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Williams' new sponsors

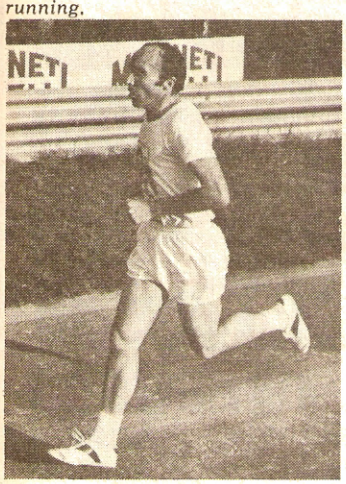
The irrepressible Frank Williams told us over Christmas that he would be sending two updated versions of his cars out to South America for Italian Arturo Merzario and Frenchman Jacques Laffite. Both cars will be painted white with Merzario's car retaining support from the Philip Morris Group while Laffite's car is to be sponsored by the Swiss drug company Caffina who are based in Lucerne. Among their various range of products is a revitalising product called H7 which supposedly rejuvenates those over 40 years of age. Another product called Ambrosium produced by Caffina more or less does the same thing.

Frank would like to make it clear that, at 32 years, he doesn't need either of these products and can still run seven miles across country in 43 minutes.

Also retained as additional sponsors are Fina Petroleum and Personal steering wheels. Further sponsorship arrangements will be announced at a later date, but Frank doesn't want his cars known as Williams. He's open to suggestions. As we've already said some weeks ago, his new car will be ready in time for the start of the European Grand Prix circuit in April.

One name that may well appear on the side of Frank's cars again could be Miller Breweries, the large American firm owned, coincidentally, by the Philip Morris Group, and whose "High Life" decals graced Frank's cars at the American Grand Prix in October. Miller have been heavily involved in American motor sport for some time (especially Indianapolis) and are known to be looking at the European market quite closely.

Frank Williams — keeps on running.



Fittipaldi: 'No to Clermont'

Although the French are making a determined bid to hold their Grand Prix at the beautiful Clermont Ferrand circuit it would appear that they will meet with opposition from drivers. The world champion, Emerson Fittipaldi, speaking in Brazil last week said, "it is unusable in terms of safety. No team will compete in the French GP if it is held at Clermont. The circuit offers no opportunity for work; it is very dangerous. The circuit is in the middle of a forest and it is not possible to improve it. After the last Grand Prix there in 1972 the drivers decided never to race there again."

The authorities at Paul Ricard have stated that they are perfectly happy to run the GP there providing they are given reasonable warning.

We've moved

We would like to remind readers, advertisers and correspondents that the AUTOSPORT Editorial and Advertising departments have moved to 54-62 Regent Street, London W1A 2YJ. Tel: 01-439 4242.

GPO work on telephone installation is still in progress; if you have difficulty in reaching us please try these direct lines: 01-580 7624 (Editorial), 01-580 4566 (Advertising). On Mondays and Tuesdays, the editorial staff can be reached at their printers. Tel: 01-521 2721.

New company for racing car insurance

Ian Bracey, the Lloyd's broker, who pioneered the Racing and Rally Car Insurance Schemes at Lloyd's, has left Chandler Hargreaves, Whittall & Co Ltd, to start his own insurance broking firm specialising in insurances for the motor sport industry. Bracey joined Chandler Hargreaves over 12½ years ago as a broker in the Room at Lloyd's and his new company, Chandler Ibec International Ltd, which starts on January 1, will still be operating from Chandler House, 5/7 Marshalsea Road, London, SE1. Tel: 01-407 8000.

The racing car insurance scheme itself did not have a very happy year. In spite of the wide spread increase in the business, underwriters, led by Malcolm Blair of Spratt & White lost "quite a lot of money." However, Malcolm Blair said recently that he was confident that with minor adjustments to some rates next year, the scheme should become a sounder proposition for him and the other underwriters. Rates affected will be Formula 1, Formula 2 and possibly Formula 5000. However, rates for Formula 3 cars are actually being reduced.

● Ronnie Peterson has won the 1974 Prix Rouge et Blanc Jo Siffert award donated by the Philip Morris Group.

Dave Morgan: 'nothing yet'

Dave Morgan is still uncertain of what he will be doing in 1975. Having tested a Surtees F1 successfully during recent weeks, Morgan said that nothing had yet been fixed up between his sponsors, Southern Organs, and John Surtees. "They just don't have that much money to spend. I hope we shall be able to fix something up though. Surtees is coming to Jim Miller's New Year party and John Watson is coming too, so that we can all get together.

"Whatever happens, I shall not be going to South America, I don't expect to do anything before the European races start."

Morgan has also been promised a test run by Louis Stanley for BRM. "I phoned him the other day and asked if there was a possibility and he said that he might be able to arrange something in the new year."

● Last year's Italian F3 champion Carlo Giorgio, who has had a poor first season in F2 with a Holbay Pinto-powered March 742, is reported to be buying a new March-BMW 2-litre sports car for next year.

● Jean Ragnotti who drove the semi-works Antar March in the 2-litre sports car championship this year will be competing in the Super Renault championship in 1975 with a Martini.

No Unser for Tasman series

American Vel's Parnelli USAC superstar Al Unser will not be going to compete in the Tasman series for F5000 cars after all. Unser, the younger brother of the current USAC champion Bobby, and who is teaming up with Mario Andretti in the Vel's Parnelli F5000 team next season, was originally thought to be going down under in order to gain some more road-racing experience. Having competed in the past two American F5000 races at Laguna Seca and Riverside in the Chuck Jones Lola T332, it was originally planned to take the car over to New Zealand and, up until a fortnight ago, Ron Frost (the Tasman series organiser) had agreed financial terms with Jones. However, the American entrant has since changed his mind. This is indeed a blow to the Tasman series as it now looks like becoming a local affair.

● The Chevron Formula Atlantic car which Dave Morgan used in both Harry Stiller and Southern Organs colours last year has been sold to property developer David Peck. Apparently Peck's 16-year-old daughter is one of the fastest ladies in the world in karting at the moment and the Chevron will be used to bring her into motor racing.

