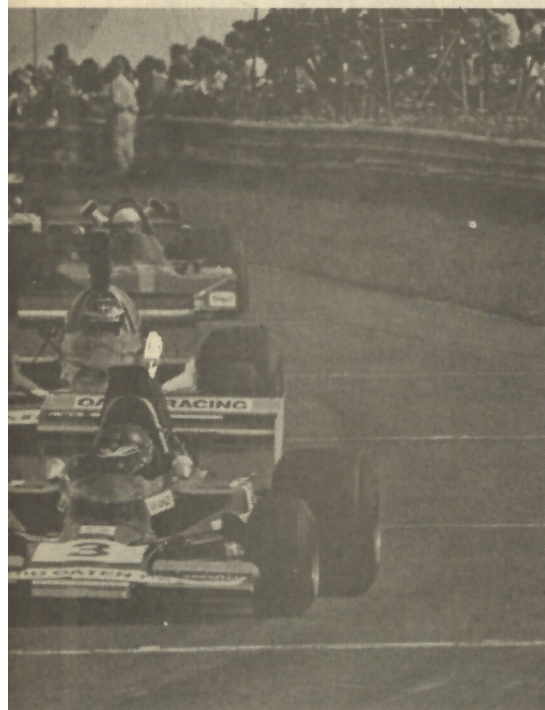
Danny Sullivan harried Alex Ribeiro's March for mu



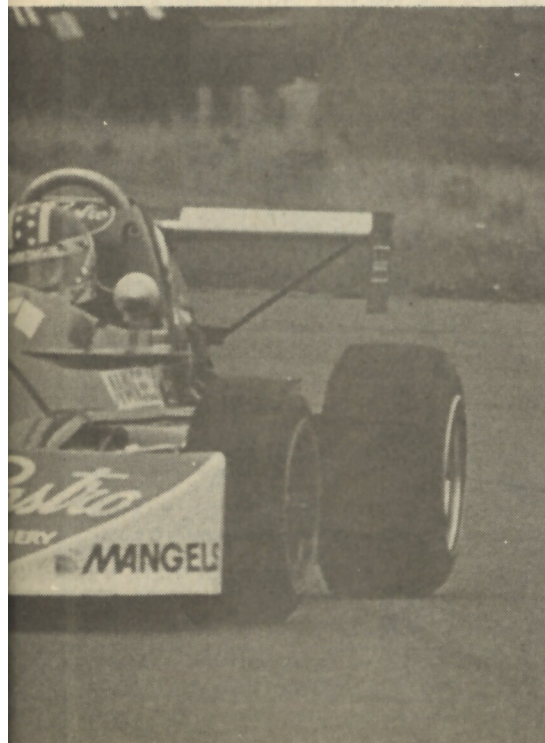




id Purley managed to finish in his Ford powered Chevron below, Ian Ashley, with foot in plaster, holds off Tom Belso and worth.



F3 event but never quite managed to get past.



Ford V6-propelled Chevron (1m 13.6s). Purley's session was cut short after just six laps when a little 2BA caphead unscrewed itself off the throttle slide assembly, slid down the centre of the vee, plopped down into the gap on the sandwich plate, whirled around in the flywheel and became wedged in the clutch fork which activates the gear selection bobbin. A fluke incident and consequently no clutch.

The other Ford V6 runner, Tom Walkinshaw in the ex-Masami Kuwashima F2 March 752 but still run by Roy Kennedy, was suffering from fuel pressure problems and wouldn't pull over 7500 rpm, that's about 1000/1500 revs down on maximum. The car had covered one and a half day's testing at Goodwood and was, in many minor ways, quite different to Jones' factory built car.

## RACE

While Pilette thundered away into a lead he was destined never to lose, although he came close to it on a couple of occasions, his team-mate wasn't to have such a happy time. A challenge by Edwards under braking for the complex saw a bit of "how's your father" from both parties and it soon became apparent that the rest of the field would have to take avoiding action.

While Scott bounced across the boonies, Jones rocketed through into second place but all this "Gethin and Edwards" confusion had allowed Teddy to pull well clear. Edwards restarted and did a few laps right at the back before quitting with deranged suspension while Gethin bumbled slowly around to the pits to retire with a broken steering arm. Two front runners gone in less than a lap. Please, let it be a good race.

Within a couple of laps Jones' light blue March-Ford had gobbled up Pilette's advantage and the stage was set for a real humdinger of a race.

Purley had pulled up behind Scott and, after harrying the Durex car for a few laps, he nipped through only to spin while exiting the chicane a couple of laps later. This dropped him quite a way back, behind Scott, a cautious Ashley and a steady Walkinshaw. The latter proved no real problem for the Chevron as Tom was still treating this as a test session more or less, and nor was Ashley whom Purley retook on lap 15. But Scott was too far in front and despite pulling back the odd second here and there, the Chevron challenge finally took a dive when David punctured a front right tyre (probably from kerb hopping) and a pit stop to change it, plus the nosecone, dropped him down behind Ashley and Walkinshaw (albeit briefly).

The unfortunate Belso was one of only two mechanical retirements of the leading runners, the Dane having his engine expire on lap five while in

contention with Ashley for sixth spot. Schuppan was the other after just two laps with a broken diff.

At the last Thruxton F5000 round we bore witness to Purley's nimble Ford V6 challenging Ashley's big Chevvy V8. It looked then as if the Ford would be able to win through but we never got the answer. Today we asked? Jones was obviously trying, pushing his March nosecone right up behind the VDS Lola everytime they came into the chicane. But the superior torque of the big V8 was sufficient to pull it clear and out of trouble on the straights. Both cars seemed identically matched, certainly to the spectator.

Midway through the race, Pilette put a bit of daylight between the two but within no time, Jones had pulled back the 50 yards or so and on lap 18 made a big effort, albeit on the outside, to outrake the Lola coming into the chicane.

"Could he do it?" we asked ourselves time and time again. "He's at a power disadvantage, it'll only be under braking, but that's providing he can keep sufficiently close to the Lola through Church Corner and up Woodham Hill to the chicane."

"He's closer" would be the cry almost every lap as numerous pairs of eyes scanned the Thruxton horizon to watch these two dots flash across the landscape, only to see the gap grow larger as the opticle illusion faded. This was really quite an exciting F5000 race, despite the "nothingness" that was occurring behind.

It would all hinge on the last few laps and the man who made it all possible was, according to Pilette, Ashley. The leaders came rushing up to lap him and the VDS car just had to feather slightly. The March was able to get a run out around the back and on this the penultimate lap and approaching the chicane, Jones was closer than ever.

The blue March flicked out of the Lola's tow. This was it. But then the crowd's roar changed as the rear wing of Jones' car collapsed and March slewed around Pilette's gearbox and off the track into the undergrowth. The mainstrut had collapsed, probably a legacy of the Mallory shunt the week before, and although Jones restarted to finish, no one will ever know whether he would have won that race or not, not even Teddy Pilette.

### Shellsport European F5000 30 laps — 72.00 miles championship round 10

1. Teddy Pilette (Lola-Morand / Chevrolet T400), 36m 25.4s, 116.43 mph;
  2. Richard Scott (Lola-Whitehurst / Chevrolet T400), 37m 09.2s;
  3. Alan Jones (March-Swindon / Ford GA 751), 37m 34.4s;
  4. Ian Ashley (Lola-Fewkes / Chevrolet T330), 29 laps;
  5. David Purley (Chevron-Lec / Ford GA B30), 29 laps;
  6. Tom Walkinshaw (March-Racing Services / Ford GA 752), 29 laps;
  7. Brian McGuire (Lola-RES / Chevrolet T332), 29 laps;
  8. John Turner (Lola-Turner / Chevrolet T330), 28 laps;
  9. Dennis Leach (Chevron-Smith / Chevrolet B24), 28 laps;
  10. Mick Hill (March-Smith Chevrolet 74A), 27 laps.
- Fastest lap:** Jones, 1m 11.6s, 118.46 mph.

## F3

# Alex steels the show

It was all a bit of an anti-climax really. Alex Ribeiro, the controversial Brazilian, took an immediate lead and proved that with a clear track in front of him, he can drive quickly and competently. It was a well deserved and overdue win for the works Marks driver.

His Swedish team-mate Gunnar Nilsson started from pole but wasn't too happy with his car and spent the race holding off challenges from Patrick Neve's Safir and Dick Parsons' Modus. Nilsson did enough to retain his BP championship lead by finishing fourth but Danny Sullivan in the works Modus did himself a power of good to move within striking distance by chasing Ribeiro hard all the way to finish second, just 0.8s behind and equalling the lap record on the way. The impressive Ingo Hoffman, yet another Brazilian, was third.

## ENTRY AND PRACTICE

Moans and groans about prize money and how much it costs aside, there's one thing that the Formula 3 contingent can count themselves lucky for and that's the future. It's far brighter than any other British-based single-seater Formulae and at least, and this is where F3's internationally recognised status helps, next season has a relatively bright future. Take a look around. What formula or, for that matter, what class of racing is looking toward next season with relish? Europe has got itself into such a mess with all these "lesser" formulae, and even F2 has joined the ranks now, that only F1 and F3, to a lesser but admittedly rapidly improving degree, seem healthy.

This year's BP Super Visco championship has done one thing and that's create a camaraderie, an atmosphere, a backbone if you like. Therefore it was the usual regular runners that turned out for this, the beginning of the final run-in toward the championship outcome. At the moment, this involves three men and on of them, albeit the

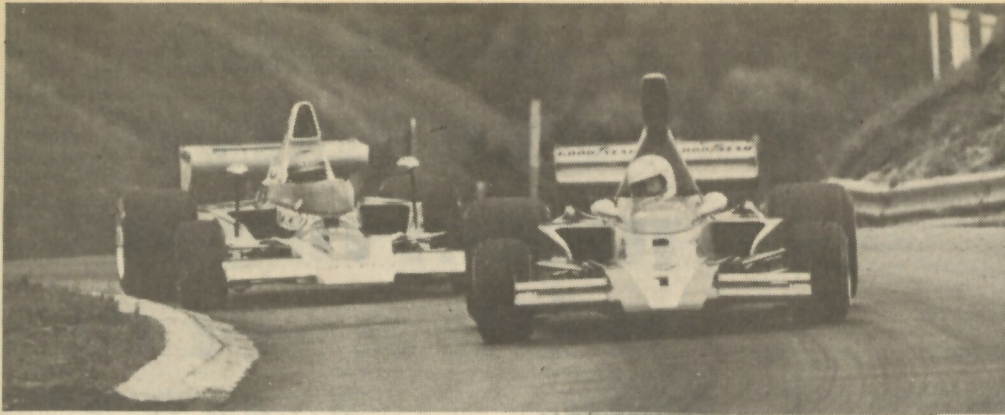
championship leader, annexed the pole slot at 1m 16.6s. The man was Swede, Gunnar Nilsson, in his familiar works March.

Nilsson, despite taking pole, wasn't too happy about life. He felt the car could be a lot better for the amount of effort he'd put in, especially as he was 0.2s outside Patrick Neve's lap record. An infection, picked up while holidaying back in his native country, didn't help!

Equalling Nilsson's time was his team-mate Alex Ribeiro, the Brazilian doing fewer laps than most people to post the time. Completing the front row was another works car, this being Danny Sullivan's Modus which the young American has been driving to such purpose of late and consequently brought himself right into the championship reckoning.

Sullivan was perhaps fortunate in recording 1m 17.0s first for no less than four other people equalled it, these being the ever improving Ingo Hoffman in his Creditum March 753, Neve's Shellsport Safir, Richard Hawkins' enthusiastically driven Ratcliffe Springs March 743 and Dick Parsons' private Modus. Attention should be





Mario Andretti's Viceroy Lola T332 (second car) again proved to be the quickest car on the track.

## MID-OHIO

# Another Andretti—Redman dice

By GORDON KIRBY

Photos by CHARLES LORING

Once again it was Mario Andretti and Brian Redman racing hard for the lead. Once again it was Andretti in control, strongly yet barely from the F5000 champion. And again Andretti failed to finish, this time because of gearbox troubles just ten laps before the end. Redman, only yards behind, drove on into the lead to win easily, his third race of the year, and place himself squarely in control of the USAC/SCCA Formula 5000 championship.

There were good fights so that for most of the distance the race formed itself into clearly the best of the year. From it Al Unser scored another second place finish, the first time in his F5000 career he found himself pleased with his performance. Into third place came David Hobbs from the back of the grid after suffering an engine failure while leading his heat. David put on his best drive in a long time, catching and passing Jackie Oliver's Shadow only six laps from the end.

There was however a bad part to Mid-Ohio. It happened right at the start when the throttle in Bernie Swanson's Lola jammed wide open and the car slid heavily into the guardrail. Swanson was trapped in the car for at least ten minutes so that a pace car was brought out for five laps. The youngster, who has gone so well in his first F5000 season, was taken to hospital suffering from skull fractures and has since died of his injuries.

## ENTRY AND PRACTICE

This, the fifth round of North America's Formula 5000 season was a race that almost didn't happen. Originally it was scheduled as the opening race of the year (as it was last year) on the first weekend in June. But then Les Griebing, owner of the Mid-Ohio sports car course had an argument with the SCCA over the amount of prize money he should pay (which incidentally is less than what it was two years ago and about the same as the CanAm figure from eight or nine years ago). So Griebing cancelled his race and substituted an IMSA Camel GT event. Only a few weeks later, he made peace with the SCCA and offered up his old CanAm date as a new F5000 weekend.

Mid-Ohio's 2.4 mile course... ing appear more like comedy of the cheapest cloth. For this, the first single-seater race at Mid-Ohio to take on the title of the Buckeye Cup, a total of 27 cars arrived for practice. Essentially the field was as it was two weeks ago at Elkhart Lake. The only notable addition was that of a slight modified Lola T400 driven by the experienced and respected Californian John Morton. USAC man Tom Sneva, sniffing about for a decent F5000 car, thought he had found one but when he arrived for his first look at the car (an awkward-looking homebuilt special which has run slowly in a couple of races) he decided quickly that he best not drive it.

For most of the one day of practice allowed (a generous five and a half hours on Saturday), the pace was set alternatively and in their accustomed manner, by Mario Andretti and Brian Redman. It was not until the final minutes of the last session that Andretti made a sudden, large improvement and left Redman struggling hard.

Driving his Viceroy Lola T332 as cleanly and tidily as ever, Andretti qualified on 1m 22.058s, coming down the stopwatch by more than a second in his last four laps of the day. Without qualifying tyres (there is only a single F5000 compound available) it seemed remarkable that so much improvement should come so rapidly. The Vel Parnelli team manager suggested that all of the time came from the driver alone and Mario explained it simply and plainly.

"Well, it was eyeballing one spot," he said in his best matter-of-fact way, "cause I figure that was the one place I could make the time." Pointing across Mid-Ohio's bantering displacement of little hills Mario described a quickly rising and falling, third gear, right-hander. "I took that jump out there flat out an' I tell ya it was scary. You land

there and don't know if you've got enough suspension travel to do it. If you haven't, you're probably gonna go straight into the guardrail, there's no place else to go."

Then, grimacing a little he added, "it's the sort of thing you only do if you have to."

Whether he found all the time at that one corner or whether it was merely, his own neat story, it remained that Andretti was a second and a quarter faster than anyone, a shade less than that faster than his pole of last year and faster even than George Follmer's outright track record with last year's CanAm Shadow. Mario's Falconer-propelled T332 was much as it was at Elkhart with the newer Chaparral-style airbox, deeper wing dams and conventionally-mounted oil radiators. The car's geometry had been modified somewhat but only in terms of tailoring it to the tight and busy nature of Mid Ohio's 2.4 mile course.

It took Redman only until mid-day before he found the maximum he could get from the Haas/Hall Lola T332 so that for the balance of the afternoon, despite driving very hard, even to the point of spinning twice, Brian was unable to improve by anything other than a few hundredths to 1m 23.347s. He went back to his motel thinking hard about things, suggesting that the car might have too much oversteer and that the differential the team were using was the wrong one. Other than having reverted to the usual smaller front brakes and master cylinders, the Chaparral car was also much as it was at Elkhart Lake. Because of Mid-Ohio's tightness, the team were also running much more front and rear wing than they have in the past two rounds, including using longer, double-section nose fins.

Al Unser had benefited from a day of testing early in the week at Indianapolis raceway park which his mechanics proffered had, for the first time given Unser a F5000 car which suited his style and method. Apparently they were right for despite having never before driven the difficult little circuit before, Al, like his teammate, improved at the last moment by over a second to 1m 23.871s. And so it was that the second Vel's Parnelli/Viceroy Lola T332 would start beside its stablemate on the front row of the first qualifying heat.

Pleased, for the first time in a long while, with the handling and performance of his T332 Lola was David Hobbs who had pushed his way into the 23 second bracket in the morning. Unfortunately the McLaren-engined Hogan Lola lost a tooth from its ring and pinion at the outset of the second qualifying session so that Hobbs had to make do with a slightly disappointing best of 1m 24.418s

from the first hour of qualifying. However, David was more enthusiastic than he has been in ages, not only with the chassis, which is now "as close as we can get it to Redman's without stealing their drawings," but also with his engine which he felt was as good as anybody's.