NASCAR's $2,850,000

The American NASCAR circuit continues to remain a world apart from anything else in motor sport with a phenomenal seasonal purse of something approaching $2,850,000 up for grabs when the Grand National series gets under way in three weeks time.

Once again Winston cigarettes remain NASCARs major sponsor for the premier thirty event GN Winston Cup schedule which takes in races at distances of 250 miles or longer. Events at lesser distances will be in other Grand National divisions. The shortest scheduled 250-mile races on the GN programme take place on the tiny ½-mile ovals which are dotted about the various states while the bigger prestigeous 500s are reserved for the superbowls like Daytona, Taladega, Ontario and the like.

A total of eighteen races are FIA sanctioned, which means they are open to drivers with FIA licenses, The remainder are pretty much a closed shop, unless you possess a NASCAR ticket.

The event with the largest purse is the famous Daytona 500 in February carrying a total of $207,000 in prize funds. Then there's $173,000 for the World 600, $162,310 for the Winston 500 at Taladega and so on right down to $36,200 for the Music City USA 420 at Nashville. In fact 13 races all carry six figure prizes and, added to the winning bonuses from the trade, it makes the astronomical earnings of people like Richard Petty, Bobby Allison, Cale Yarborough and Buddy Baker, to name but a few, a little easier to understand.

The full 1975 Winston Cup Grand National schedule is listed below:

Jan 19, Riverside 500*; **Feb 16,** Daytona 500*; **Feb 23,** Richmond 500; **March 2,** Carolina 500, Rockingham*; **Mar 16,** Southeastern 500, Bristol; **Mar 23,** Atlanta 500*; **Apr 6,** Gwyn Stanley 400, North Wilkesboro; **Apr 13,** Rebel 500, Darlington*; **Apr 27,** Virginia 500, Martinsville*; **May 4,** Winston 500, Taladega*; **May 10,** Music City USA 420, Nashville; **May 18,** Mason-Dixon 500, Dover*; **May 25,** World 600, Charlotte*; **Jun 8,** Tuborg 400, Riverside*; **Jun 15,** Motor State 400, Brooklyn*; **Jul 4,** Firecracker 400, Daytona*; **Jul 19,** Nashville 420; **Aug 3,** Purolator 500, Pocono; **Aug 10,** Taladega 500*; **Aug 24,** Yankee 400, Brooklyn*; **Sep 1** Southern 500, Darlington; **Sep 7,** Capital City 500, Richmond; **Sep 14,** Delaware 500, Dover*; **Sep 21,** Wilkes 400, North Wilkesboro; **Sep 28,** Old Dominion 500, Martinsville; **Oct 5,** National 500, Charlotte*; **Oct 19,** American 500, Rockingham*; **Nov 2,** Dixie 500, Atlanta; **Nov 16,** Volunteer 500, Bristol; **Nov 23,** Times 500, Ontario*.

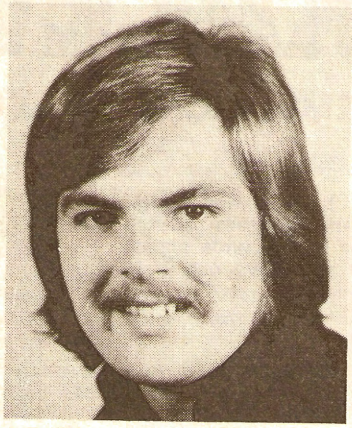
*FIA listing.

Rosberg stays in FSV

Having failed to secure himself a regular ride in either Formula 5000 or F3 for the coming year, Finnish Super Vee star Keijo Rosberg is embarking on his second and final season of European FSV racing.

Once again he will be racing a works Austrian-built Kaimann alongside Prince Leopold von Bayern (Freddy Kottulinsky's ATS Lola FSV team-mate this year) and Uwe Jürdens, the three of them centring their activities around the VW Gold Cup and Castrol GTX Trophy championships next season. The team will be based in Hamburg and run under the Uwe's Mode Racing Boss Kern Kamei banner.

Rosberg who tested the McKechnie F5000 Lola a couple of months ago, must be regarded as one of the favourites to take next year's European FSV title. Commenting on his progress into the higher echelons of the sport,



Keijo Rosberg — FSV favourite?

Rosberg said: "I hope to be able to arrange some races in F2 or F5000 next season . . . and also to get the contacts needed for 1976 when I will definitely be racing in some bigger formula."

Britax G1 continues

Continuing their support of production saloon car racing for their fourth consecutive year in 1975 are the Byfleet-based seat belt manufacturers Britax.

The series will be held over 13 rounds at eight circuits from April to October. There will be a total of £120 prize money at each round among the four classes, which will conform to the RAC's new price classes—Up to £1,299; Up to £1,699; Up to £2,229; and over £2,300. End-of-season awards include £100 and the Britax Trophy for the Championship winner.

Qualifying rounds of the series are:

Apr 13, Llandow; **Jun 1**, Cadwell Park; **Jun 8**, Silverstone; **Jun 15**, Snetterton; **Jun 22**, Croft; **Jun 28**, Oulton Park; **Jul 6**, Thruxton; **Jul 13**, Cadwell Park; **Jul 26**, Oulton Park; **Aug 17**, Brands Hatch; **Sept 14**, Thruxton; **Oct 4**, Oulton Park; **Oct 26**, Thruxton.

Avon bonus

Avon competitions manager Alan Blake announced last week that the company will be offering a bonus scheme for users of their tyres in the National Organs FF championship next year.

The scheme will apply to all rounds and only drivers in the first six places will score. Drivers will score points on a 9-6-4-3-2-1 basis and will be paid £1 per point scored in the championship during the year. The driver with the most points at the end of the year will have his points and money doubled. The second placed man will have a 50 per cent increase and the third 25 per cent.

Further details from Alan Blake. Tel: 0225 703101.