Looking much better than it had at Elkhart, but still off the pace of the fastest Lolas, was the single UOP Shadow DN6 of Jackie Oliver. Team manager Mike Hillman said that when the team re-checked the car's set-up after Elkhart they had found it to be well off the correct settings and after returning the chassis to a known factor, they thought they should be much better off. But much to their disappointment Oliver, by trying very hard, could not better 1m 24.776s. "the car is very good," he said, a note of exasperation in his voice, "it's got a little too much understeer, that's all."

Eppie Wietzes was very close to Oliver, despite missing much of the afternoon when his Formula Racing Lola T400 lost an engine in the first qualifying session. After the team changed the engine in something less than two hours, Eppie came out at the end of the day to record a good 1m 24.990s. Following its markedly improving form of recent races Wietzes said of his unique Lola: "No, it's not bad at all but the throttle response of the new engine doesn't seem quite right and I think more time can come from me than from any place else."

On 1m 25.301s came Bernie Swanson who was complaining of a car that was not feeling properly balanced because he had shunted the Bay Racing Lola while testing at the circuit a week before. So much in fact that the T332 was brand new from the engine forward. Jerry Eisert and his team had worked a full week in rebuilding the car, arriving at the circuit at six am Saturday morning. Swanson went at sorting out his rebuilt car very sensibly, slowly improving all day long after the laborious process of running in a new ring and pinion in the morning. He was at a loss to explain his crash, saying that he had not been trying very hard and that the car had gone straight off, nose first into the guardrail, perhaps because the worn front tyres had gone off completely.

Close behind Swanson came Francisco Mir's EvelKnievel Lola T332 which Elliott Forbes-Robinson got around in 1m 25.308s. He was, he said, fairly pleased with the car, slowed a little by a fuel feed problem which was causing the car to hesitate in a few critical places. Otherwise EFR was beginning to feel more at home in a F5000 car again and added that he felt his Giordano Casarini-built engine was very strong. A number of other drivers agreed with this opinion that the white Lola was one of the faster cars in a straight line.

Vern Schuppan and Dan Gurney were a lot happier than of late as Vern got the Jorgenson Eagle around in 1m 26.097s. The driver said the car was much more driveable than in his first two races with it. The team said they were learning enough to begin to think about being in the hunt by the time of the California rounds. The Eagle again carried a very short wing which had been used successfully at Elkhart Lake and was also fitted with newly modified steering. The latter Schuppan found to be a notable improvement.

The tenth quickest was Warwick Brown and the works-assisted Pat Burke Talon (1m 26.132s). The Tasman champion seemed to struggle most of the day with a car that would not put its power down although he said "it was pretty good by the end of the day, but I only did four or five laps before we ran out of fuel."

Behind him came a strong line of troubled cars and drivers. Jon Woodner (1m 37.075s) found his Interscope Talon MR1A understeering badly and reacting unpredictably, while John Gunn (Lola T332) missed most of the morning and ran out of time before stopping at 1m 28.028s. John Morton found his Falconer-engined T400 to be unpredictable, much as others before him have suggested but he did a workmanlike job of getting the car around in 1m 28.244s. "Unfortunately," he said, "there isn't much we can do as some people who might have given us some money have read in the magazines how bad the T400 is supposed to be."

Just shy of Morton's time was Danny Ongais' Interscope T400 which continues to leave the driver very frustrated, and the team began for the first time to formulate some theories as to the car's strange and unpredictable behaviour.

Sunday's two hour warm-up was pleasantly relaxed and unearthed no new troubles. It did give Redman the chance to discover that the Chaparral crew had again worked some magic as he lapped a full second faster than previously and found at the same time that the car was more comfortable and easier to drive. Suddenly it looked as if a race was in the offing after all.

## HEATS

The weather on Saturday had been hot and clear, but the warm evening brought a gathering of clouds, enough for a substantial layer to remain during Sunday morning and warm up into dark, rolling thunderclouds. As the clock approached 1 pm and the start of the first 21 lap heat, the sky brought a quick smattering of light rain which was blown off just as rapidly by a cooling breeze.

It remained dry throughout the first heat as Andretti drove one of his typically unchallenged qualifying race victories. After pulling out a comfortable two seconds per lap at the start, Mario settled back to win by half a minute from teammate Al Unser. For more than half the race, Al followed Oliver but with seven laps left he found a way by and, picking up his pace by a clear second a lap, drove away into a firm second place.

The Shadow carried on in third comfortably clear of B. J. Swanson who remained equally clear of Schuppan. During the early laps, Oliver, Unser, Swanson, Schuppan and Woodner ran nose to tail before slowly breaking apart. Woodner was clipped by Schuppan so that the Talon's right nose fin was bent which upset its already unpredictable handling even more. As it was then Woodner had to give way to Evan Noyes' Lola T332 although he was able to remain clear of Mortin in eighth place.

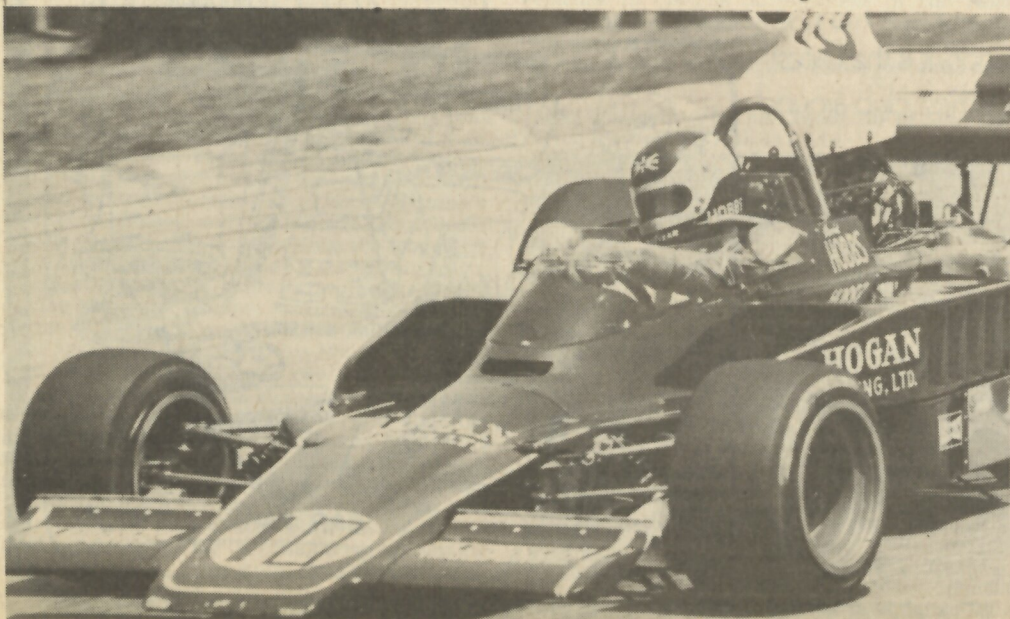
The second qualifying race was the best F5000 heat yet seen this season. Hobbs, starting from the southside of the front row made an excellent start, snatching the lead through the first turn, holding the place down to the next looping corner and along the return straight. Into the Esses however Redman snapped inside under braking and, over the next ten laps pulled out four seconds worth of a margin. Meanwhile Hobbs was holding a good second from Forbes-Robinson and Wietzes, the latter having made a bad start ("I didn't think they would drop the flag") and losing time initially behind Brown's Talon.

Then, on the eleventh lap Redman suddenly spun smartly. It was a quick spin, the kind where the car barely pauses in its path, but it was enough for Hobbs and EFR to nip past. Brian was almost immediately hard on the Evel Lola's gearbox but as he chased the white car Hobbs was edging away with the race. But the eternally unlucky Hobbs enjoyed his position for only three laps.

At the end of the fourteenth lap, as David accelerated by the pits and went for fourth gear, he suddenly heard something snap. Incredibly the Hogan Lola had broken its timing chain and as EFR and Redman popped into view Hobbs drove for the end of the pit lane and reached for the kill switch.

So for four laps Forbes-Robinson led the race, driving well, holding off Redman's hardest attacks and lapping much faster than he had managed in qualifying. But Brian was eager to get by and with three laps to go he outraked EFR into the Esses and edged away to a clean win. It then transpired that the Chaparral car had been handicapped by a leaking rear shock absorber which had lost all its fluid causing Redman's sudden spin. With barely forty minutes before the start of the final the Haas/Hall mechanics found themselves faced with a rush repair job.

David Hobbs brought the Hogan Lola home in third position after some close racing.



However, their job was eased somewhat by a decision to postpone the race some thirty minutes for two reasons. One was to allow the track to dry after a quick rainstorm had blown over immediately after the second heat. The other was to allow the Hogan team a chance to change Hobbs' engine.

## FINAL

Just past 4 pm with thunder disappearing away to the south-east and the darker clouds vanishing along with it, 25 starters came out for the 42 laps which really mattered. As they did so the Hogan team completed their engine change, finishing the job in 65 minutes, 5 minutes quicker than their personal record from four weeks ago at Watkins Glen. From the eighth row however, Hobbs certainly had his work laid out before him.

Redman, determined that this time he was not going to get blown off by Andretti at the start, remained as tight as he could beside Mario so they both swept nose to nose into the first turn. The two Lolas, Andretti on the inside, Redman on the outside, ran side by side through left hander but the white Lola, using all the road, was able to accelerate on to the straight much faster so that he pulled clear by a few car lengths. Brian, meanwhile, was scrabbling to get the power down on the outside of the road and as he did so Al Unser was able to pull out from behind him and pull beside as they sprinted into the right-left, left-right, right of the Keyhole. Into the first part, Al dashed across Brian's bows and wound his way toward the return straight in Mario's wake with Redman third from Forbes-Robinson, Wietzes, Brown, Schuppan and Noyes.

But as Andretti led them into their second lap he found yellow flags waving everywhere. B. J. Swanson, starting from the fourth row, apparently had his throttle stick wide open as the flag came down. A few sharp-eyed mechanics reported seeing him sliding toward the first turn with his brakes locked on solidly and the engine screaming away behind. The Lola slung itself hard into the guardrail at the end of the pits on the inside, striking the rail at a very flat angle, tearing four posts clean from the ground and bounding on slow enough to stop just short of the bridge parapet on the inside just short of the first turn.

B. J. must have lost consciousness as soon as he struck the guardrail for the car came to rest with the engine still screaming. A marshal flicked off the master switch but the electricians continued to function and with the fear of fire in their minds a handful of mechanics were sprinting down toward the car. One of them, Dennis Swan of Formula Racing, reached the badly smashed car very quickly and after trying to break the magnet, he tore the wires from it, hurting his hand badly but stopping the engine and fuel pumps before anything ignited.

For two laps the race carried on but by then it soon became obvious that it was going to take some time to cut Swanson from the Lola. So the pace car went out to hold the field in a slow, steady formation. At the same time, Woodner crawled into his pit with a broken front wheel and bent suspension after running over a chunk of guardrail post as he swept into the first turn

behind Swanson. Also Gunn was dragging a smashed nose and Ongais came into the other Interscope pit with a leaking oil filter.

After five laps behind the pace car the race was finally restarted from its single file order as Swanson, badly injured, was taken away to hospital. Andretti controlling the pace cannily, was able to sprint clear while Redman, who had been able to force his way past Al Unser on the lap the pace car was brought out, hung on in second ahead of Unser, Oliver, Forbes-Robinson, Wietzes, Brown, Schuppan and Hobbs, the latter already past six cars in three laps.

Within a couple of laps run the race took on a clear form. Andretti, although leading, had Redman inching up on him from well within a second's distance. Unser was alone in third, but losing most of a second per lap to Mario and Brian but at the same time pulling clear of Oliver and EFR. Hobbs meanwhile was soon by both Schuppan and Brown and set off after Wietzes' sixth place.

For a long time Redman maintained his pressure on Andretti, each of them lapping below the F5000 record just about a car length apart. Throughout this period Mario maintained control, driving as tidily as ever, rarely touching a wheel to the verges, while Brian, trying hard, throwing the red car in tight, well-balanced little slides, hung on, sometimes making up time after losing the odd tenth in traffic.

But then just past the mid-point of the race, Andretti began to increase his pace and in conjunction with running into some backmarkers at just the right time, he was able to slowly stretch his lead to more than two seconds. Soon he looked to have broken Redman's pursuit but just then the red Lola again closed in on the white and red one.

Then suddenly, after 32 laps, Andretti slowed to a crawl and Redman slashed past and dashed off into a huge lead. Mario crept around to the pit and stopped. For a while he kept the engine running but then he was told to shut it off. A selector fork had bent, picking up two gears at once and therefore jamming the 'box. With it vanished almost all of Andretti's remaining F5000 championship hopes.

So Redman was left all alone at the front more than twenty seconds ahead of Al Unser. Both men were far enough apart and far enough ahead of the others to slacken their pace drastically over the closing laps, but Unser looking very much at home pushed on hard to the end, setting the race's fastest lap, a full second faster than he qualified, with only one tour remaining.

Further back Oliver initially established his Shadow in fourth place just clear of Forbes-Robinson who in turn was comfortably clear of Wietzes and Hobbs. EFR, keeping himself well clear of Wietzes and holding consistent pressure on Oliver, began to experience a minor problem with a notchy throttle. But slowly the problem worsened until finally the throttle stuck momentarily in the middle of a left-right and the Lola swung around and slid straight across the grass, clouting the guardrail lightly with its nose and tweaking the front suspension.

On the very lap that EFR went off, Hobbs managed to outrake Wietzes and was soon reeling in the Shadow. For a few laps Wietzes stayed tacked beneath Hobbs' wing but then, just as Andretti was pulling into the pits the Formula Racing Lola fell rapidly sick. Eppie pulled in with what was suspected to be a batch of broken valve springs.

So it was finally Hobbs chasing Oliver for third. It took David just a few laps to catch right up to the Shadow and almost immediately, he dove inside under braking at the end of the straight so that with only five laps left the Hogan Lola was through to third. But Oliver had far from given up and now he increased his pace and closed right back on to Hobbs' tail so that occasionally he was almost in a position to attempt an outraking manoeuvre. David's Lola however was braking exceptionally well while the Shadow's brake balance had gone off as the pads heated up so that Oliver was unable to make any final efforts.

Schuppan ran steadily and well in the Eagle, obviously lacking straightline speed but remaining the same lap as Redman until two laps before the end. Shortly before that Vern had passed Brown's Talon when the latter spun after the engine had spluttered as it picked up.

### Buckeye Cup

#### US F5000 Championship round 5

Mid-Ohio, USA, August 10, 42 laps, 100.8 miles

1. Brian Redman (Lola-Chaparral/Chevrolet T332), 1h 4m 51.7s, 92.34 mph

2. Al Unser (Lola-Chevrolet T332), 1h 5m 18.92s

3. David Hobbs (Lola-Chevrolet T332); 4. Jackie Oliver (Shadow-Chevrolet T332); 5. Vern Schuppan (Eagle-Chevrolet), 41 laps, 6. Warwick Brown (Talon-Chevrolet MR1A), 41

Fastest lap: Unser, 1m 22.285s, 105.00 mph (record).



The 2-litre Ford Escort-FVC's of Rosemary Smith and Mattie McNamara in close company through the Esses during their second place dice in the Special Saloon race.

## MONDELLO PARK

# McGarrity's sixth of eight

Six wins, one second place and one off — that's the story written in bold type by Patsy McGarrity in Formula Atlantic racing at Mondello Park this season. So far Des Donnelly is the only driver to have beaten McGarrity's Jet-Duckhams Chevron B29 around the Co. Kildare track, but the return to racing of Jay Pollock must now represent Patsy's biggest challenge to his dominance of the Irish Atlantic scene. At the Carlow Car Club's August 2, Bank Holiday Monday Mondello, McGarrity was led by Pollock for the first seven laps, but then Jay dropped back with gear selection troubles to eventually finish fourth behind the Patsy McGarrity, Des Donnelly (March 73B), Harold McGarrity trio — from which Harold was disqualified as his Chevron B25 was shod with the now illegal Firestones and not the standard Goodyear Atlantic tyres. Another controversy surrounded the Formula Ford final, with the Crossle 30F pair of David Kennedy and Garry Gibson penalised one minute for jumping the start and the race being awarded to Crawford Harkness in his Van Diemen. In the Special Saloon race Arthur Collier scored his customary win with his 5-litre Skoda, during which he took the Chevy V8 superloon around in 60.2 seconds, cutting 0.2 s off Gerry Marshall's June 2 time in the 5.0 Vauxhall Fireza-Reppo and well under Frank Gardner's former long standing saloon record of 62 s set in the SCA Freight Chevy Camaro.

Two Formula Ford heats opened the proceedings, and non-starters included Derek Daly and John Murphy who missed the B and I boat back from Liverpool to Dublin, after racing at Silverstone the previous day. Eddie Jordan was back on wheels again, not his Crossle 30F but temporarily occupying a wheelchair until his leg recovers from the Mallory shunt. Heat 1 went to Garry Gibson, with David Lambe, Mike Phillips and George Russell (Van Diemen) playing follow-the-leader, the first three in Crossle 30Fs and with less than two seconds covering Lambe, Phillips and Russell. The second heat was won by David Kennedy, at last in a decent car after years driving uncompetitive bangers, easily beating the Hawke DL11 pair of Noel Kavanagh and Brian Lennox with the Crossle 30F sponsored by GI Capri driver John Hynes.

John Gale's professional-like approach to Modsports racing is certainly paying off, and it's very much on the cards that he will win the Duckhams championship for the second year in succession for none of the other 1.3 litre Spridgets can catch the well turned out Aldon-Midget. Second on this occasion was Don Kissane's protégé Joe Magee, and Arnie Black drove Brian Tuite's Spridget into third, getting the frog-eyed chocolate brown car around in very spectacular wheel-lifting style in contrast to his smoother driving of his own Midget which had blown its engine earlier in the week. After enjoying a short lived lead Ed Mahon retired his Midget on lap 5, after setting fastest lap, with Gale.

The presence of Arthur Collier's 5-litre Skoda-Chevy on the Special Saloons grid literally amounts to a foregone conclusion as far as the results are concerned, and predictably he just blasted away into the distance, with Mattie McNamara and Rosemary Smith giving fast but vain chase in their 2-litre Ford Escort-FVCs. Collier dished out a big surprise on lap 4 when he lapped in 60.2 s, breaking Gerry Marshall's previous best which only lived as the saloon record for two short months. Rosemary's big

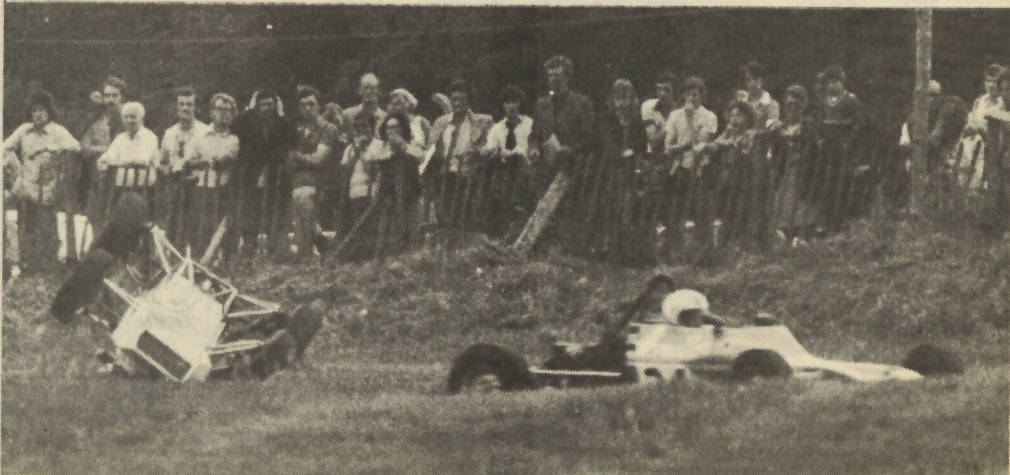
moment of glory was leading the pack into Shell on the first lap and she held off McNamara in the opening laps to hold down second spot, finally coming in third. There was a good dice for the 1350 cc class between Stee Griffin and Conor Linehan, with Griffin in the Rolo Mini slipping in front of Linehan's Churchmans Super Size Mini to continue his rule of supremacy in the much better supported tiddlers division.

A dozen Formula Atlantic's made for an impressive grid and represents a fantastic turn out for such a small country as Ireland! Jay Pollock led from the off in the Crossle 27F and in his first Mondello drive since last September he was very quick indeed, getting down to 56.2 s on lap 3. But Pollock was in trouble with gears and on lap 8, Patsy McGarrity went into the lead with his Chevron B29. Des Donnelly was initially kept back to fourth place by Harold McGarrity, but once he found a way past the Chevron B25 he was there to take over second place from the troubled Pollock, and the Crossle 27F now with only two gears left was also hauled in by Harold McGarrity. John Pollock retired the Gerry Kinnane Chevron B25 on lap 8 with overheating and at this half way mark, dark clouds had gathered to make the threat of a thunder storm very likely. Once in front, Patsy McGarrity began to lap quicker, getting down to 55.8 s on lap 11, and Donnelly did a 56 s on the following lap as he closed on the leader. Harold was not hanging about either, equalling Jay Pollock's 56.2 s on laps 6 and 9. The rain did not come and Patsy ran out the winner, by 0.8 s from Donnelly in the March 73B, with Harold coming in 6.4 s behind Donnelly. Pollock held on to fourth, and only 0.2 s separated Jim Sherry (Chevron B20) and Ken Fildes (Lotus 69) in fifth and sixth places, respectively.

A protest lodged by Fildes, concerning the Firestone tyres on Harold McGarrity's Chevron B25, eliminated the third man — but all this uproar should have been nipped in the bud by the scrutineers before Harold was even allowed to practice. The primary concern of the scrutineers is general safety and race worthiness; surely this extends to obvious infringement of the rules regarding the specification of cars complying to the various formulae?

It came as no surprise that Robin Rennicks won

Mike Phillips inverted his Crossle 30F at Shell Corner in the Formula Ford Final, escaping unhurt, Colin Craig passes in his Hawke DL11.



the Production Saloon race by four seconds with his powerful "blueprinted" BMW 3.0 Si, but a big surprise was the astonishing pace of Larry Mooney's Audi 80GT. The Grange Motors car not only gave Rennicks a good run for his money, but finished no less than 12.2 seconds in front of much bigger-engined machinery! A very entertaining carve up for third had the spectators cheering like mad, especially on the last lap when Joe Fitzgibbon (re-named "Fitzippaldi" by Formula Ford "invalid" Eddie Jordan) tried to out-drag Plum Tyndall on the downhill run from Dunlop corner to the awaiting chequered flag. Plum's 2.3 Vauxhall Magnum took the place by just 0.2 s from Fitz's 3-litre Dingos Jeans Capri, with Frank O'Rourke's Opel Ascona 1900 dropping back to 1.4 s behind the Capri after initially leading this close group.

David Kennedy beat Garry Gibson by 6.4 seconds in the Formula Ford Final, but the two Crossle 30F drivers were penalised one minute each for jumping the start and were thus demoted to the tail end of the field on the results sheets. Crawford Harkness inherited a hollow victory, the Van Diemen driver winning by 4.2 s from John Megaw in a Crossle 25F, followed by David Lame in a 30F and Noel Kavanagh in a Hawke DL11. In an incident-packed race, Mike Phillips emerged unhurt from a spectacular flip into the air with his Crossle 30F at Shell, the result of another bumping and boring session, on the third lap.

The sadly depleted Supersports class could only muster up six starters for the final race, and although Derek Shortall was the tearaway winner in his Vista-Gryphon, after he took the lead from David Manley after two laps, the interest was kept very much alive by the ultra-close battle for third, which was eventually resolved by the Gryphons of Richie Heeley and John Keaney finishing in front of the sideways and wide Mallock-U2 Mk 17 of Manley.

## BRIAN FOLEY

**Formula Ford, Heat 2 (10 laps):** 1 David Kennedy (Crossle 30F), 10 m 51.6 s, 68.51 mph; 2 David Lambe (Crossle 30F), 10 m 58 s; 3 Mike Phillips (Crossle 30F), 10 m 59 s. **Fastest lap:** Gibson, Phillips and George Russell (Van Diemen), 1 m 4.4 s, 69.32 mph.

**Formula Ford, Heat 2 (10 laps):** 1 David Kennedy (Crossle 30 F), 10 m 47.6 s, 68.93 mph; 2 Noel Kavanagh (Hawke DL11), 11 m 12.6 s; 3 Brian Lennox (Hawke DL11), 11 m 13 s. **Fastest lap:** Kennedy, 70.19 mph.

**Modsports (10 laps):** 1, John Gale (MG Midget), 11m 44.4s, 63.37 mph; 2, Joe Magee (MG Midget), 11m 47.4s; 3, Arnie Black (A-H Sprite), 11m 57.8s; 4, Mick Fitzsimons (Triumph Spitfire), 12m 2s; 5, David Waters (A-H Sprite), 12m 7.6s; 6, Johnny Flynn (MG Midget), 12m 13.6s. **Fastest lap:** Gale and Ed Mahon (MG Midget), 1m 8.4s, 65.26 mph.

**Special Saloons (10 laps):** 1, Arthur Collier (5.0 Skoda-Chevrolet), 10m 24.8s, 71.45 mph; 2, Mattie McNamara (2.0 Ford Escort-FVC), 10m 51.8s; 3, Rosemary Smith (2.0 Ford Escort-FVC), 10m 58.6s; 4, Stee Griffin (1.3 Mini), 11m 30.4s; 5, Conor Linehan (1.3 Mini), 11m 31.4s; 6, Michael Dillon (1.3 Mini), 9 laps. **Fastest lap:** Collier, 1m 00.2s, 74.15 mph (record).

**Formula Atlantic (15 laps):** 1, Patsy McGarrity (Chevron B29), 14m 16s, 78.22 mph; 2, Des Donnelly (March 73B), 14m 16.8s; 3, Jay Pollock (Crossle 27F), 14m 34.2s; 4, Jim Sherry (Chevron B20), 14m 36.6s; 5, Ken Fildes (Lotus 69), 14m 36.8s; 6, Don Murray (Crossle 22F), 14m 57.8s. **Fastest lap:** McGarrity, 55.8s, 80.00 mph.

**Production Saloons (10 laps):** 1, Robin Rennicks (BMW 3.0Si), 12m 56.4s, 57.50 mph; 2, Larry Mooney (Audi 80GT), 13m 00.4s; 3, Alan Tyndall (Vauxhall Magnum Coupe 2300), 13m 16.6s; 4, Joe Fitzgibbon (Ford Capri 3000), 13m 16.8s; 5, Frank O'Rourke (Opel Ascona 1900), 13m 18.2s; 6, John L'Ettrange (Fiat 124 Coupe), 13m 29.2s. **Fastest lap:** Rennicks, 1m 16.4s, 58.43 mph.

**Formula Ford Final (10 laps):** 1, Crawford Harkness (Van Diemen), 11m 2.2s, 67.41 mph; 2, John Megaw (Crossle 25F), 11m 6.4s; 3, David Lambe (Crossle 30F), 11m 7.3s; 4, Noel Kavanagh (Hawke DL11), 11m 13.4s; 5, Joe Ledlie (Crossle 20F), 11m 15.6s; 6, David Haughton (Van Diemen), 11m 22s. **Fastest lap:** Harkness and David Kennedy (Crossle 30F), 1m 3.8s, 69.97 mph.

**Supersports (10 laps):** 1, Derek Shortall (Gryphon C4A), 10m 6.8s, 73.57 mph; 2, Richie Heeley (Gryphon C73/4), 10m 17s; 3, John Keaney (Gryphon C73/4), 10m 18.4s; 4, David Manley (Mallock U2 Mk 17), 10m 25.6s; 5, Richie Conroy (Gryphon C73/4), 10m 48s. **Fastest lap:** Shortall, 59s, 75.60 mph.



Peter Cook held a brief Clubmen's lead before the inevitable surrender to Geoff Friswell (wheel on the kerb). Ruari Gillies tries the outside line.

## BRANDS HATCH

# Magnificent Miller Modsports

The highlight of an excellent eight-race BARC meeting at Brands last Sunday was a three-cornered Modsports battle between the Porsches of John Cooper and Nick Faure and John "Plastic" Pearson's faithful Jaguar XK120, while David Kemp took home the Townsend Thoresen FF laurels from the huge seventy-three car entry. The rain that had threatened at lunchtime fortunately did not materialise and the clouds cleared to leave a fine afternoon and it was a pity that more spectators could not be attracted to the day's racing which provided some fine entertainment. The F4 and Clubmen's races had easy winners in Fergus Tait and — guess who — Geoff Friswell, but Derrick Brunt had to work a little harder to win the Britax Production saloon event. Making his debut as a race commentator was our intrepid Editor Ian "where's the bar?" Phillips, who acquitted himself very well.

The first of two FF consolation races featured a keen dice for the lead between Stuart Veitch's Royale RP16 and the ageing Lotus 61 of Roy Pagliacci, while another expected front runner Roy Peters spun away his chances with his home made Jomic. The first two named swapped places a couple of times before Veitch made sure of the place when Pagliacci missed a gear. Mike Ford brought his TDC Lola home a safe third ahead of the dicing Freddie Jacks (Merlyn), Keith Sayer (Hawke) and Peter Krefel (Royale).

Pat Mannion made a superb start in his Revolution Wheels Imp to lead the non-championship saloon car race from Tony Mann's Anglia and John Homewood's Imp but honour was soon restored as Homewood was into the lead by lap two never to be headed. Tony Mann had a marked power advantage over Brian Prebble's Imp but still the Anglia driver had a struggle on his hands to hold onto second place overall, while Mannion finished fourth well ahead of Alan Wright's Cooper. Homewood's fine win also netted him a new lap record 0.2s under his old one.

Most of the action in the Townsend Thoresen FF round took place within two laps as Geoff Smailes spun the Kismet Royale out of third place at Kidney and then the confident Fred Sigafoos

repeated the act on lap two when leading. Smailes was able to rejoin a chastened last but the stalled Sigafoos was collected by poor Lee Wroe-Johnson whose Rostron hit the Jamun quite hard and necessitated several monumental avoidance manoeuvres in the midfield group. Out of all this David Kemp emerged a clear leader in his Merlyn while Kenny Gray was up from the third row of the grid in his Van Diemen and being chased hard by an on-form Rick Morris (Hawke). This was the order at the end though Gray cut Kemp's lead down to virtually nothing, but the race finished before he had a real chance to challenge the leader. Rob Wicken came in a solid fourth, clear of the scrapping Mike Thompson (Rostron), Rob Newall (Jamun) and a well-recovered Smailes, Mike Wallaker having spun his fast Jomic out of contention on the final tour.

Derrick Brunt's Hendon Way Motors Chevrolet Camaro led the fifteen lap Britax Production Saloon car race throughout though the similar car of John Brindley did challenge at one stage before settling for second place. The dice of the race was for third place between the two Capris of Phil Dowsett and Marc Smith, the two cars never being more than a matter of feet apart. The Industrial Control Services car of Dowsett always led but Smith's efforts in the Flowsheet Capri were a joy to behold. Jock Robertson led the Rotarian class again in fifth overall ahead of the spaced out Wendy Markey and Jean-Pierre Aux, though the latter's sideways antics due to his car's "knackered" suspension were quite astounding! Tony Stubbs Lada led the small class after Neville Knight spun his challenging Simca Rallye out of contention at Druids and had to settle for second in class ahead of Peter Jopp in the Henlys/Evening Standard Mini.

Fergus Tait scored yet another Formula Four win in the works Delta IRF4 though the battle for second place, between Roy Lewington's old Brabham BT28 and Dave Griffiths (GRD 372) was only settled when the latter's Horseless Carriage Co car blew out a plug insert on the last lap. This elevated John Brown to third place in another Delta ahead of the dicing John Webb (Chevron B9) and Jim Ward (Lotus 41C), while second-in-



the-championship Bruce Coate-Bond (Horseless Carriage Co Ensign) could do no better than sixth place, not far ahead of the only lady in the race Lorina Boughton (GRD).

Both Ruari Gillies (Gryphon) and Peter Cook in the subtle Harrison made better starts than Geoff Friswell but the Mallock driver was out to impress his sponsors Langtonian Finance, who had come to watch, and when Cook missed a gear coming out of Druids, Friz was through like a flash. He extended his lead to 14.4s by the end, though the Harrison was troubled in the gearbox dept, while Gillies was being pushed hard for third place by the similar Gryphon of Peter Deal, David Orbell's Stallwood U2 and Malcolm Jackson in another Mallock, these four finishing close together after a good tussle. Andrew Houston (Gryphon) did very well to finish eleventh overall and beat the Camborough Pigs Mallock of Nick Adams fair and square in the FF-engined class, these two drawing well clear of Nick Scott's lapped Mallock.

The front row of the Miller Modsports round comprised the amazing XK120 of John "Plastic" Pearson, Nick Faure, in Peter Lovett's 330bhp full-race G4 ex-works Porsche Carrera RSR, and former Prod Saloon BMW racer John Cooper in the Carrera driven last year by Alan Broad — how about that for mouth-watering! Cooper led throughout but Faure held second momentarily on lap six before Pearson re-asserted himself, the three of them circulating very close together. It was a marvellous spectacle while the last lap was quite unforgettable as the threesome came up to lap some backmarkers. David Strange spun his Midget at Clearways, probably due to fright, as the determined leaders burst through, while John Bury was passed on all sides on Top Straight before the chequered flag. Cooper was credited with the win from Pearson and Faure, though all were given the same race time — fantastic! Unfortunately one of the lesser lights then put in a protest about the Carreras' twin plug heads, so the results are still provisional. Of the rest, Mike Chittenden brought Ian Clark's Elan into fourth place, and first in class, clear of Richard Jenvey whose Elan limped across the line with no oil left in the sump, while Rob Haigh (MGA) just managed to beat the little Merrychef Davrian of Simon Packford.

With pole-man Vern Parker (Trispan Elden) and Laurence Prime (Micron) both spinning on the first lap, it was left for Tour of Britain class winner Richard Piper to take the Ashtune Van Diemen to his first FF win, he having been hampered in practice with gear selection bothers. Brian Songhurst changed a broken driveshaft on his Royale to take up a position on the back row of the grid and fought up well from the 10 second mark to second by lap eight and he then pulled clear of Derek Fiske's Van Diemen.