Gurney plans two F5000s

Times may be hard for Dan Gurney's All American Racers concern but it doesn't seem to be affecting his own racing plans for the forthcoming season. Gurney's biggest problem it seems is a distinct lack of orders for new cars, both in USAC and F5000.

We've already mentioned the loss of sponsor Ozzie Olson from the USAC programme and the substitution of Jorgensen Steel into the breach. However, Gurney has expressed a desire to run a further works F5000 car alongside the existing commitment to USAC champion Bobby Unser. The man he would like for the job is Britain's James Hunt who drove for him in the final two F5000 races last season.

That particular car was driven a few weeks ago for the first time by Unser who was having his first taste of a F5000 car. Unser and Hunt's comments were remarkably similar after driving it around Riverside and it seems that the car possesses an understeer characteristic that will have to be designed out over the winter.

● Before the cancellation of the final Can-Am race at Riverside in October, those with better memories will remember that the UOP Shadow team were planning on running a 5-litre version of their DN4 Can-Am car in preparation for the proposed (and now defunct) Can-Am 5-litre stock-block limit in 1975. Well, the team tried the experiment just a few weeks ago at Laguna Seca. With Jackie Oliver at the wheel, the British Can-Am champion was able to lap the circuit just 0.2 s slower than the times he's achieved with the 8.1-litre Chevrolet.

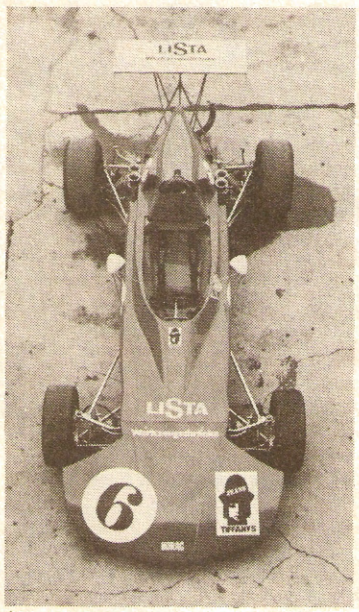
Shaw buys G1 Camaro

Stuart Graham's all-conquering G1 Chevrolet Camaro which dominated last season's RAC Touring Car Championship in such resounding style has been sold to the Hampshire Automobile Racing Team, a new partnership which has been formed between Thruxton's BARC circuit manager Richard Speakman and local Andover race driver Tony Shaw.

With Speakman acting as team manager, the ex-Graham Camaro will be raced by Shaw under Sidney Miller's National Organs banner in next year's RAC Championship which, so we are led to believe, will have individual sponsors per event and not an overall backer.

Both Speakman and Shaw were involved in the Thruxton Racing School until planning restrictions at the circuit forced its shutdown while Shaw, whose racing experience goes back to E-types and big banger saloons, raced a Southern Organs-supported Ford Capri in both the Britax and Triplex production saloon car championships last year.

SuperVees will have wings this coming season. This is the new German-built Horag which is produced by Hotz Racing AG.



Klausler Lola

Tom Klausler who came so close to winning last season's Player's Canadian Formula Atlantic championship in his Tralor Engineering Lola T360, is contemplating a move into the American F5000 series next year.

Twenty-nine-year-old Canadian Klausler, who is a mechanic by trade and impressed many with his clean, smooth and quick driving, will probably run a new F5000 Lola on his own, as he has done with so much success in the past.

No F2 Modus for Brise?

The prospects of Teddy Savory's Modus team going into Formula 2 next season with Tony Brise as driver looks a little bleak at the moment. Although the team's designer Jo Marquart has a car already taking shape on the drawing board, the required budget for contesting the full European F2 season hasn't been found as yet.

However, the Modus F3 programme remains more or less unaffected, although it still hasn't been confirmed who the driver will be.

Hill's Alfa

Dispelling any thoughts people might have had regarding the race debut of Graham Hill's Alfa-powered Embassy Lolas, we gather that the chassis currently being mated to the Italian engine will act primarily as a test-bed and there is no specific intention of it being raced.

It is due to be taken out to Italy for evaluation tests which, if successful, will probably necessitate a completely new chassis which could take shape by mid-February. Meanwhile the current Ford-powered cars are being taken to Argentina and Brazil.

Superloon regulations

The Super Saloon Association received news this week concerning regulation changes for next year, from the RAC. In fact, there's only one major change, and that is that on front or rear engined cars, the engine may not be mounted either behind, or in front of, respectively, the centre line of the original production vehicle on which the competition car is based.

Therefore, on a Capri for instance, the engine may come back as far as it possibly can before the gearbox passes the centre line of the engine, and the engine of a rear engine car may come as far forward as the centre line of the original production car. The fact that there may not be any rear seat is immaterial, providing the vision is not impaired.

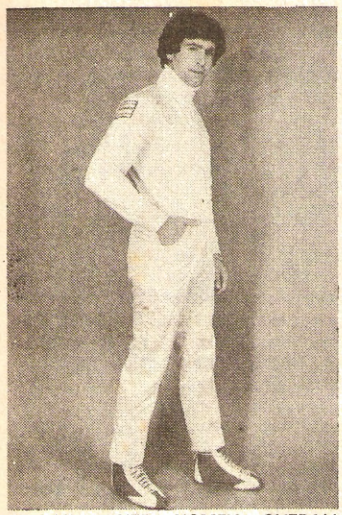
For some reason, the differential is also free, although this was not necessarily recommended by the Association. This means that one could build a rear drive Mini if one so desired. The Super Saloon Association will be making a further statement shortly.

● The British Motor Racing Marshals Club are pleased to announce that Lord Alexander Hesketh has kindly accepted to become the club's president.