## JEREMY SHAW

**Non-Championship Formula Ford 'A' race (10 laps):** 1, Stuart Veitch (Royale-Minister RP16), 9m 12.4s, 80.81mph; 2, Roy Pagliacci (Lotus-Rowland 61MR), 9m 13.4s; 3, Mike Ford (Lola-Holbay T342), 9m 21.6s; 4, Freddie Jacks (Merlyn-Rowland Mk20A), 9m 23.2s; 5, Keith Sayer (Hawke-Roland DL2B), 9m 23.6s; 6, Peter Krefel (Royale-Minister RP 21), 9m 23.8s. **Fastest lap:** John Peters (Jomic-Stanley Mk3), 53.6s, 83.28mph.

**Non-championship Special Saloon Car race (10 laps):** 1, John Homewood (1.0 Hillman Imp), 9m 09.2s, 81.28mph; 2, Tony Mann (1.3 Ford Anglia), 9m 20.0s; 3, Brian Prebble (1.0 Hartwell Imp), 9m 20.8s; 4, Pat Mannion (1.0 Hillman Imp), 9m 30.6s. **Over 1300cc class:** 1, Leonard Hassell (1.7 Ford Escort), 71.76mph; 2, Rod Birley (3.0 Ford Capri); no other finishers. **Fastest lap:** Hassell, 1m 00.4s, 73.90mph. **1001-1300cc class:** 1, Mann, 79.71mph; 2, Reg Powell (1.3 BLMC Cooper S); no other finishers. **Fastest lap:** Mann, 54.8s, 81.45mph. **851-1000cc class:** 1, Homewood, 81.28mph; 2, Prebble, 3, Mannion. **Fastest lap:** Homewood, 53.0s, 84.22mph (record). **Up to 850cc class:** 1, Peter Knipe (850 BLMC Mini), 73.63mph; 2, Peter Northover (850 BLMC Mini); 3, Peter Harding (850 BLMC Mini). **Fastest lap:** Knipe, 59.2s, 75.40mph.

**Townsend Thoresen Formula Ford Championship race (10 laps):** 1, David Kemp (Merlyn-Abbott Mk20A), 8m 58.0s, 82.97mph; 2, Kenny Gray (Van Diemen-Scholar RF750), 8m 58.4s; 3, Rick Morris (Hawke-Scholar DL12), 8m 59.6s; 4, Rob Wicken (Merlyn-Minister Mk17A), 9m 02.4s; 5, Mike Thompson (Rostron-Minister CT3), 9m 04.4s; 6, Rob Newall (Jamun-Lion T3C), 9m 04.6s. **Fastest lap:** Mike Wallaker (Jomic-Rowland Mk2), 51.6s, 86.51mph.

**Britax Production Saloon Car race (15 laps):** 1, Derrick Brunt (5.7 Chevrolet Camaro Z28), 15m 06.6s, 73.85mph; 2, John Brindley (5.7 Chevrolet Camaro Z28), 15m 08.4s; 3, Phil Dowsett (3.0 Ford Capri), 15m 47.6s; 4, Marc Smith (3.0 Ford Capri). **Over £2,300 class:** 1, Brunt, 73.85mph; 2, Brindley; no other starters. **Fastest lap:** Brunt and Brindley, 59.6s, 74.89mph (record). **£1700-£2299 class:** 1, Dowsett, 70.66mph; 2, Smith; 3, Rod Birley (3.0 Ford Capri). **Fastest lap:** Dowsett, 1m 02.2s, 71.76mph (record). **£1300-1699 class:** 1, Jock Robertson (2.0 Mazda RX3), 70.23mph; 2, Wendy Markey (2.0 Mazda RX3); 3, Jean-Pierre Aux (2.0 Mazda RX3). **Fastest lap:** Robertson, 1m 02.2s, 71.76mph (Up to £1299 class: 1, Tony Stubbs (1.2 Lada 1200), 66.00mph; 2, Neville Knight (1.3 Simca Rallye 1); 3, Tim Dowdell (1.3 Mini 1275 GT). **Fastest lap:** Stubbs, 1m 06.2s, 67.43mph.

**Formula Four National Championship race (10 laps):** 1, Fergus Tait (Delta-Delta IRF4), 8m 39.6s, 85.91mph; 2, Roy Lewington (Brabham-Ford BT28), 8m 47.0s; 3, John Brown (Delta-Delta IRF4), 8m 52.0s; 4, John Webb (Chevron-Nelson B9), 8m 53.6s; 5, Jim Ward (Lotus-Holbay 41C), 8m 54.4s; 6, Bruce Coate-Bond (Ensign-Holbay LNF4), 9m 01.2s. **Fastest lap:** Tait, 51.0s, 87.52mph (record).



## Top names assemble for the battle of the Burmah

Round Seven of the Castrol Special Stage Championship with AUTOSPORT hits the trail from Dunoon at half past midnight this Saturday. By this time virtually all of the country's top drivers will have assembled for what promises to be a very hectic night and morning over some of the finest and most demanding forest stages in the British Isles.

Last year, both Clark and Coleman would have rather not taken part, after their road penalties were added — but judged purely on time taken over the special stages, Clark won the battle by just one second from Coleman. Tony Pond won the rally, and would have finished a brilliant third on stage times.

This year Tony comes back with more power and better handling and must start as one of the favourites. All things being well, we shall also

hear the wowl of the Chequered Flag's Lancia Stratos echoing down the steep Argyllshire glens to do battle with Clark's and Coleman's Escort RS1800s. Adding to this are Russell Brookes and Andy Dawson and many more quick Escorts; the Vauxhalls of Will Sparrow and George Hill, Brian Culcheth's Dolomite Sprint Colin Malkin's Avenger . . . it just has to be good.

Documentation will process from 9 pm on Friday evening at the Queens Hall with scrutineering in the nearby car park. The finish celebrations and prizegiving will be under the roof of McCall's Hotel on the waterfront and an appetizer to all the proceedings comes with a free film show at six, eight and ten pm including the film of last year's wild and wet night "Twelve Hours in Argyll."

Top competition—Colin Malkin

. . . and Will Sparrow.

## The entry

- 1, Tony Pond/Dave Richards (DOT Ascona); 2, Roger Clark/Jim Porter (Escort RS1800); 3, Per-Inge Walfridsson/John Jensen (Lancia Stratos); 4, Billy Coleman/Donal O'Sullivan (Escort RS1800); 5, Brian Culcheth/Johnstone Syer (Triumph Dolomite Sprint); 6, Andrew Cowan/Hugh McNeill (Vauxhall Magnum); 7, Tony Fowkes/Bryan Harris (Escort RS1600); 8, Donald Heggie/George Dean (Escort RS1600); 9, Will Sparrow/Nigel Raeburn (Vauxhall Magnum); 10, Bill Taylor/Hugh McIver (Escort RS1600); 11, Tony Drummond/Mike Nicolson (Escort RS1600); 12, Russell Brookes/John Brown (Escort RS1800); 13, Colin Malkin/Paul White (Chrysler Avenger); 14, Andy Dawson/Martin Holmes (Escort RS1800); 15, John Taylor/Charles Reynolds (Escort RS1800); 16, Paul Faulkner/Monty Peters (Vauxhall Magnum); 17, George Hill/Phil Short (Vauxhall Magnum); 18, Nigel Rockey/Derek Tucker (Escort RS1600); 19, Bob Bean/Alan Greenwood (Escort RS1600); 20, Robin Eyre-Maunsell/Neil Wilson (Chrysler Avenger).

RAC points leader—Billy Coleman



● We are pleased to report that Paul Martin's foot is still "progressing well," said spokesman, international rally entrepreneur and sometime interpreter (French etc — not Irish) Eric "Torstig" Silbermann. These two dedicated fellows will be teaming-up for the Marina Holidays Forest Rally — a mind-boggling combination which will doubtless still be going strong into the small apres rally hours.

● Off on their recce in the Isle of Man are Roger Clark and Jim Porter who travelled last weekend. They will return via Scotland for the Burmah.



| Start — Dunoon — 59/175766 — 00.30 hrs      |             |             |                    |
|---|-------------|-------------|--------------------|
| SPECIAL STAGES                              | IN          | OUT         | FIRST CAR — 40 mph |
| 3 Glen Shellish                             |             | 53/109967½  | 01.09              |
| 4 Rest & Be Thankful                        | 53/229½074½ | 53/247½045½ | 01.39              |
| CONTROL—                                    |             |             |                    |
| Glen Kinglass                               | 53/229095   | 53/189½099  | 02.03              |
| 6 Inverinan                                 | 52/991½167  |             | 05.30              |
| 7 Avich                                     | 52/956153½  | 52/970141½  | 05.36              |
| 8 Inverliever                               | 52/964116   | 52/941087   | 05.43              |
| 9 Knapdale                                  | 52/781869   | 52/824908½  | 06.28              |
| BREAKFAST —                                 |             |             |                    |
| Cairnbaan Hotel                             | 52/840909   |             | 06.37              |
| 10 Loch Gilphead                            |             | 52/843909½  | 08.37              |
| 11 Minard                                   |             | 52/961947   | 08.55              |
| 12 Ben Laggan                               | 53/118977   | 52/118977   | 10.19              |
| 13 Island                                   | 53/123975   | 53/140952   | 10.34              |
| 14 Larach                                   | 53/144928   | 53/167907   | 10.49              |
| 9   |             |             |                    |
| 15 Low Blawearie                            | 53/184879   |             | 10.56              |
| First car Dunoon finish — 11.25 (59/175766) |             |             |                    |

## Staepelaere wins Taurus

Gilbert Staepelaere, driving an Escort 2 for the first time, won last weekend's ECR round, the Taurus Rally in Hungary. Staepelaere, co-driven by Vaillant, finished ahead of Russling's Porsche and a privately entered Renault Alpine.

Until the Taurus Staepelaere had been using the ex-Makinen RAC car. The new RS1800 has been fully

prepared at Boreham and will be seen again this weekend on the Burmah Rally with Andy Dawson taking his final prize-drive from the Mexico series — providing the new car isn't commandeered for Clark as it was on the Dukeries, or stolen, as it was on the Tour of Dean. Andy will be co-driven on this occasion by Martin Holmes.

## David Stokes: new BDA car is aquired

BTRDA Gold Star leader David Stokes has a typically hectic time ahead with no less than seven events on the agenda within the next nine weeks. David has also found the time to dispose of his trusty Twin Cam and replace it with very much up-dated equipment — that famous Escort, REV 120K, which is sure to figure again in the headlines under Stokes' management.

Although when he received the car (it had been residing in Berwickshire after R. E. Hamilton sold it) there appeared to be a slight engine problem with a cracked head and burnt valve, the new machine will make its debut as scheduled on the Lakeland Stages. REV comes with "all the right bits" fitted and the systems will all be thoroughly overhauled before the car starts its busy life.

Power from the 1850cc Boreham built engine is estimated at 212bhp — 70 more than for his TC, and with rose-jointed floating axle and an extra gear to play with, David will undoubtedly prove even harder to beat.

## Lightweight Manx plan

No news now (since last week) could well mean future good news when it concerns ex-RAC rally champion Chris Sclater — for Chris is keeping very tight lipped about his plans, especially those concerning the RAC Rally. Though more than one iron would certainly appear to be in the proverbial fire plans are not "finalised" — so it would be irresponsible to report further.

Chris' more immediate plans concerns preparation of the Datsun Violet for the forthcoming Manx, where last year he was forced out with camshaft drive failure after a most impressive run with the relatively heavy Datsun. At the time, after 38 of the rally's 42 stages had been run, Chris was well inside the top ten.

Ultimate handling and traction characteristics have always been the bugbear of the 140J on the British "sprint" type forestry events but, as the Manx or Galway showed, the problem is less critical on tarmac. With this, and the car's capabilities around Llandow after the Welsh in mind — where Chris' Datsun could be directly compared with the top Escorts — Chris will be keeping all weight possible off the car, even to the possible removal of the sump guard. It is even rumoured that co-driver Martin Holmes has been asked to lose a few pounds weight, or he won't be allowed to take his inevitable cameras. The RAC rally engine has been re-prepared for the event.

● By July 31st the Manx organisers had received 114 entries. Seeding is now completed and final instructions for the 46 stage international will be dispatched any time now.



Typical 1000 Lakes action — even on last year's watered-down rally.

## Bland replacement for 'Lakes'?

The changes first evident on last year's 1000 Lakes have gathered momentum in the year-long planning of this year's event and of the 41 stages scheduled, no less than 38 of them are brand new. The only stage to be run identically as before is to be the famous spectator stage on the outskirts of Jyvaskyla, the rally's host town.

Rally organiser Mauri Lindell's reasons for the dramatic route alterations are to make the rally more of a challenge — and a leveller — in driving capability and to alleviate any ill-feeling from locals who have had the same roads closed

for many years without break. The safety question also comes into the rescheduling, for nearly all of the quick Finns know what is over every one of the numerous brows, and when they don't very large accidents in close proximity to watchers are often the result. The new route, as last year, saves the maximum on road mileage without significantly affecting the competitive distance. A full list of top entries will be printed next week. Receiving was only allowed to commence last Saturday, giving just a two weeks maximum to note and learn the new stages.

## Triumph TR7 likely for BL 'ST'

British Leyland, understandably pleased with their performances using the Triumph Dolomite Sprint on rallies this year, could well be contemplating campaigning the recently announced Triumph TR7 next season. The TR7 will be on the European market towards the end of this year and there appears to be a possibility that Leyland ST might be preparing to run a two car team — for Brian Culcheth and one other

driver, likely to be British, but as yet undecided. When we spoke to ST competitions man, Simon Pearson early this week, we were told that the TR7 is being considered, but as yet there are no firm plans. However, Pearson admitted that the TR7 will be subject of a sales drive in Europe next year, and that the new car has an "interesting looking specification" when it comes to preparing cars for the rally tracks.

Surely the first Escort 2 up for sale "secondhand" — John Priestley on the Summer Sort-Out. Report over page. The asking price is in the £7000 region.

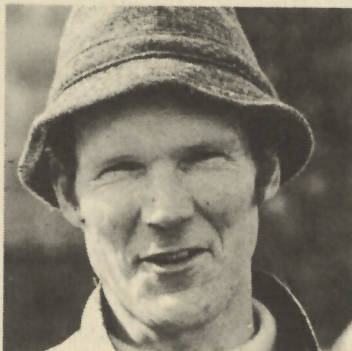


AUTOSPORT, AUGUST 21, 1975

## Seven Carreras in top ten...

There are only five Escorts starting in the top ten positions on the Burmah this weekend — a certain indicator of the increasing competitive capabilities of rival makes. An equally good pointer of the virtually total domination current when it comes to that special kind of tarmac rally — the Irish kind,

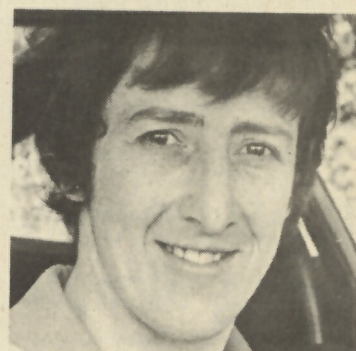
Other entries of particular note include the Minis of Ron Neely (now sporting Tuborg sponsorship) and Mervyn Johnstone, out of retirement with Austin Frazer co-driving. The first group one car crops-up at 16 with Bertie Fisher's ex-Russel Brookes RS2000 while behind them are David Lindsay and David Sand-



Adrian Boyd — ex-works Alpine.

is the mind-blowing total of seven Porsche Carreras in the top ten places on this weekend's Omagh CC "Bushwhacker." Not content with that — the top seeded car has two drivers — Cahal Curley and Jan Churchill.

They will be followed off the ramp by Adrian Boyd and Frank Main in their Alpine A110 who will in turn be followed by both McCartney brothers, Ronnie and Dessie, with Carreras. David Agnew and Robert Harkness are starting at five with their example ahead of the John Tansey/Ray Inglis car. Brian Nelson and Peter Scott, BMW mounted, provide some relief as will the Escort TC of Hugh O'Brian/Eamonn O'Hagan — O'Brian a very quick local vet. Completing the top ten are the Porsches of Jimmy Stewart and Joe Pat O'Kane. Yet two more Carreras appear further down the list, with Fred Patterson's at 20 and Phil Coulter's at 26.



Dessie McCartney — quickest?

ford with Lindsay's new Escort 2. Northern Ireland Rally Championship leader, John McAlorum, with Paul Phelan co-driving, starts at 14 with his lightweight BMW.

Of "visitors" John Cross is placed at 31 with Mr. Dunlop, John Horton co-driving; Ron and Dave Smith from Cupar are at 36; M. Byron/A. Mack, Escort TC at 43 and Ian McKean's MGB V8 at 48.

The Bushwhacker starts from Omagh at the sensible hour of 1 pm on Friday for a run of 11 stages (one is repeated) before an even more sensible 7 pm return. The Saturday run commences at 9am with another 11 stages before the celebrations start in earnest at 4pm. A main control on the Friday run is situated at Castleberg, while stages include Syonfin and Gortin Glen plus such names as the Brickyard, Butterlope, Mary Grey and Clannabogan one and two to mention just a few.

Bertie Fisher — top group one.

## Kaby upholds Mini-honours

Quick Mini driver Terry Kaby is currently equal first in the Cars and Car Conversions Clubman's Rally Championship with Randolph Whittal-Williams after the Arkell. Equal third are Jonathan Lloyd and Robin Langford with Malcolm Smith in fifth place. All are separated by only five points.