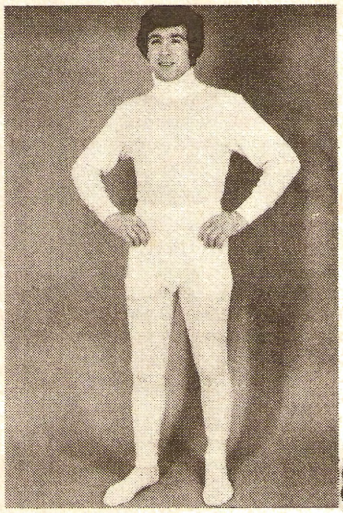
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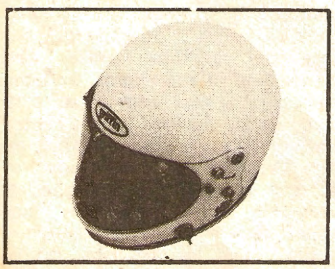
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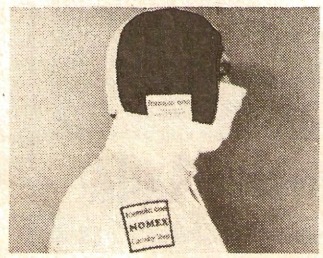


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Tasman series opener

This coming Sunday sees the opening round of the 1975 Tasman Championship taking place at the Levin circuit in New Zealand. Once again the Antipodean series is open to Formula 5000 cars and, like previous years, offers a really tight schedule to those competitors taking part with a race every weekend for close on two months. It becomes a pretty taxing business as any European team will tell you, none more so than last year's champion, Britain's Peter Gethin who drove a VDS Chevron B24.

Although the series has fallen from its halcyon days when the Grand Prix circus hadn't such a heavy South American schedule and could afford to compete, this year has still attracted three ex-Tasman champions in Kiwis Chris Amon, Graham McRae and Graeme Lawrence.

Following a poor showing in F5000 last year with his very fast, but unreliable GM2, Graham McRae has to be considered a major contender as has Chris Amon in the Talon, an American copy of McRae's car.

Of the other locals, the Lolas of Australians Warwick Brown, Max Stewart, Kevin Bartlett and Johnnie Walker look ominous threats (could one of them become the first-ever Australian Tasman champion?) while the fastest Kiwi Lola must be that of Lawrence.

An outsider to take the series could be John McCormack's British Leyland-engined Elfin, while of the regular middle-order runners, Kiwi Ken Smith has an ex-Redman Lola, Neil Doyle his elderly Surtees TS9B, while Jim Murdock, Graham Baker and Frank Bray all drive New Zealand-built Beggs.



Ferrari Grand Prix drivers Niki Lauda (left) and Clay Regazzoni visited The Heuer-Leonidas factory in Bienne, Switzerland, recently to sign the contracts for 1975. Heuer have been associated with Ferrari since 1971 and will continue to support the team again next season.

Gardner's F1 thinking

In an interesting interview with Tyrrell designer Derek Gardner in the *Equipe Elf* magazine, which will be on sale at the Racing Car Show, Gardner talks about the future of racing car design and in what areas he thinks improvements and innovations could be made.

For instance, when talking about aerodynamics and offered an unlimited budget and ample time to design a completely new car, Gardner says "The concept of the car we are already using is aerodynamically most unacceptable but it is a practical configuration. The best answer would be something close to an all-enveloping body (as far as the regulations allow) with the rear of the car covered in, and what we now loosely term a wing would be tailored into that rear shape. Even a modest improvement in aerodynamics would be the same as getting another 30 or 40 horsepower from the Ford Cosworth V8."

As well as being able to purchase copies of *Equipe Elf* at the Speedshow (price 5p), Elf Team Tyrrell will be launching a range of Grand Prix sportswear instigated by Ken Tyrrell's youngest son, Bobby. Feature attraction on the Elf Oil stand will be Tyrrell 001—the team's prototype Grand Prix car.

Commenting on the team's recent trials at Ricard where Jody Scheckter was trying one 001—the team's prototype Grand Prix car with front-mounted split radiators (*à la* Brabham BT34) incorporated in the new nose which we illustrated a couple of weeks ago, Gardner said that it was purely a development exercise and was reticent to add further comment.

Brands Hatch birthday

Brands Hatch will be celebrating its 25th anniversary as a car racing track next year and will be running an anniversary meeting on Sunday, April 25. This will feature rounds of the RAC British Saloon Car Championship, John Player Formula Atlantic championships and races for original 500 cc Formula 3 cars which were, of course, the highlight of the early Brands meetings.

There will be a ShellSport Mexico race for many of the pioneer and subsequently famous drivers who started their careers at Brands Hatch.

● Sources from America say that George Follmer and James Hunt are favourites to land the single UOP Shadow seat in the 1975 F5000 series.

● During the next week or two, NASCAR stars Richard Petty, Cale Yarborough, David Pearson, Buddy Baker plus one or two others are all nipping off down to Nashville to cut a record. Each has been given his own particular solo spot!

More 908s planned

Another Porsche sports car team who say they have secured Herbert Muller and Gijs van Lennep's services is that of Doctor Dannesberger. The Doctor has his Porsche 908/3 painted silver already to accept the blue and red stripes of Martini's colours, hoping that such sponsorship is forthcoming. If the money is available, then he will buy a turbocharged engine. However, Doctor Dannesberger has a problem, in that he has no Porsche spares; Reinhold Joest has them all. Anyway, it will mean another Porsche in sports car racing to fill the depleted ranks.

● The Rob Roy Racing/DJ Bond Organisation will be fielding two new Royales for Peter White next year.

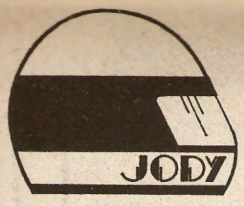
They will have a new RP19 SuperVee to contest the British SuperVee championship while White will fit in as many Formula Ford races as possible with a new RP21.

CATCHPOLE

By Barry Foley



© Autosport 1975



" then he just lit the touch paper and took off making 15 lengths at the end of the straight "

JODY SCHECKTER

Hi there and welcome to the Jody Scheckter column. If things go according to plan I'll be putting one together after each of the Grands Prix to let you know what it looked like from where I was sitting. Also to let you into a little of what goes on in my life away from the tracks.

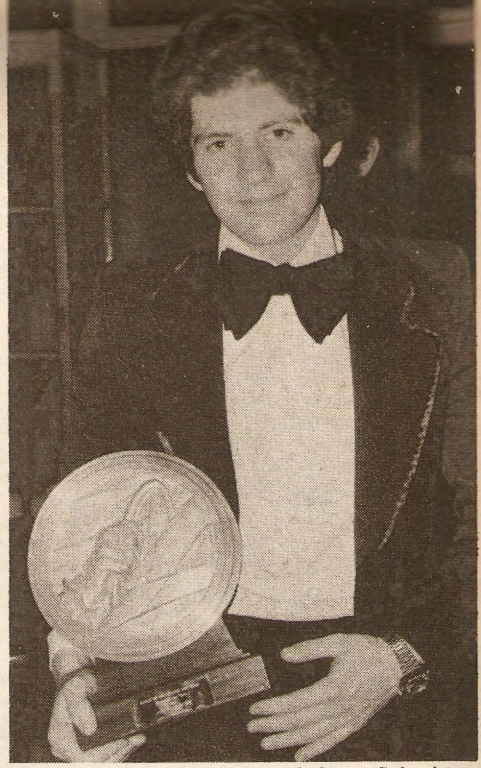
First off, I want to tell you AUTOSPORT readers how lucky you are to have Pete Lyons doing your GP reports. He's a tremendous wordsmith and reading one of his reports has got to be the next best thing to being at the race. December is award time and you can lose count of the dinners and banquets where hundredweights of EPNS get given away for the Best This and the Best The Other Thing of the Year. Mostly I see drivers done up like frilly penguins pattering up to collect the goodies. Somebody should do awards for journalists. If there was one for the best race reporter of the year, Lyons would win it by a lap. His reports make others seem as exciting as the 1968 S-Z London phone directory.

Thank goodness the knees-under season is about finished and we can put the dinner jackets away and get the Nomex out again. Memorable moments from this year's crop of dinners included seeing Ronnie staggering off the stage at the FIA dinner in Paris carrying his Prix Rouge et Blanc gold brick. It wasn't so much that he looked lop-sided, or that it was worth over £1,300 but it was the look on his face when Bernie Ecclestone told him that the gold price has risen $3 an ounce just that afternoon. You couldn't see his face for smiling teeth.

Then there was the awkward shuffle when it came for me to collect my pot and cheque for third place in the World Championship. There's no way you can hold a cheque in one hand, a pot in the other *and* adjust the microphone. Quick as a flash Ken said, " Here I'll hold that," grabbing not for the pot but the cheque. He must have been having conjuring lessons because I haven't seen it since. But maybe it's a trick he learned from Jackie.

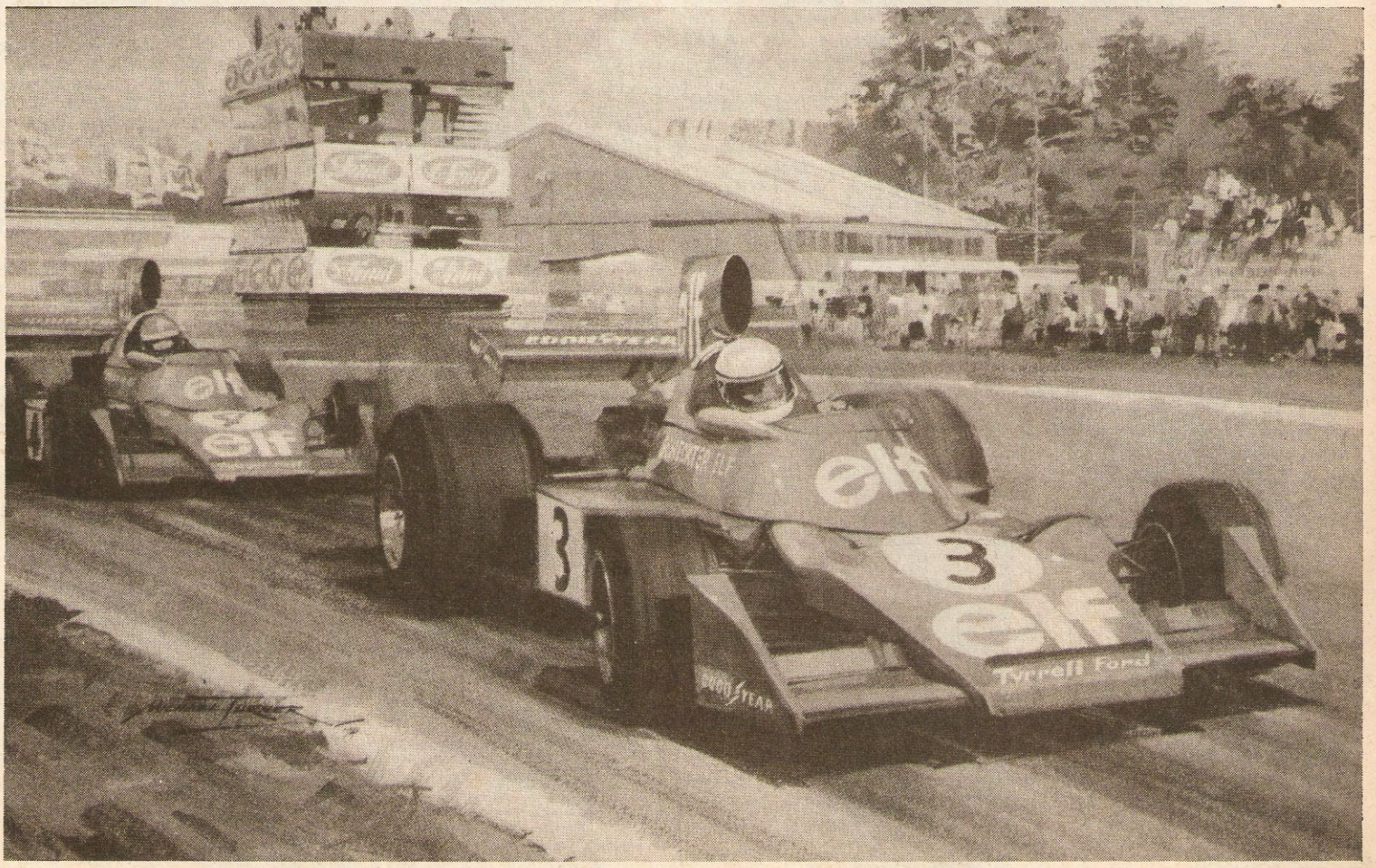
The one that gave me the greatest personal pleasure was receiving the Guild of Motoring Writers Driver of the Year Award at their London dinner. Any trophy that lists amongst its previous winners names like Fangio, Moss, Hawthorn and Clark is something rather special.