● While the Green Belt MC's Uniflo Mad Hatter Rally on August 30/31st has so far attracted over 100 entries the event is acutely short of marshals and at least forty more crews are required. Offers would be greatly appreciated and should be made to Keith Woodward, 146 Otley Drive, Barkingside, Ilford, Essex. Telephone 01-554 4751.

● Staggering news — York MC have changed the venue of their clubhouse. Meetings will now take place every Wednesday night at the Dunnington Sports and Social Centre, just off the main York to Hull road at MR 674519½ (map 97 or 98).



● DOT boss Tony Fall is presently in Germany having talks with the works. Could it mean a large scale assault on the RAC from the Opel manufacturer in conjunction with the Baildon based Dealer Opel Team organisation?

● Regulations will shortly be available for the North Humberside CC's Moonraker Rally, scheduled to take place on the night of October 25/26th. Address, with SAs is: Mrs V. Thompson, 4 Chestnut Close, Beverly, North Humberside HU17 9QY.



## RAC improve on publicity

The RAC have appointed a press officer from their Press and Public Relations Division as "Rally Press Officer" — specifically in order to increase publicity for the RAC Rally Championship and for those entering and sponsoring cars therein. If the new service is to achieve its aim it will rely to a large extent of officials sending results through promptly and, naturally, also on sponsors and entrants sending news of their cars and drivers. Contact is Mrs Pam Jarvis on 01-930 9143.

## Hunter Trophy timing dispute

Drama on the Newcastle & DMC's Hunter Trophy Rally last weekend — when Geoff Birkett and Dave Orrick were excluded from the results (first place) after a dispute with the first time control marshal over timing technicalities which held up the event for 30 minutes. They will be appealing to the RAC against the decision. Fred Henderson and Trudie Binks were declared winners. Henderson leads the ANECCC Championship on 121 points from Gil Graham (111) and Ron Beecroft (94).

● Bolton Le Moors CC will be running their Midnight Rally on August 30/31st. Qualifying for the ANCC and ANWCC series, it will be their first time with this event after a lapse of six years. The 180 mile event will be starting from Thomas Motors of Blackpool and a full 90 car entry has been received. To avoid congestion at the start, marshals and spectators are asked to report to Forton Services on the M6 — where a list of good viewing points will be available. The entry includes the Minisport Minis of Brian Harper and Trevor Roberts and the championship leading Ascona of Birkett and Orrick.

*Double Champion — Margaret Fulton being presented with the West of Scotland Association of Motor Sport Club's Rally trophy for 1975. Mrs Fulton is also Esso Uniflo Rally Champion for 1975, the first time the double has been won by anyone. Also pictured is her navigator, Gordon Hastie, who won the Association Navigator's championship.*



## Perusse and Bellefleur-winners

With victories in the Nova Scotia Highlands Rally and the Lobster Rally in New Brunswick, the team of Jean Paul Perusse and John Bellefleur have clinched the Castrol Rally Championship of Canada. With only three rounds left in the series, they cannot be beaten for the title.

The five time defending Canadian champion Walter Boyce, running his Toyota Celica with Robin Edwardes, was second at the Lobster event and are currently second in points

standings, but are too far back to catch the works backed Perusse/Bellefleur Fiat 124 Abarth.

Perusse and Bellefleur completed the 18 stage 200 mile Lobster event in 53m 49s in stage times, to head the Boyce Toyota by one minute 55 seconds. Third went to the Datsun 510 of the American husband and wife team, Sally and Steve Dorr, followed by the Canadian Toyota of Bab Garside and Guy Phillips.

Boyce and Edwardes had passed

up the Nova Scotia Highlands event, in which Perusse scored a comfortable six minute victory over the Datsun 710 of Doug Leverton/Ken Humphrey. The Garside/Phillips Toyota was third in Nova Scotia ahead of the John Buffum/Rick Andersson Escort RS1600.

Third in points after nine championship rounds are the Leverton/Humphrey pairing. The Castrol Canadian championship now switches from the east to the west coast for two events in British Columbia before finishing the year in Ontario in the autumn.

## BTRDA points

Positions in the BTRDA Gold Star Rally Championship after the Arkell Rally are as follows: 1, David Stokes, 64 points (from five events); 2, Randolph Whittal-Williams, 44 (4); 3, Terry Kaby, 36 (5); 4, Chris Wathen, 28 (2); 5, Pip Dale, 27 (3). Top Co-drivers are Bill Andrews on 70 from five events; and Brian Rainbow, 63 (6).

● Chris Wathen could well be a driver to watch for a move up the league in this championship at the moment. Wathen will be starting as favourite on the forthcoming Lakeland Stages as he knows just what to expect, especially after his copy-book win on the Shellsport Stages earlier this year in the Lake District area. He has also achieved his current fourth place in the championship from just two events.

● One disappointed prospective Burmah competitor is Australian David Lang who is going so well on the ETC Stages until an off. His entry was applied for too late.

Lang's next events will both be Castrol/AUTOSPORT rounds with the Marina Holidays Forest Rally and subsequently the Castrol 75 before tackling the Lindisfarne.

● Regulations for the Lindisfarne IDEM Rally are now available from: Keith Gray, 59 Glencoe Avenue, Cramlington NE23 6EH.

● Jim Gavin's famous motor mower races are scheduled for August 30th — more details next week.



Summer Sort-Out winner Adrian Reeves tackles the Bagshot stage.

## Sort-Out proves impressive

Rally over at 6.30 pm, queries sorted by 7.30, final results and prize presentation at 8 pm. Sounds too good to be true on a restricted stage rally, but that's what Farnborough and DMC achieved with their world Wide Carpets Summer Sort-Out Stages on Sunday.

The reason was that they operated a little used but highly effective timing system devised some years ago by Keith O'Dell in which co-drivers worked out their own stage times.

Start and finish times were entered on the road book in the usual way. But the start time was signed as correct by co-drivers with penalties for making a mistake and the finish time was checkable both by marshals check cards and interval timing of the gaps between cars at each stage finish. Co drivers then calculated their penalties for each stage and handed in time cards with running totals at the half way halt and the finish. So results were on display within minutes of each car arriving at the finish, without the usual wait for a results team to compute them all.

Only one protest affected top ten places and this was quickly resolved by a look back at the interval times of the stage in question as well as the marshals check cards. Naturally all competitors were delighted with the timing and with the event itself which took in some of the rare Forestry Commission allocation in the south, running a tight route through the Surrey/Hampshire borders and including two World Cup Rally stages.

Winner was Adrian Reeves, taking his two litre Escort RS to his first victory after some consistent top ten placings. Fourth at lunchtime, he had a relatively trouble free run, though worried by clutch problems

on the final two stages.

Briefly the winner, until a first stage timing discrepancy was sorted out, relegating him to second place was John Priestly, nine seconds behind. He was driving the ex-Jephcott Escort 2 currently on offer for around £7,000 by his Cars International company. His only problem during the day was a broken steering arm.

With some long fast stages the event looked tailor made for the three Porsches in the top 20 and Geoff Crabtree brought his Carrera home in third place just three seconds ahead of Stan Duke's Escort. But the hard luck story of the event belonged to Rick Wall and Colin Wilson who were leading at half way and forging even further ahead through the afternoon only to have a half shaft pull out and shear on the second to last stage — number 13. Wilson seems to be making a habit of this, retiring from all the home internationals with Russell Close at a similar point.

The fast stages meant other casualties. Keith Brennan tumbling his 1300 Escort a total of seven times on stage six and Collard/Rippon also inverted their Escort. David Oliver in the team Avon Tyres car struggled through to the finish after stopping on stage four and having an off on the last stage. But the undisputed winners were the organising club — a few more organisers would do well to learn how their timing system works.

1. A. Reeves/N. Ward (Escort RS) 2.793 pens; 2. J. Priestly/B. Cox (Escort 2) 2.802; 3. G. Crabtree/P. Drake (Porsche Carrera) 2.808; 4. S. Dukes/P. Dukes (Escort RS) 2.811; 5. P. Bartlett/T. Bartlett (Escort TC) 2.850; 6. F. Zaniewski/T. Bennett (Escort RS) 2.917; 7. I. Drummond/J. Kaye (Escort Mexico) 2.935; 8. P. Burch/R. Glasscock (Avenger) 2.937; 9. D. Lines/M. Hooper (Carrera) 2.959; 10. B. Smith/N. Ramsey (Escort TC) 2.977.



Gordon Rae leads the Formula Vee thrash but in the end, had to take second to Ray Simpson's JSR.

## LYDDEN

# Captain Tobias flies in

Fifty seven starters for seven events did not seem the most likely base for the West Essex and Maidstone and Mid Kent Car Clubs to provide an entertaining race meeting, but most of the races provided a dice of some description, of which the highlights were a close 750 Formula affair won by Rob Wells' TrickFore, a 1300 Mini battle in which Bob Kirk defeated John Davies, and as the meeting meandered lazily to its conclusion, an exciting *Formule Libre* finale with Alan Baillie's Monoposto Viking pressing Philip Guerola's Brabham BT30 hard all the way.

With the track dry after rain for much of the practice session, the first of two batches of Formula 750s came out to chase championship points in front of a small crowd. Tony Tobias quickly inserted his Coconut Airways DNC Mk V at the head of the field with a closely matched group of Michael Chittenden (TrickFore), Chris Elmes (Maggot), Kim Perry (DNC) and Mick Harris (Darvi) behind. Once Elmes had taken Chittenden he set off in pursuit of Tobias but could do no more than tail him home. Perry recovered from a second lap spin at Chessons to relieve Chittenden of third.

A second flag-to-flag win came in the following Formula Ford twelve-lapper in which Richard Maile dominated proceedings with his Homebrite Merlyn-Scholar Mk 25. A first lap incident at Chessons saw the Nike of David McClelland hit the bank and Paul Sleeman (Merlyn Mk 11A) subsequently retire to the Paddock. John Waters' PAC held off Geoff Illes' Minister-engined Merlyn in second spot for seven laps, Waters then sliding off at the Hairpin two laps later. Len Marchant

thus brought his Brabham BT21/28 through to third ahead of Tony Howard's smoking Merlyn.

Seven Formula Junior cars came out to provide nostalgic memories for those old enough to recall their heyday, but unfortunately their numbers were soon depleted when Martin Ingall's ex-Tony Maggs Cooper T65 was wheeled off the front row of the grid, and then Al Black retired his Lotus 18 within 400 yards. Alan Baillie was considerably quicker than the rest of the field in his Lotus 20, but the engine started to play up and on the seventh lap he retired rather than risk a blow-up. This left the two rear-engined cars of Norman Greenhalgh (Cooper) and veteran Frank Tiedeman (Lotus 20) well clear of the two remaining front-engined specimens of Jim Bradshaw and Norman Hillwood, in Gemini and Lola respectively.

The second 750 heat provided a splendid lead battle between Rob Wells' TrickFore, Rodney Hill's Mystic, Bob Simpson's Reliant Special and Chris Hague's Wessex. Although Wells led the whole way, and in doing so received reward for his, and team-mate Mike Chittenden's efforts in rebuilding their cars after their Silverstone disasters the previous day, he was very closely pursued by the other three. Hill held second until Hague dived past on the final tour, Simpson having been demoted two laps earlier. Roland Nix took fifth in his Special ahead of poleman Lyn Evans, whose Centaur did not fire until the rest of the field was away.

The Mini Coopers of John Davies and Bob Kirk captured most of one's attention in the poorly

supported saloon thrash. Davies led the wheel-waving Kirk until the tenth time round the Elbow when Kirk edged him out and thereafter maintained his lead to the end. Once Barrie Willis had reversed into the bank, Mike Scott's Anglia was secure in third. An interesting reappearance came at the rear of the field in the form of Simon Sabel having his third race in the infamous MG Gnat, rebuilt after being crashed two years ago when in Wally Hall's ownership.

Prior to the start of the Formula Vee race, poleman Ian Flux and Gordon Rae both dived into the Paddock for some quick attention, but when the flag came down Rae stormed into the lead while the Ockley Construction Scarab staggered round at the tail of the field before dropping out as a carburettor jet had not been fully screwed in. With Peter Wimhurst non-starting Tim Flynn's Scarab, the way was clear for Rae, Ian Mitchell's Austro, Ray Simpson's JSR and Tim Green's CM to dice for the lead. As Mitchell dropped back and retired on lap six, Simpson made his move and took the lead, leaving Rae to hold off Green for second.

On paper the closing *Formule Libre* event seemed a certainty for the 1850 BT30 Brabham of Philip Guerola but Alan Baillie (1.6 Viking) had other thoughts and quickly pulled clear of the FF Merlyns of Maile and Illes to close on Guerola. For the last half of the race Baillie was right on Guerola's tail waiting for the small mistake which never came, but at least we had the spectacle of two rapid single-seaters being driven hard around this twisting circuit. Richard Maile came in third despite a hairy spin at Pits Bend, aided by the dicing twosome behind him also revolving more than once. Ian Flux had come out again to make up for his earlier disappointment and was pressing Illes hard when they gyrated firstly at the hairpin and then at Chessons, Illes just keeping fourth, but Flux dropping to seventh.

## JOHN ASQUITH

**Formula 750 Championship round (12 laps):** 1. Tony Tobias (DNC Mk V), 10m 38.0s, 67.71 mph; 2. Chris Elmes (Maggot 11B); 3. Kim Perry (DNC Mk 3); 4. Michael Chittenden (TrickFore).

**Formula Ford (12 laps):** 1. Richard Maile (Merlyn-Scholar Mk 25), 9m 33.6, 75.31 mph; 2. Geoff Illes (Merlyn-Minister Mk 20A); 3. Len Marchant (Brabham-Scholar BT21/28); 4. Tony Howard (Merlyn-Minister Mk 17).

**Formula Junior (Monoposto) Championship (12 laps):** 1. Norman Greenhalgh (Cooper), 11m 3.8s, 65.08 mph; 2. Frank Tiedeman (Lotus 20); 3. Jim Bradshaw (Gemini); 4. Norman Hillwood (Lola Mk II).

**Formula 750 Championship round (12 laps):** 1. Rob Wells (TrickFore), 10m 35.8s, 67.95 mph; 2. Chris Hague (Wessex DNC); 3. Rodney Hill (Mystic T2); 4. Bob Simpson (Reliant Special).

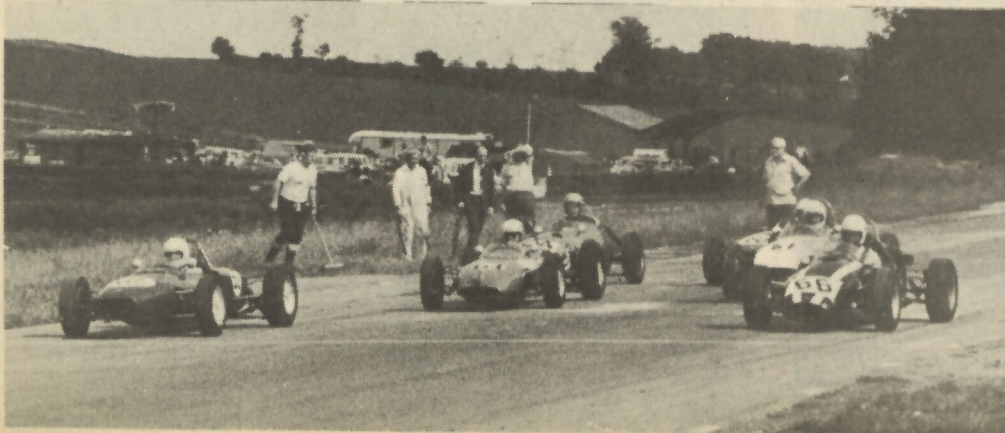
**Special saloons (12 laps):** 1. Bob Kirk (1.3 Mini Cooper), 10m 9.0s, 70.94 mph; 2. John Davies (1.3 Transpeed Mini), 10m 9.8s; 3. Mike Scott (1.0 Ford Anglia), 10m 35.8s; 4. Roy Marsh (1.0 Mini Cooper S). **Over 1000cc:** 1. Kirk; 2. Davies, no other finishers. **Up to 1000cc:** 1. Scott, 67.95 mph; 2. Marsh; 3. Bob Vanson (850 Mini 7).

**Formula Vee Championship round (12 laps):** 1. Ray Simpson (JSR Vee), 9m 46.8s, 73.62 mph; 2. Gordon Rae (Rae Special); 3. Tim Green (CM Vee Mk 1); 4. Alan Waite (Jeffrey).

**Formule Libre (12 laps):** 1. Philip Guerola (1.8 Brabham-FVC BT30), 9m 1.2s, 79.82 mph; 2. Alan Baillie (1.6 Viking 1A); 3. Richard Maile (1.6 Merlyn-Scholar Mk 25); 4. Geoff Illes (1.6 Merlyn-Minister Mk 20A).

**N.B.** No fastest laps or further times given

Evoking nostalgic memories, the Formula Junior grid at Lydden on Sunday.



# All your weekend sport

There are ten meetings up and down the country over the Bank Holiday weekend: two on Saturday, Aintree and BDC Silverstone, one on Sunday, Fordsport Mallory and all the rest on Monday. All the major Formulae are catered for at the various meetings. Major attractions are F5000 and Touring Cars at Brands Hatch, F3s at Silverstone and Atlantics at Mallory.

## AINTREE

The Aintree Circuit Club are in charge at the Liverpool venue for an eight race programme which, let us repeat, is on Saturday.