I'm making the most of the last three weeks of the off-season soaking up a little sunshine and relaxing at my parents home back in South Africa. Once I've digested Christmas dinner, I'm into a tight keep fit training programme at the local gym. I like to keep in good physical shape because the fitter I am, the better I do my job. Motor racing is something of a paradox—it must be the only International sport you can do lying on your back. Even so, you use up tremendous amounts of pure honest energy. A lot of it has to do with the sauna bath-like cockpit conditions in which we work. But a lot of drivers don't believe that keeping fit is an advantage. Take Ronnie for example. About the most energetic thing he does in the course of a day is to lift his leg up to get into bed at night. Denny's idea of exercise was to mow the lawn—on his ride-on mower. But that didn't stop either of them getting up and going like a dingbat for the full two hours of a GP. I know that in Austria last year where it was freakishly hot, towards the end of the race I saw several people making mistakes they'd rather not be reminded of. My team mate Patrick suffered a form of heat exhaustion and got dizzy and spun off. I won't kid on that I wasn't feeling the effects—I was. But I knew that I'd got a reserve of energy to draw on and I think it stood me in good stead. I'm not sure that being super fit helps you win races but it certainly puts you in the frame of mind to go out there and have a real big try. Apart from that, you've got to be fit to meet the demanding standard that Tyrrell lays down for his drivers. He's got some pretty inflexible ideas about booze and sex. He really comes on strong with me and Patrick about not having sex for three days before a race and not having wine with meals. Early last year I noticed Patrick getting stuck into half a bottle of wine over dinner. Ken said that was



Winter is awards time and here Scheckter clutches his from the Guild of Motoring Writers.

You get into some pretty strange places when you're successful. Here the Tyrrell twins star on a Michael Turner Christmas card.



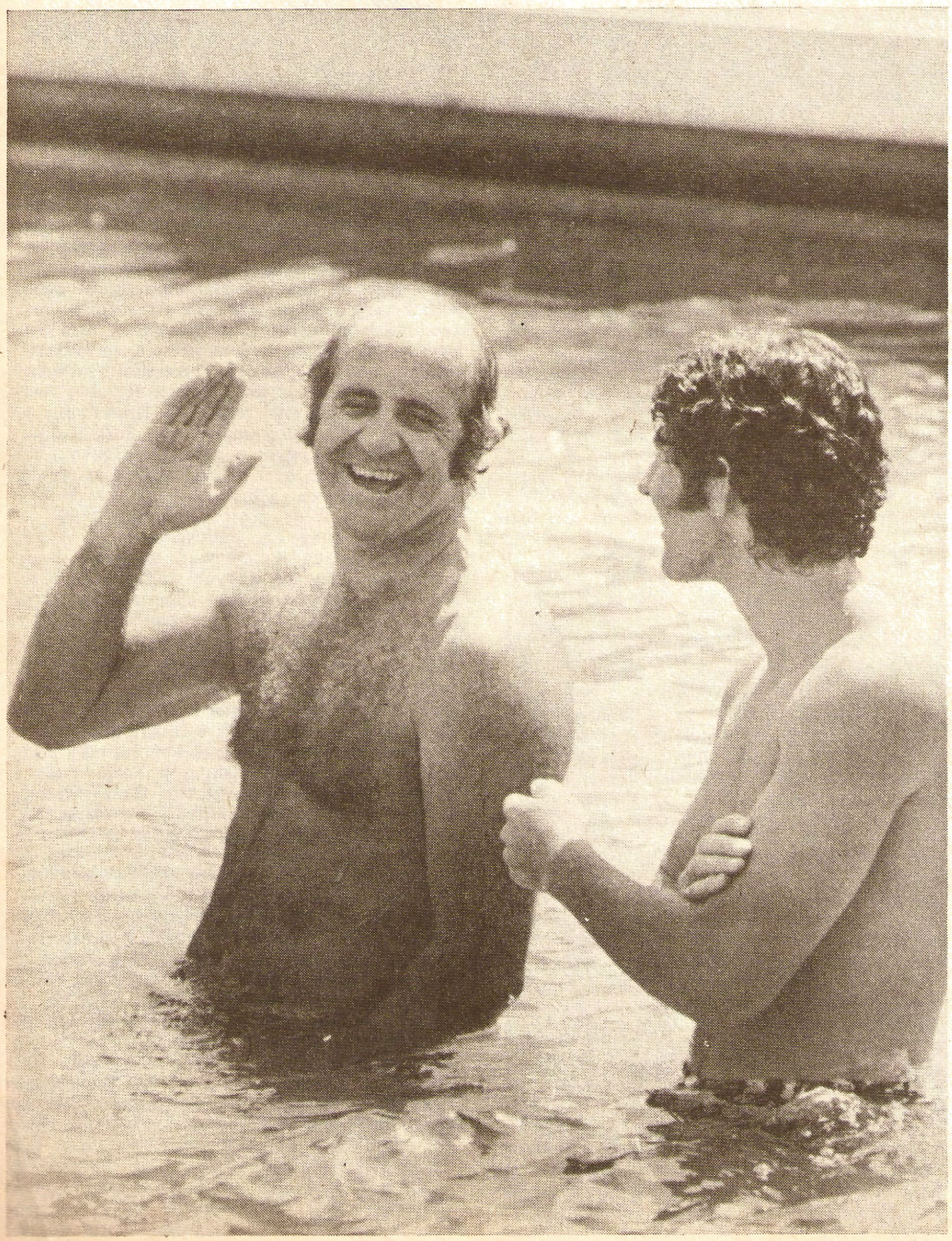
fine for him but not for me. "He's French and he's been drinking wine since he was a kid of 14." I said that was fine by me but would he please apply the same exemption to me in the sex department. That request provoked one of his famous one-word replies.

My most recent trip to the gym practically collected me a rupture. I was limbering up with a bench press (lying on my back lifting a weighted bar from chest height to extended arm) and I asked the guy to put on one hundred and ten. My eyes just about popped out. No way could I move it. It was only when I struggled out from under it that I realised the reason why. Since I'd last been there they'd gone all modern and converted everything from pounds to kilos.

During the past month we've been running a series of test days at Silverstone and Paul Ricard, playing around with some of Ken and Derek's super tweak theories. Policy on talking about these things is very simple. If it turns out to be a brilliant idea that really works we say nothing because that might alert the opposition. If it turns out to be a dud, likewise we say nothing. Would you publicise your failures? You've probably already seen pictures of the latest front wing on the nose set-up. That seems to work pretty well. Testing isn't all rushing around looking for split tenths here and there. At Ricard, for example, Elf were there having us to do tests on three different gearbox oils.



Below, keeping fit in the baths with Denny Hulme. Above: Scheckter and Depailler.



Never a dull moment, eh?

Ferrari were at Ricard at the same time and Clay confirmed for me that the situation is just like it was last year. I ran with him for half a dozen laps until he got into the groove and then he just lit the touch paper and took off making fifteen lengths at the end of the straight. If they can keep the management/driver relations side of things together they are going to be a big force to reckon with again.

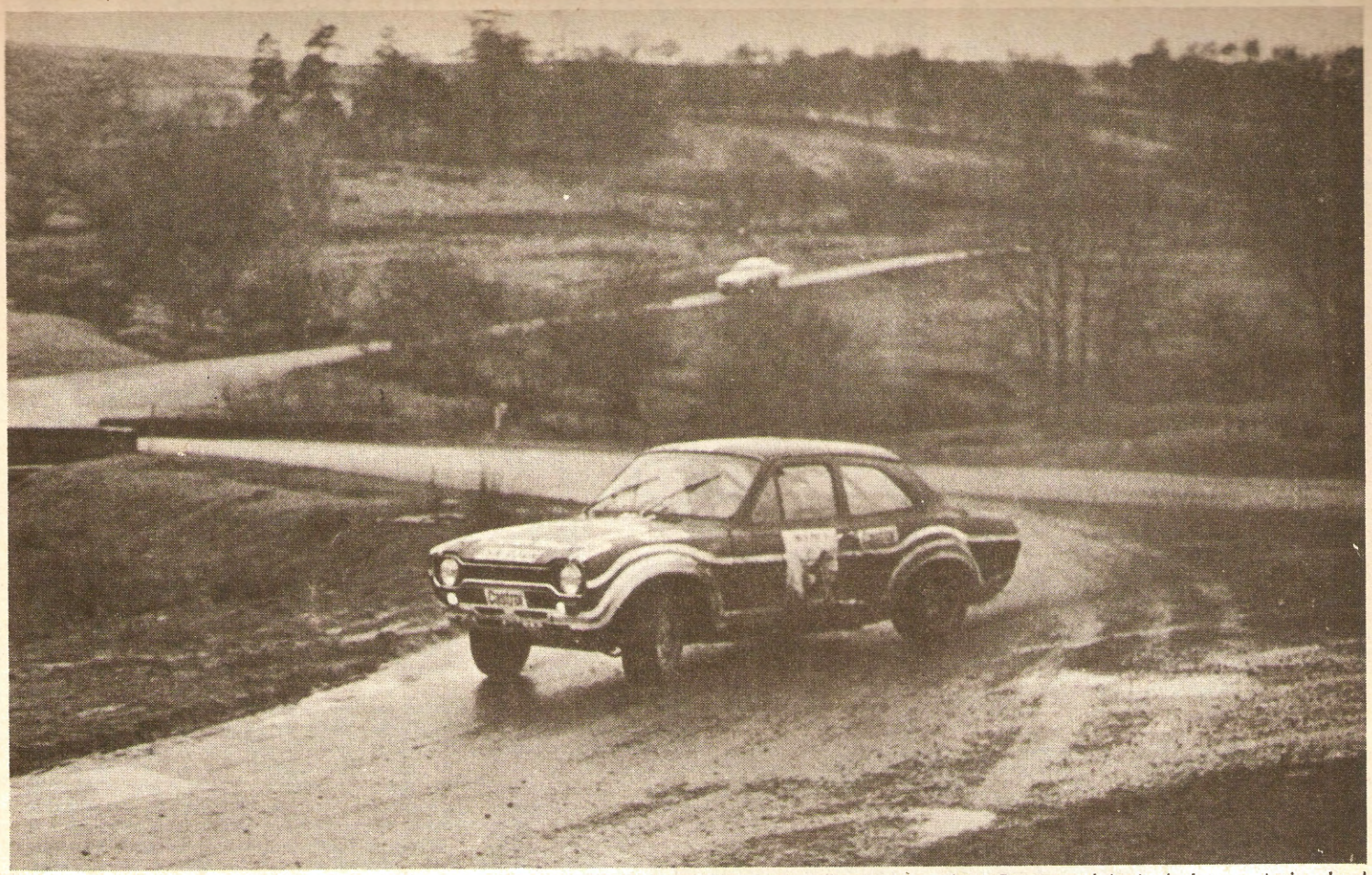
1975 prospects

Which really brings me to a serious look at who is going to be in there pitching at the beginning of the season. I think that Brabhams must be shaping up for their best ever year. The way Carlos went at the last two races last season are a pointer to that. Now that Bernie has landed the Martini sponsorship there'll be a bit more money around in the team and that's something that never goes amiss. Add to that the fact that Carlos really seems to get turned on in front of his home crowd and it really does begin to look good for them.