The Club have assembled a very strong entry and races cater for Formula Ford (two heats and a final) Production Saloons/Sports/Mexicos, Clubmen's Supersports, Modsports, Special Saloons and Libre cars.

Among the name entries are David Harbour, John Murphy, Stu Baird, Bernard Devaney and Mike Wrigley (FF); Neil McGrath and Marc Smith (Capris), Chris Meek (Europa); Malcolm Jackson and Geoff Friswell (Clubmen's); Kenny Allen and Andy Smith (Modsports); Derek Walker, Jim Evans and Dave Millington (Special Saloons) and Kim Mather (Libre).

Racing starts at 2 pm.

## SILVERSTONE

The Bentley Drivers Club are hosts to their fellow exclusive one make Club and HSCC members at Silverstone on Saturday and are out to prove "that all that was best in Sports Car racing is not just a thing of the past, but a continuing experience".

First race is at 12.45 pm.

## MALLORY PARK

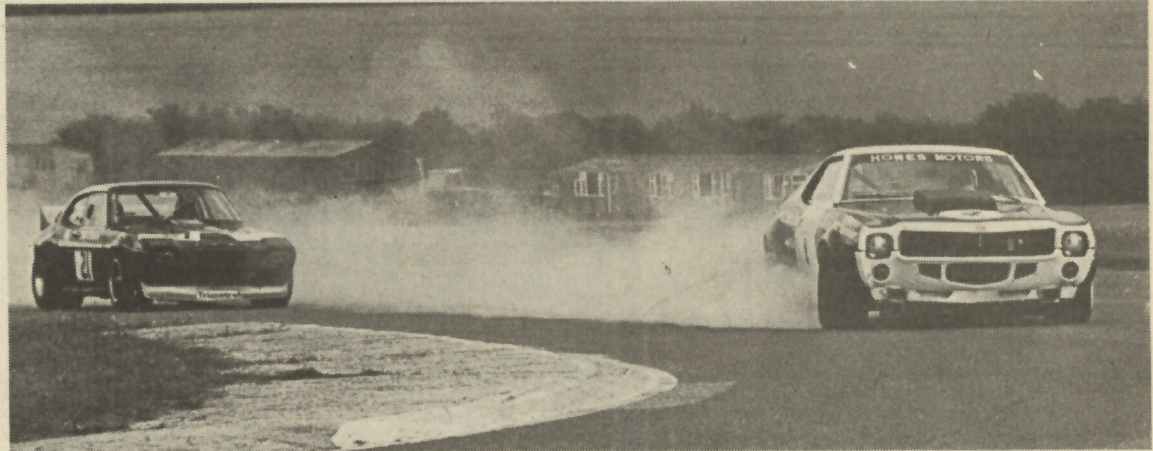
It's Fordsport day again at Mallory Park on Sunday and as well as a nine race programme Midland fans will be treated to the sight of Tony Brise demonstrating one of the Embassy Hill F1 cars.

The main race of the day is a round of the John Player Formula Atlantic Championship where Brise will be defending his lead in the series. As well as his usual main challengers Jim Crawford (Chevron) and Richard Morgan (Wheatcroft) an interesting newcomer and potential winner must be current BP F3 championship leader Gunnar Nilsson. He'll be driving Ted Moore's Rapid Movements Chevron B29. Matt Spitzley has shown what the car is capable of on a number of occasions, it'll be interesting to see if Nilsson can add the finishing touches. Other leading runners include Ted Wentz, Ray Mallock, Nick May, Bobby Muir and Val Musetti.

National Organs FF points are up for grabs once more and leading the chase will be Kenny Gray, Mike Blanchet, Rad Dougall, Geoff Lees, Matthew Argenti, Phil Dowsett, Geoff Smailes and David Kemp.

There's a round of the Penthouse Escort series too, with Steve Thomson, Graham Hollis and David Da Costa heading the entry.

It doesn't look as though a Ford will win the Tricentral Super Saloon qualifier as Gerry Marshall's seemingly unbeatable super Superloon



Tyre smoking at Mallory's Tricentral round will be David Howes' Javelin. Below left, Tony Brise will demonstrate the Embassy Hill at Mallory Park and try to consolidate his JPS Atlantic lead.



Vauxhall is entered. This and Alex Poole's fleet Skoda ought to be able to see off the mighty Corvaire of Ian Richardson and Martin Birrane's Capri.

The final round of the British Women's RDC championship is also on the programme with "Dare Devil Divi" hoping to pick up enough points to overhaul Sue Tucker Peake and Lorina Boughton.

To end the day there is a round of the BRSCC Midland Centre's own Modsports championship. There are no Porsches entered so it looks to be between John Pearson's XK and Robin Gray's Morgan for overall honours.

Racing starts at 2.15 pm.

## BRANDS HATCH

The biggest promotion over the Holiday is at Brands Hatch on

Monday where the Grand Prix circuit will play host to five races.

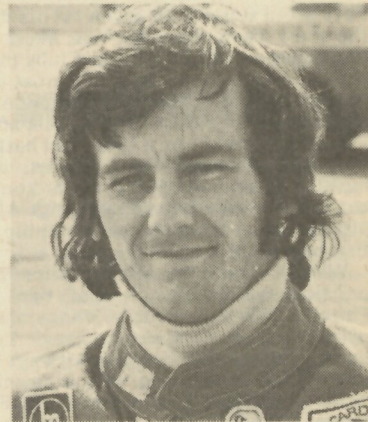
The main race is the eleventh round of the Shellsport F5000 series. The championship battle is really hotting up at this stage of the season and all the main challengers Ian Ashley, Teddy Pilette, Peter Gethin, Richard Scott, David Purley and Guy Edwards will be there struggling for vital points. But all indications point to an upset of form. It could well be third time lucky for Alan Jones and the Thursdays/RAM V6 March. The combination has held strong second places and challenged for the lead on both its outings so far - this could be the breakthrough. Whatever happens the V6 March is obviously as quick as the Chevrolet V8 powered cars so a close battle in this department can be expected.

Pilette has won the last two races from flag to flag and will be looking for the hat-trick with the VDS Lola. His team mate Gethin has not had much luck of late but he knows and likes Brands and could upset form. Ashley will again have his right foot in plaster but a consistent drive from him might see him retain his championship lead. The same sort of driving has seen Scott, Edwards and Purley stay in the points hunt too. The Thruxton round showed they'd all found some reliability so it promises to be a good race.

Major supporting attraction is a round of the Southern Organs Touring Car championship where, after the poor turn out at Inghlston, the full championship field will be out again. This means the Camaros of Richard Lloyd, Stuart Graham and Vince Woodman, Tony Lanfranchi's Hemi Cuda the Capris of Chris Craft

and Stuart Rolt, the Opels of Shaun Jackson, John Handley and Peter Hanson, the Dolomites of Andy Rouse and Brian Muir, Barrie Williams' Mazda, Win Percy's Toyota and Stan Clark's Alfa all lining up.

Also taking part at the meeting will be the Radio 1 Production Saloons. The entry in all four classes is oversubscribed and as they haven't raced for a couple of weeks it's likely all will turn up. The



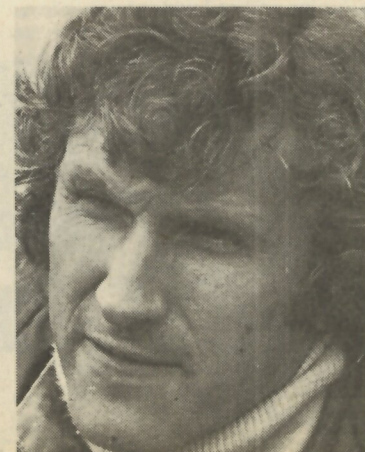
Jock Robertson: Rotary Club.

Camaros have been becoming closer and closer recently so we expect Bob Ridgard, John Brindley, Brian Rice and Derrick Brunt to be battling it out. The £1700 to £2299 class has also tightened up recently. Noel Edmonds has been showing real form in the Castrol car and mixing it with Ivan Dutton and the rest. There'll be three Smiths in this class too: father and son Reg and Mike and unrelated Marc. Also getting in on the act will

All at Brands. Teddy Pilette . . .



. . . Tom Walkinshaw . . .



and Alan Jones



# All your weekend sport

be Gerry Marshall and Bob Saunders. The Rotary Club meeting will be attended by all the usual members as will the Bargain Basement. Radio 1's Emperor Rosko will also be present to help proceedings along.

A round of the Lec Clubmen's championship opens the programme, the first time since 1971 that these very quick cars have been on the GP circuit. What are the odds on Geoff Friswell taking 10 seconds off the record? It sounds a lot but on his current form he must have a chance.

The APG FF2000 race should be good too, with the current needle match between the respective works Hawke and Palliser of Tiff Needell and Syd Fox.

The programme is completed by a club circuit race of race winners in Shellsport Escorts.

Racing starts at 2.15 pm.

## SILVERSTONE

It's the Milton Keynes Development Corporation race meeting at Silverstone on Monday and topping the bill is a round of the BP Super Visco Static F3 championship. This championship is another that is becoming very close as it moves into its final section. After Thruxton last Sunday, Swede Gunnar Nilsson leads by just seven points from American Danny Sullivan and just one point further back is Belgian Patrick Neve.

These three represent the March, Modus and Safir factories and competition is extremely keen as only F3 can be. But although the championship seems to rest with these three at the moment there are still 50 points to be won this year and Thruxton winner Alex Ribeiro, more often than



Alex Ribeiro — on form.

not the fastest man at F3 meetings, is just 25 points behind his team mate Nilsson. It may sound a lot but in F3 anything can happen. Also not to be discounted are Eddie Cheever, Dick Parsons, Ingo Hoffman and Rupert Keegan.

Production Sports cars make their one and only appearance at the circuit at this meeting in the Burgess Silencers Trophy race and all the leading competitors, Chris Meek, John Britten, Rod Gretton, Colin Blower, Geoff Till and Terry Greenwood, are all entered.

Jim Walsh missed out on any points in the Brush Fusegear FF championship at Thruxton so he'll be hoping to make up some of the deficit while Matt Argenti, who won the last Silverstone round, will be out for similar success. There will be two heats for the 90 competitors to determine who goes into the 15 lap final.

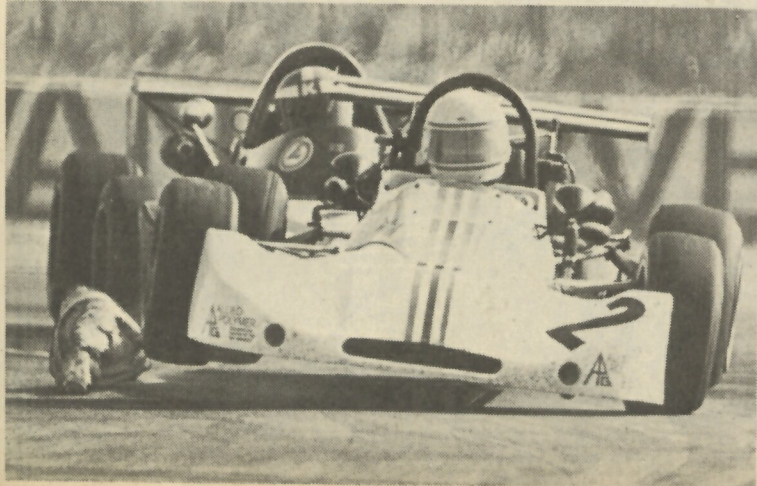
Richard Mallock heads the Tri-central Clubmen's entry but should be hounded by lap record holder Frank Sytner and Welshman John Davies while in the Modsports race Nick Faure's Porsche should be the star attraction.

Esso Uniflo Special Saloons are also on the programme and hopefully Tony Hazlewood will be giving his Jaguar XJ8 its debut outing against all the usual big banger runners. The crowded 10 race programme is completed by a Libre event where John Wingfield will be trying to retain his lead in the Jaybrand championship in his F2 Brabham although stiff opposition will come from John Jordan's CanAm McLaren and John Hardesty's F5000 Trojan.

Racing starts at 2 pm.



Above, Patrick Neve needs BP F3 points at Silverstone. Below, more marker bashing for Tony Rouff's Ehrlich?



All the thrills of Renault racing at Snetterton on Monday.

## CASTLE COMBE

The BARC HQ move down the road to Castle Combe for their Bank Holiday fiesta and have nine races on the programme. The British Air Ferries FF race is the main event and qualification in practice will determine the starters. Current series leaders Jim Walsh and Geoff Lees will be elsewhere so Rick Morris should be able to close the gap.

Phil Winter will be defending his lead in the two part Forward Trust Special Saloon race while Dave Bettinson should, hopefully, gain some success with his controversial Lotus 7 in the BARC Sportchallenge race even if he's protested out of the Miller Organs Modsports race again.

Other championship rounds at the meeting cater for National Formula Four, Oldham & Crowther Thoroughbred Sports Cars and Formula 1300 contenders.

First race is at 2 pm.

## SNETTERTON

East Anglian fans will have a veritable pot pourri of races at Snetterton at the BRSCC (EA) meeting on Monday. F750s open the programme with the on-form Captain Tony Tobias Wilcock in the Coconut Airways DNC leading the chase of John Giles' indecently quick JGS.

Two heats and a final are laid on for the National Organs FF men and Geoff Lees, Geoff Smales, Kenny Gray and Fred Sigafos will be joining battle once more.

The Penthouse Escorts which survive Mallory will make the trip to Snetterton while further one-make racing will come from the Renault 5s. Neil McGrath heads the entry list in both categories and is a likely winner in both.

The main single seater event is a round of the National SuperVee

Formula Fords will be ... just about everywhere.



championship and the three main protagonists, John Morrison, Peter White and Mike Young will all be there to continue their season long see-saw battle.

Closing the programme will be a round of the Simoniz Special Saloon championship which looks to be the property of Nick Whiting.

Racing starts at 2 pm.

## CROFT

Usually the most popular meeting of the year at Croft is their Battle of Britain meeting over this August Bank Holiday. The Darlington and District MC are in charge for a combined car/motor cycle meeting. Sponsors for the meeting are the Martin Group, Texaco and the Evening Dispatch.

On the car side races cater for FFs, saloons and libre cars with Tate championship leader John Simpson among the FF runners with Mick Starkey and Kelvin Hesketh, while Andy Barton tops the Libre entry. Added attractions are various flying displays.

## LONGRIDGE

A round of the Varley Batteries Monoposto Championship heads the programme at Longridge on Monday with all the leading competitors entered.

Other races cater for Formula Fords, Special Saloons, Modsports and two heats and a final for Libre cars. An added attraction is an invitation race for G1 and Rally cars.

Racing starts at 1.30 pm.

## LLANDOW

Racing cars visit Wales again on Monday for a SWAC meeting. The programme caters as usual for Special Saloons, Formula Fords, Libre cars and Clubmen's.

Racing starts at 2 pm.

## Modsports stir up

At a time when modsports should be developing into an up to date Formula, it seems there are certain schools who would prefer to see it stay as it is. Two protests were lodged against the modern school at the weekend, one restricting Dave Bettinson's Lotus 7 from racing at all, as mentioned in these columns last week, and the other regarding the eligibility of the Porsches of John Cooper and Nick Faure, first and third respectively, in the Brands Hatch Miller championship round.

As forecast, the Lotus 7 was stopped by two competitors refusing to sign the form allowing Bettinson to race. Neither of these had raced against him before and it was suggested that a certain amount of campaigning took place by the prime "Ban Lotus 7" movers, Ian Clark and Robin Gray. Indeed, Mike Chittenden, one of the non-signers, was racing Clark's Elan. However, according to Bettinson, there was no dissention from the modsports regulars.

The outcome was that Bettinson had to stand on the sidelines and watch the race. This coming weekend, he'll be trying again to race at Castle Combe, entering two races in case the protesters strike again and he finds himself out in the cold for the modsports event.

Meanwhile, steps one way or the other are being made to sort out this situation which now seems to have dragged on for a long time. The protesters have placed their case to the RAC and it was expected that the subject would be discussed yesterday (Wednesday) with consideration to the inclusion of the Lotus 7 in modsports racing next year. Among those present was Ian Clark.

The Porsche saga was stirred up by Ian Fraser, the Marcos driver. Last year there was some disagreement as to the inclusion of the Porsches in modsports racing as these particular Porsches were con-

sidered Carreras. But as Peter Lovett of Dick Lovett Sports Cars, pointed out, a representation was made last year to the RAC asking for all 911 derivatives to be considered as 911s as they carry both 911 chassis and crankcase numbers.

The objection that Fraser brought up was that a second plug had been added in the cylinder heads. These, says Lovett, are easily added by simply drilling a hole and screwing in the plug. It's the same casting and the original head is based on standard components. In fact, said Lovett, it's less modified than other cars. The modification has been made by Charles Ivey who prepares the cars. Faure's car is the same in which he competed in the BAC1000 kms last year, and Cooper's, which belongs to Lovett, is one that raced on the continent last year.

Lovett had a final word on modsports: "Modsports is almost like historic car racing. Most of the cars are out of production and they just don't seem to want to make any progress. We're only racing for the spectacle, we don't want any aggravation. We'll even race without scoring points."

## Hawkins ahead

Leading his class, for 870cc Minis, and also having the biggest points score in the Welsh Autocross Championship is Jeff Hawkins in his Mini. With 29pts he leads the class by 13 pts from Len Evans, also in a Mini.

Clive Trueman's Escort heads the 1300 Escort/Anglia class with 16pts but he is closely challenged by Paul Tobin in his Anglia, only a point behind.

Mike Wood is causing the secretariat something of a problem in the, 1 litre Mini class where he has 18pts and is the only driver to score in the class so far! The big Escort/Anglia class is headed by George Warren's Escort on 24pts and Ray Thomas (Morgan) has 10pts. The big capacity Mini class is led by Philip Martin on 20pts with Peter Vaughan hard on his heels with 17pts. Finally the Specials are headed by Mike Turpin, who with 17pts, has a lead of four over Frank Moss.

Some 14 events are listed for the remainder of the season in the Welsh Association's Year Book but at least four have been cancelled according to secretary Len Evans.

The Hereford round for August 24th has been postponed because it clashes with the BT&RDA 2 Abreast final near Chippenham and the Bridgend and Redditch events planned for September 14th are also off.

● 432 MC are to organise a non-championship autocross in the Hampton-in-Arden area on August 25 with an entry limited to 60 cars. The date falls between the two national autocross championship finals and the club are hoping that many of the BTRDA regulars will compete. A low entry fee of £2.50 has been arranged and entries are available from the secretary of the meeting Mrs Sandra Smith, 55 Fitzroy Avenue, Harborne, Birmingham 17.

## Moffatt's tie breaker

There was very nearly a triple clean sheet situation at the end of last Sunday's Val Shaw championship production car trial near Burton, but clerk of the course Phil Shaw added another three sections right at the end and this produced an outright winner. One expects such people as Bill Moffatt to return a nil score but when he was joined by the likes of Mike Stephens and Peter Higgins, the Mexicos aces, at the end of 28 sections, the situation was unusual to say the least.

Shaw admitted: "The last three sections were a bit rough but I had to get a winner." Moffatt, and his Ginetta conquered everything while Stephens and Higgins dropped nine and 17 marks respectively to take the honours in their class.

The lesser mortals were dropping marks as per norm throughout the day. Geoff Spencer duly won the Mini class by seven marks from Gordon Francis and the real surprise here was the arrival on the scene in third place of Mrs Jill Burrow, a

contestant from the Lancashire area. Her little bit of glory came on the second tour of eight sections where she dropped only two marks while the master Spencer amassed 13 marks. Mrs Burrow's 1275 ended the day on 69 marks, 11 behind Francis.

Behind the epic struggle of the two Mexicos, Dennis Wells' Skoda was made to look very ordinary on its way to third place on 49 marks and Dave Slater's Sport broke its diff. Malcolm Brown enjoyed a wonderfully successful day with his Sprite and for once paralysed Mike Harrison's Midget. With Colin Valentine never mounting his usual threat to the small capacity rear engine brigade — he eventually retired with a rumbling diff — Bob Gilhooley's Imp edged to a two mark class win ahead of Edgar Wadsworth's Steyr-Puch.

**Overall:** W. Moffatt (Ginetta), 0 marks lost.  
**Class winners:** G. Spencer (Cooper), 51 marks; M. Stephens (Mexico), 9 marks; M. Brown (Sprite), 11 marks; W. Gilhooley (Imp), 54 marks; J. Ludford (Imp), 15 marks.

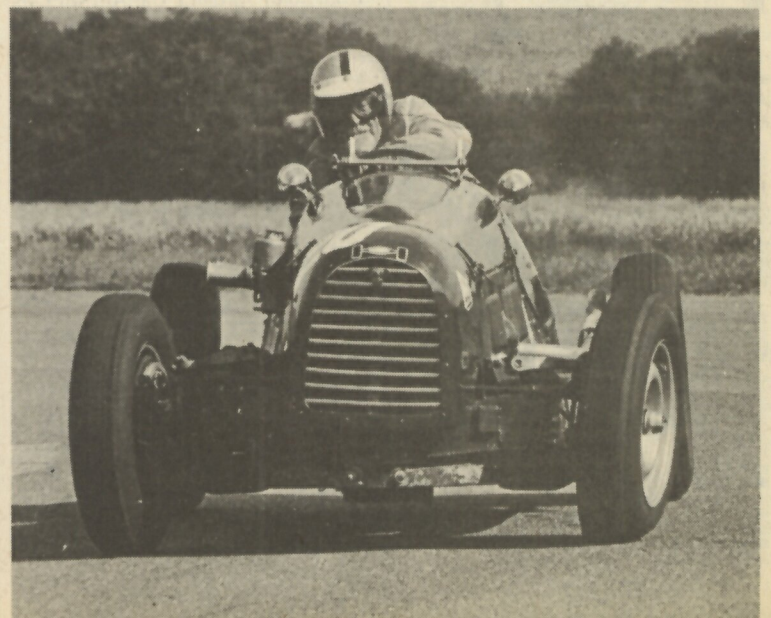
## ADO considers

The advertisement for Alister Douglas-Osborn's Pilbeam R15 in last week's issue should not alarm regular hillclimb enthusiasts. He's not giving up, he told us rather hoarsely on Monday, but thinking of something different for next year.

But the decision concerning direction for next year has still not been taken. ADO is thinking in terms of something a little bigger, but not as big as an F5000 engine car. "There's too much deadweight; Roy Lane's a special type of driver who can handle it." ADO has been to see the Adlards Brabham BT43 but would be thinking more of a DFV than an American V8. "I think I'm a small car man," he croaked through his laryngitis.

But one thing is for certain: whatever he buys, Mike Pilbeam will have a hand in sorting it. "The traction in my present car is fantastic," he said. His second at Shelsley Walsh confirms that.

Pressing on, below, in his own inimitable style is Frank Lockhart in the Rover Special at Thruxton on Sunday. The spirited Lockhart finished second in class.



## Santa Pod

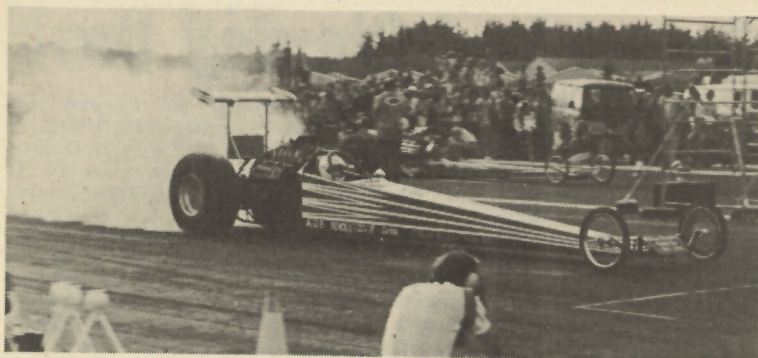
This weekend is a big one at Santa Pod, with three days' action and a top-line entry. Apart from the usual Top Fuel and Funny Car field, the Stone team hope to have the Precision Tapes Escort back out with a 'cooking' engine for DLT to drive in another attempt to beat Al O'Connor's Chev/Pop. Tony Dickson's long overdue Duckhams Camaro is due to put in an appearance at last in Pro Stock, which, with all being well, should be five cars in strength for the first time this year — or last!

Which car Dennis Priddle will take is uncertain, but if it is the dragster then action against Pete Crane should be something worth watching, while if he takes the funny he has Allan Herridge's 6.6s car to contend with, not to mention Owen Hayward's strong 6.7s car.

## Tiff's Crossle

The Crossle 25F in which Tiff Needell has been so successful recently is in fact owned by former Huron driver Chris Hiatt-Baker. Hiatt-Baker, known for his efforts in Formula Ford, a Moskvich on the Tour of Britain and his taste for Southern Comfort, bought the car earlier in the season but then became interested in hang gliding and now runs a school in the West Country for this daring sport. When Tiff left Elden, he dusted off the Crossle and has since found his old form in Formula Ford, culminating with a win at Thruxton at the weekend.

What with his FF2000 debut in the Hawke, the Weybridge civil engineer, who won an AUTOSPORT competition which gave him his motor racing debut, is hard back on the road to success again.



Trevor Young makes a demon start in Revolution 3.

## Priddle masters track

The NDRC's weekend drag meet at Blackbushe attracted a large and good quality entry — more so than had really been expected — and luckily, a good sized crowd turned up to watch. The only disappointment was the track itself which was again somewhat dusty, so that times were all down by some half second or more. This was shown in qualifying by the time of Trevor Young in his Top Fueler at 9.6s after he went up in smoke, though predictably Dennis Priddle mastered the conditions better than most in his Mr. Revell with a 7.2s at 213 mph. Gerry Andrews elected to run his Pro Comp car in Top Fuel, much to the relief of the other Pro Comp entries, but after a hairraising run found that he had broken the back axle casing of the big Chevy powered rail, and was out of the running.

In the first run, Trevor Young, fresh from his 6.9s in Sweden made the start of his life and looked to have Priddle well beaten. But then tragedy struck as his parachute came out in error and try as it might, the big Chrysler could not tow that through the finish at speed, so he trailed off to an 8.0s at 152 mph as Priddle passed him with an impressive 7.25s and 215 mph. In the second run, Priddle won on sheer horsepower though he went up in smoke on the line for some yards which lost him time to record a 7.0s at 211 mph to 7.4s at 202 mph.

In Funny Car, Skilton was fastest qualifier at 8.1s, having traced some of his past troubles to a faulty mag coil that cut rpm down. Both Liam Churchill and Roland Pratt had

traction problems and recorded 10 second times, with Churchill also having some loose plugs.

Skilton took the first run against Churchill with an 8.17s at 177 mph to 8.5s at 165 mph as Churchill red-lit, while Churchill was also unlucky against Roland Pratt's 392 Avenger which clocked an 8.5s to 9.3s.

Pratt stood a good chance of winning the final, but Skilton managed to find a bit more in his Donovan/Vauxhall and overcame an early lead with a strong 7.8s run at 183 mph, back in the sevens again and his fastest top end yet.

There was another incident involving a parachute in Pro Comp, this time with Mike Hall, whose 'laundry' came out after about a hundred yards as he left Peter Barnett's rear-engined Funny car. This was Barnett's big chance for he was able to get by with a 9.6s to 9.7s as Hall's 170 mph car was held back to 223 mph. James Rowat, low qualifier in his 354 Chev rail at 8.8s then had an easy run when Pat Cuss shut off with a misfire on his 354 Hemi, taking it with an 8.77s, then backing this up with another 8.76s to win his easiest ever race when Barnett failed to get his Funny Car fired up in time for the final fun. In a run-off for third, Hall salvaged something with a 9.09s win over Pat Cuss' 9.4s.

In the ever improving Middle Comp class, Mick Saunders was back in the class to challenge Bob Messent and Sue Coles dropped back into the 12s in the final after running 11s all day, leaving Messent a chance to avenge his defeat at her hands at Santa Pod, her clutch slipping badly to record a 12.9s to 10.79s.

## L W-J to pull out?

It looks as though the promising Kartist Lee Wroe-Johnson is going to have to pull out of Formula Ford. The Jersey driver's sponsors, the Modern Hotel Group, are withdrawing their support from his Rostron Formula Ford and Wroe-Johnson is unable to continue without it.

The Rostron, in which Wroe-Johnson has been putting up some creditable performances of late, was up for sale at the weekend. But then luck struck a cruel blow when Lee was caught up in Fred Sigafos' accident in the Townsend Thoresen Formula Ford round at Brands Hatch and the car was quite badly damaged.

AUTOSPORT, AUGUST 21, 1975

## New Pro-Comp cars

Two new Pro Comp cars were in the Blackbushe pits, the first Jim Read's blown methanol burning front-engine dragster, actually one of Dennis Priddle's early cars fitted with a 392 hemi. A shake down run resulted in a blown head gasket and a cloud of smoke, but the car looked good and should prove a strong contender.

Also present was Lawrence Burn's altered which utilises a Funny-Car style chassis, a Bantam body à la Mike Hall's Shutdown and Burn's strong Donovan motor set to run methanol. This didn't make it on the strip, but looked very very potent hugging the ground.

## Orrick's protest

A dispute involving the first crew and in particular the navigator caused last Saturday's Hunter Cup Rally, run by Newcastle & District MC to run late almost before it had started. Eventually it got under way, from the first control, running half an hour late and although the crew which caused the hold up — Geoff Birkett and Dave Orrick (Ascona) went on to complete the event in the lowest total time, they were subsequently excluded from the results. They have appealed.

Eighty-six crews assembled at Stagshaw at the start of a fine night and the promise of some fast motoring with seven selectives totalling some 40 miles included in the 175 mile route in Northumberland.

After the first control where the Ascona crew refused to move their car until they had the time they wanted — half an hour later than when they arrived — the rally proceeded without major incident and it became an Escort benefit with Fred Henderson and Mrs Trudi Binks winning in their RS 1600 on 2003 penalties.

Second place was disputed right to the end by two crews with eventual runners-up being Alex Cannon and George Tindall in their RS 1800. They dropped 2082 penalties, the same as Norman Sidney and Martin Liddle (Escort TC), but took the higher placing on furthest cleanest, this being resolved as early as TC3. Winners of the over 1300cc class and fourth overall were Ian Jennings and G. Brodie in their RS 1600 on 2109 penalties while the up to 1300cc class winners J. Walker and S. Glaister (Fiat 128 Special), were fifth on 2131 penalties. The sixth crew were Eddie Binks and Steve Hall (Mexico) on 2177 penalties.

Best novices were Peter Herron and Barry Pinkerton (Escort) on 2179 and finished a creditable seventh overall in a field of only 49 finishers. The mixed crew award went to David and Joan Martin in their Saab 96 on 2305 penalties and the best Newcastle member crew were C. P. Hill and R. Peaker (RS 1600), on 2228 penalties, who had travelled up from Leeds.

## 4 abreast series abandoned

After long deliberation the BT&RDA Autocross committee has decided to abandon the four abreast championship for next year. In addition they have decided to drop Class T from the classes next year and also to limit production cars to a ceiling of 1900cc.

New secretary Martin Barnard explained: "The four abreast championship has not been a success and unless we get a sponsor who specifically wants a four abreast series, we do not propose to carry on with a championship. There is nothing to prevent individual clubs running four abreast events and several have in the past been very successful and rewarding."

The committee is also of the opinion that for 1976 efforts should be made to get more double weekend events to save travelling expense and clubs are being approached with this in mind. The new season is likely to start earlier and end later and it's envisaged that events would only be held on three weekends every month.

## Good PR

PR work on road rallies is of prime importance and at this, West Essex Car Club seems to have excelled. They run two rallies in the vicinity of Methwold village in Norfolk and their careful PR work has led them to being invited to the village fete this weekend.

Competition cars will be on display and rally organisers will be present to talk to pro- and anti-rally residents about the sport. A motor sport competition will also be run to raise money for the community.



Latest lady to join John Webb's stable at Brands Hatch is show jumper Ann Moore, here with a new mount, Barrie Williams, her driving coach at the circuit.

## AWDC feast

The All Wheel Drive Club are holding a three day feast of competitions on August 23, 24, 25 when they congregate at Dyrham Park between Bath and Bristol, 2 miles from M4's junction 18. This will be the club's usual off-road type of event, and the final day sees a demonstration of their skills for the public, coupled with a demonstration of military vehicles.

● After last week's report of the Llandow sprint, Clubman's driver John Davies rang to say that he considers the sprint record his property still. Uwe Jantzen set a 81.96s, but Davies set a 79s back in 1966 and it hasn't been beaten.



Ron Easton made a rare appearance to defeat Rob Gibson, not feeling too well, for the first time this year.

## Poor 4-abreast

The penultimate stage of this year's BT&RDA four abreast autocross championship was reached and passed last weekend when Rhyl & District MC were somewhat reluctant hosts to the series which produced a meagre 40 entries on their course near Ruthin. They also ran a two abreast at the same time having persuaded a few contestants to appear at the 11th hour.

Nick Seymour took BT&RDA among the championship contenders after Mike Turpin's special broke down and he had to borrow a car to get an aggregate and in the small Mini class Derek Sparkes was virtually alone.

Nobody entered the 1300cc front engined rwd class and Terry Westley's VW finished miles ahead of Terry Owen's Imp in the rear engined class. Most electrifying run of the day was the second outing of Roger Brunt. Having hit trouble on his first run without a time as a consequence he had to pile on the coals to overtake the consistent John Lancaster.

All three leaders in this class had their problems for Lancaster had badly dented his road car on arrival at the steep paddock where he ended up against a tree and Bruce Male came to no harm when a drive shaft let go and rolled him and his Mini on its side. Brunt finally took the class by six seconds on aggregate with Lancaster a second up on Male.

## Stott's deviation

Escort driver Robin Farrington took his RS 2000 to a fine BT&RDA last Sunday when Longton & District MC held another successful autocross at the Park Hall leisure centre near Eccleston. Farrington's time of 114.76s gave him victory in the class by some six seconds over John Clarkson's Escort TC and he was three seconds up on David Stott's Mini who clobbered a marker on his last run which robbed him of top place.

In an entry of just over 50 David Knowles took the small capacity Mini class by more than two seconds from Keith Webster while Midlander Reg Fitt carried out a successful invasion in the 1 litre Mini class being nearly two seconds quicker

Dave Fuell easily won the big Escort class despite having a minor punch up with an off form Rob Gibson who suffered his first defeat of the season. Under the weather Gibson was beaten by Ron Easton, making a rare appearance who had three seconds in hand with his TVR Vixen over Roger Burn's Clan.

Fuell later sportingly lent his Escort to Tony Merridale who had run into engine trouble with his Escort and this enabled the Londoner to claim six points. In the big Minis class Terry Smith's Lotus Mini had no opposition.

In the clubman's series of heats the most notable happening was the trouble which Brian Betteridge ran into with his VW. Having lost a wheel in practice he set a class winning time then the engine let go on the second and he will have to burn the midnight oil to be ready for this weekend's Bath BT&RDA final where he is one of seven drivers on a maximum.

**BTD:** N. Seymour (Volnik), 3m 8.0s.  
**Class winners (4 Abreast):** D. Sparkes (Mini), 3m 37.2s; R. Easton (TVR Vixen), 3m 17.2s; T. Westley (VW), 3m 31.4s; R. Brunt (Mini), 3m 15.7s; D. Fuell (Escort), 3m 19.2s; T. Smith (Lotus Mini), 3m 9.7s; M. Barnard (Datsun 240Z), 3m 44.1s.  
**Class winners (clubmen):** A. Meredith (Mini), 1m 42.8s; B. Betteridge (VW), 1m 43.7s; M. Barnes (Mini), 1m 48.9s; P. Vaughan (Mini), 1m 36.4s; B. Henderson (Sodpopper), 1m 48.4s; (Escort), 1m 50.4s. **Ladies:** Miss M. Banks (Fiat 128), 1m 57.1s.

than Derek Chadwick. Stott's 1400 Mini was way ahead of Garry Woodcock but there was a shock in the standard class where Mrs Anne Irving drove a Mexico neatly into first place ahead of five men and beat Jim Gordon's Fiat 1600 by half a second.

**BTD:** R. Farrington (RS 2000), 114.76s.  
**Class winners:** D. Knowles (Mini), 133.22s; D. Barnes (Escort), 130.95s; P. Ansbro (Imp), 142.80s; R. Fitt (Mini), 118.46s; J. Clarkson (Escort), 120.52s; D. Stott (Mini), 117.29s; D. Ridgeway (MJH Special), 123.68s; Mrs A. Irving (Mexico), 127.16s. **Novice:** M. Cottam (Mini), 123.76s.

● The RAC Sprint championship round at Cadwell Park has been cancelled, but taking its place is a round at Curborough on October 5.

## Brown and Clewley tie

There were some fine class struggles at the Midland sprint course at Curborough on the occasion of the MG CC (Midlands) annual sprint. John Bailey took BT&RDA in his McLaren M10B in 34.0s.

In the modified saloons any capacity Malcolm Jeffries (Cooper S) has a mere four tenths in hand over John Miller's Mini and A. Holyoake's Porsche 911S beat Tommy Hardy's Jaguar E Type by only two tenths in the big production sports car class.

Ernie Foster's Midget led Des Richardson's Turner first time out but Richardson managed to edge home by three tenths eventually. The MG "T" class produced identical times of 40.1s from Gerry Brown and

Dave Clewley, but Clewley had clobbered a marker on his first run so forfeited the class. David Dunton took Bob McIlroy's MGA TC to victory in the MGA class beating McIlroy by over a second.

Second BT&RDA was again set by the ultra rapid Elan of Alan Wood who finished the day a mere 1.2s down on Bailey and who left Cyril Baxter's Marcos behind to the tune of 1.3s.

**BTD:** J. Bailey (McLaren M10B), 34.0s.  
**Class winners:** D. Day (Escort), 42.0s; M. Jeffries (Mini), 40.2s; P. Hingley (Morgan 4/4), 42.9s; A. Holyoake (Porsche 911S), 43.2s; D. Richardson (Turner), 38.2s; A. Wood (Elan), 35.2s; R. Masters (MG Special), 41.0s; G. Brown (MG TC), 40.1s; D. Dunton (MGA TC), 42.1s; D. Sterry (MG J2), 41.4s; A. Hinds (Mallock U2), 35.4s. **Ladies:** Mrs M. Clewley (MG TC), 42.5s. **Novice:** J. Miller (Mini), 40.6s.

## Triumph triumphs

Dust spoilt last Sunday's Soar Valley autocross at Carlton near Market Bosworth, cars having to run singly most of the time. BT&RDA went to Roger Dowson in the Triumph GT6 he shares with Paul Northall and for once Dowson was an impressive winner beating Northall by more than a second. In this Batchelor Bowles sponsored event he got down to 55.1s over the 900 yards course and was virtually unchallenged by the other 44 contestants.

Best of the class battles was between the A40 of Tony Lewis and the modern Anglia of Bruce Peers and the A40 took the class in fine style by four tenths getting down to 61.3s on its second run. Alister Lyall's big Escort was more than a match for Pete Robinson's Avenger, winning by two and a half seconds and the big Mini class was always the property of D. Humphreys with a 56.8s first run to take the class by over two seconds.

**BTD:** R. Dowson (Triumph GT 6), 55.1s.  
**Class winners:** T. Tyrer (Mini), 61.5s; T. Lewis (A40), 61.3s; P. Northall (Triumph GT6), 56.4s; D. Hazlewood (Imp), 59.4s; A. Lyall (Escort), 56.5s; D. Humphreys (Cooper), 56.8s; M. Orme (Porsche 911S), 59.3s. **Ladies:** Mrs A. Martin (Mini), 61.3s.

Recovering from his injuries and back on wheels in Eddie Jordan, who crashed his FF Crossle at Mallory Park recently. Both broken leg and Crossle are mending.



## Gurston Down

This Monday sees another round of the RAC hillclimb championship taking place down at Gurston Down. The event is sponsored by Wessex Kentreds and as usual will attract all the top contenders of hillclimbing in this country including Roy Lane, Chris Cramer, Alister Douglas-Osborn, Malcolm Dungworth and John Cussins. There are also motorcycles present and a parachute display; the event starts at 12.30 pm.

## Smith under one minute

West Suffolk driver Mike Smith collected BT&RDA with a neat time of 1m 58.8s and was the only driver among nearly 80 competitors to get under the two minute barrier at a dusty Chelmsford MC autocross at Montpeliers Farm, near the town last Sunday. Several of the classes produced close finishes and the meeting was a round in the London Counties Association championship.

Ian Thompson's Mini had no trouble in taking the small Mini class yet again, his winning margin being nearly three seconds but Graham Hathaway had a tough time with Tony Beesley's Anglia before snatching the 1300 cc front engined rwd class with his Escort by four tenths.

Roger Beesley, a brother of Tony, was third in another Anglia. David McDine had a second in hand over Len Newman in the 1 litre Mini class and Tony Ford had a similar margin in heading the 11 strong big Escort/Anglia class with Graham Wilkinson (Anglia) runner-up. The 1860 cc unit in Rob Upton's Elan gave him the edge over Brian Wright's 1558 Elan in the sports car class and Bill Vevers's VW, an outcast from the rear engined class, easily won the big capacity Mini class. Norman Bradshaw collected a win with Bradbuilt in the special class well ahead of David Butler's VW special.

**BTD:** M. Smith (Mini), 1m 58.8s.  
**Class winners:** I. Thompson (Mini), 2m 2.2s; G. Hathaway (Escort), 2m 0.2s; D. McDine (Mini), 2m 0s; T. Ford (Escort), 2m 1.8s; R. Upton (Elan), 2m 1.2s; W. Vevers (VW), 2m 1.6s; N. Bradshaw (Bradbuilt), 2m 2.6s; G. Lobb (Ascuna), 2m 6.0s. **Ladies:** Mrs C. Hathaway (Escort), 2m 12.6s.

## New hill records

Seven new class records, several of which had stood for three or four years, were shattered at a fine Knowdale CC hill climb at Baitings Dam last Sunday. Eric Gowers took his Bainbridge Terrapin to a class record in Class 15 and combined also to collect BTD in 28.88s, well outside the hill record of 27.18s.

The first record to be broken in the running order was for production saloons where John Casey rushed up the course in 30.77s in his Cooper S to clip half a second off his own record set three years ago.

The next record to go was in the big sports car class where Keith Tankard took his TVR Tuscan up in 31.45s to improve on the existing four-year record by three-quarters of a second and it was predictable, in the ideal conditions for the first runs, that Robert Speak should join in the class record breaking with his Europa.

He duly obliged by clipping one and a half seconds off the 1972 class

best leaving it at 30.46s, competing in the mod sports class where it was nice to see no less than four Jowett Jupiters in action. Although he had no serious opposition in the combined clubmen's classes Bob Prest managed to take almost a second off the 1972 class best. He got down to 30.00s with his U2 and the other two records to be established came in two divisions of the split rally car class.

Among the experts Jim Stanton's Escort TC clipped more than a second off Colin Grewer's old record set with the Volvo and Bob Yarwood carved a huge chunk off the semi-experts class in his RS 2000.

**BTD:** E. Gowers (Terrapin), 28.88s  
**Class winners:** J. Casey (Cooper S), 30.77s (record); A. Forrest (RS2000), 32.46s; T. Buckle (Mini), 31.61s; S. Beamish (Mini), 33.28s; I. Pedder (Midget), 34.12s; K. Tankard (TVR Tuscan), 31.45s (record); R. Speak (Lotus Europa), 30.46s (record); B. Prest (Mallock U2), 30.00 (record); J. Shapley (Carburol Special), 29.35s; G. Taylor (Lotus 69), 30.29s; J. Stanton (Escort TC), 34.23s (record); B. Yarwood (RS 2000), 32.04s (record); F. Gornal (Mazda), 35.65s.

## Run out of petrol, Mack?

But for running out of petrol half a mile from the last control, Colin Mack and David Thomas would have easily won last Saturday's Shell 200 Rally run in the Denbigh area by the Shell MC (Carrington). As it was Mack and Thomas heaved and shoved their Red Garages Avenger into the last control with a huge loss of time, collected some liquid and motored gently back to the finish to find they had still finished second overall.

Their misfortune gave victory to Mike Pattison and David Taylor, driving under the Manchester Industrial MC, who finished the 195 mile route on 17m 13s. This left them more than two minutes up on Mack/Thomas who totalled 19m 56s which time was only 17s ahead of Roland Young and Brian Goff in an Escort TC.

Undistinguished features of the night were the exclusion of two of the top seeded crews for failing to observe mandatory stop signs and showing too many lights in a quiet zone while Gwyn Richards and Don Davidson were covered in blushes when they found they had dropped to obscurity from a seemingly strong fourth place in their Mini after collecting a fail for a wrong departure.

The Mawby brothers Gareth and Gwyn were fourth on 24m 40s in their RS 2000 and Peter Dalby/Brian Garton finished fifth in their Ascona on 25m 8s. Sixth and top semi-experts were Peter Dale and Gareth Jones in an Escort on 25m 15s. Novice winners were Peter Lightfoot and Michael Goodwin in their Cooper on 3F 87m 50s.

● Cadwell Park is the venue on Sunday of a Guyson/BARC hillclimb championship round, organised by the Sheffield and Hallamshire Motor Club. An entry of over 100 has been received including current championship leader Colin Rogers. The action starts at 1.30 pm.

## Friday on Saturday

Terry Friday and Paul Beeson from the Bexley area, collected a fine but narrow victory last Saturday night when they drove through somewhat slippery conditions to a one minute victory on the Kent Rally run by the Sevenoaks & Dist MC.

Running a BMW 2002 they dropped 13 minutes on the 160 mile route run entirely in Kent to head Richard Foster and Alan Biggs by one minute in their Fireza. The rally was making a welcome return to its own area after several years absence during which it has visited Wales on more than one occasion.

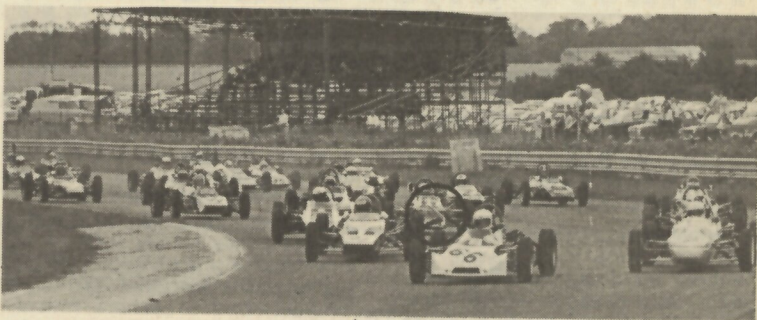
The two crews headed the field of 68 starters by a handsome margin for the third placed team of Alan Mepham and Mick Town dropped 26 minutes in their Mexico and finished three minutes up on Richard Empson and Geoff Richards in another Mexico. Fifth and best semi-experts were Barry David and Kevin Wilson (Escort TC) on 42 minutes and sixth were Geoff Jackson and Richard Harris in their Mexico on 54 minutes.

Novice winners were Malcolm Johnson and Sam Sullivan in an Anglia on 8F 69 minutes and the best Sevenoaks crew were Peter Brasier and Bill Grigg who took their Mexico into eighth place on 58 minutes.

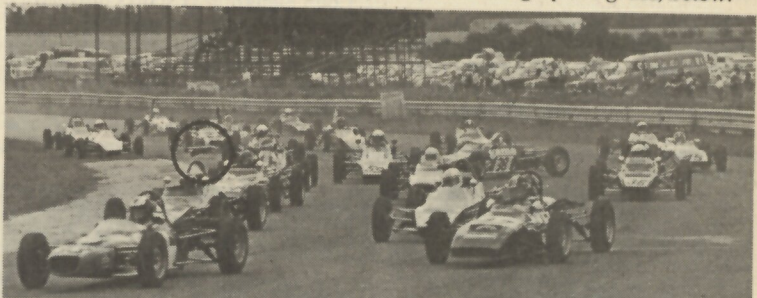
## Sumner's FF

Former F5000 driver Patrick Sumner was at Thruxton on Sunday, not in his Trojan but having a one off race in the Elden owned by former power boat racer Grant Wilson. Having practised fourth fastest in his session, Sumner started from the fifth row but after a leisurely start, found the driving at the back of the field somewhat hairy. He spun himself at the chicane and then found the back of the field very hard to get through and finished well down in the final order.

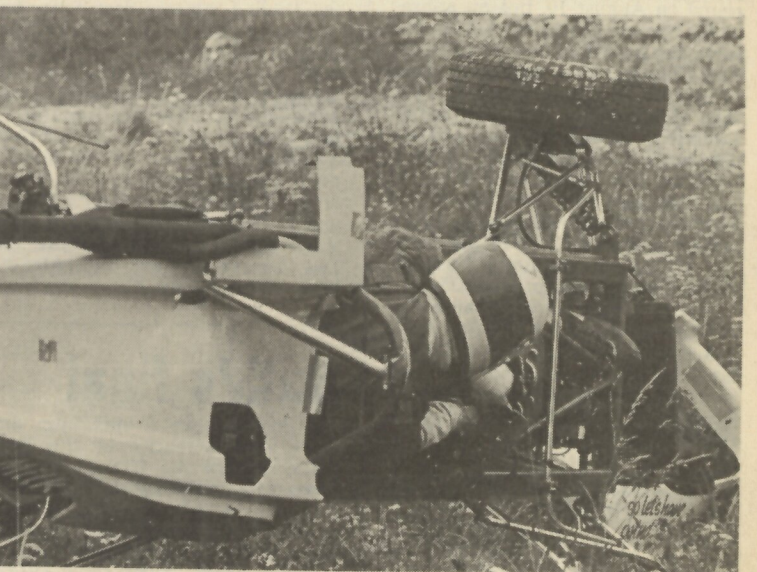
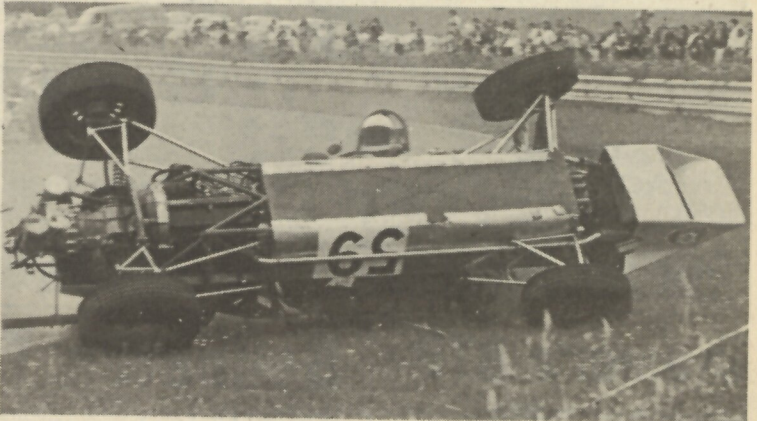
## Thruxton FF shunt



As Tiff Needell lags slightly behind John Stevens and Jim Walsh (right), David MacPherson loses his nosecone. Below, the nosecone's far left, but Grahame Tilley (38) is heading into Chris Woodcock (59) while waved hands behind indicate trouble. Note two gentlemen far left motoring up the grass, below.



Below, Woodcock's rolling and coming to rest, unfortunately with a broken collarbone.



● Regulations are currently available for Sussex CC's autocross on September 7, an ACSMC and ASEMC event. They are available from Mike Jeffrey, 59 Telescombe Cliff Way, Telescombe, Newhaven, Sussex. Tel: Peacehaven 2862.

● Paul Clark has gained the benefit of sponsorship from Shopmate Power Tool of Coventry for his Formula Ford Lola. The car will be painted in Shopmate's yellow and black colours and will contest the remaining BAF rounds.







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