I think the dark horse in the operation has got to be Andretti with the Parnelli machine. If he hadn't had silly mechanical problems in America he'd have made a few of the regular front runners look a little red-faced. He's a charger and I think the machine is a potential flyer. The way they've set themselves up is dead right. Watch out for them.

If Ronnie gets a reliable Chapman machine under him he's going to be a man to catch. If Colin wants another world title he's got the driver who can do the job; it's up to him to produce the car. And then there's Emerson—never to be underestimated. Even if he's not running with the front bunch, he always seems to be there at the end of the race. One thing you can rely on and that is that the 1975 season is going to be just as competitive as last year—I'll be surprised if anyone wins two consecutive races.

My own plans for the year are to concentrate on the 15 World Championship races with Ken. I've been approached and asked to do three of the early season NASCAR races in the States. The idea appeals to me enormously, I like the cars and having met Petty, Allison and Foyt recently I must say I like the people and the way they go about the job over there. They all work hard at the tough guy image. They drink beer straight from the can and make a point of crushing the can in their fist before they toss it into the garbage bin. If they drive as hard as they say they do, their races must make the average Brands Formula Ford race look like an excuse-me waltz. It'll be fun finding out.



Tony Drummond in typical pose, trying hard after his brief off earlier on the same stage.

Castrol
SPECIAL STAGE CHAMPIONSHIP 1974 with AUTOSPORT



ROUND 11

TOUR OF EPPYNT

Tony Fowkes sorts out wet and windy Eppynt

Story and photographs by IAN SADLER

Two drivers in particular had to wait an excruciatingly long time for the final round of the Castrol Special Stage Rally Championship with AUTOSPORT to take place; to be finally over with. The two drivers were Paul Faulkner and Tony Drummond, of course. Neither driver was particularly keen on Eppynt, at least not in the way the Welsh are, and neither regarded the assortment of MOD roads as his particular forte. Still, there was a championship at stake and both drivers made every effort to put in a good showing. Both deserve all the applause British rally fanatics can muster — which at best is silent approval, unfortunately.

To the secret dismay of many, British special stage rallies are producing an ever-widening gulf in the ranks of competitors, from startlingly good versatile driving, full of improvisation, to quite extraordinarily terrible. The nature of the Eppynt Ranges roads served as a good demonstration platform. There were 10 or 15 competitors having a good go at what special stages are all about, and this band was led by Tony Fowkes; a gentleman who could be billed as the quickest Eppynt driver in the world without taking any poetic licence. Not even the Mikkolas, Alens or Clarks can escape from Fowkes over the Brecon Beacons. His progress with the distinctive orange Cables and Components Escort was always breathtaking to watch, like anything witnessed with a true economy of movement and grace. Tony Fowkes and Bryan Harris were only doing what was expected of them. Anything less perfect would have been a disappointment, but that would have been highly improbable from this calculatingly professional team. Indeed, it was reported that some pretty heavy wagers were placed on Fowkes to win, during an impromptu bookmaking session on the eve of the event, presided over by one of rallying's better known entrepreneurs. A single sum in the region of £10 was rumoured to have been placed, which, from rally people, is high praise indeed for Mr Fowkes.

Another driver well known for his particular kind of virtuoso performance (that of making every other Group One car in the country look like a rusted 10-year-old on the way to the dump), Russell Brookes, supported and added to the atmosphere created by Fowkes, by driving his Brooklyn RS2000 into third place. Incredible as always, Brookes once again put purpose into Group One by demonstrating just how much more important the driver is. You can be moderately good with a very high power-to-weight ratio Escort and hide most of your blunders, but you have to be spot-on to live without embarrassment in a Group One car. These performances, from Tony Fowkes and Russell Brookes and the interest in the result of Drummond v Faulkner helped to make the Port Talbot MC's Tour of Eppynt a memorable event. Including reserves, over 80 crews were attracted to this bleak extension of the Black Mountains to round off their Christmas break in this exhilarating and enjoyable way. Apart from one stage which was cleanable both times, the Tour of Eppynt was a very well conceived and executed event; a very good finish to the Castrol series and worth the nine weeks' wait.

The entry which assembled at the Abernant Lake Hotel, near Llanwrtyd Wells to the north-west of the Ranges, during Friday and on Saturday morning was of a suitable calibre up to a point, but with a disappointingly high percentage of crews wishing to achieve some slightly unfathomable pleasure from entering a short daylight and relatively non-damaging event and then, seemingly, ignoring the sole challenge of driving from points A to B in the shortest possible number of seconds. To be fair, car unsuitability must have been a semi-critical factor. The entry was (as all are) inundated with Escorts in various states but the Escort is not "the" car for Eppynt, unless you are Tony Fowkes. Most Welsh and some English drivers know the roads well, to a point where pacenotes would be an aid to memory rather than a necessity, and many were battling with their cars which were just built and set for forestry. A Frenchman would have shaken his head is dismay at the sight of many of the later runners and wondered why we drive such cars and not Alpines, Ligiers and Simca CGs. To him it would be like going ski-ing with rough hewn wooden planks. All credit to the gentlemen who entered a Lotus Elan and a Davrian —

as long as they don't take them far into the forests.

Leading the field away was the Escort RS1600 of Frank Pierson/Colin Francis, last winners of the event when it was of a different status. There was no Tour of Eppynt last year because of the fuel crisis. Correctly seeded at two, therefore, were Tony Fowkes/Bryan Harris before the Escorts of Tony Drummond/Dave Richards and Paul Faulkner/Monty Peters. Russell Brookes/John Brown had the distinction of starting with their Group One car at five, ahead of the Porsche Carrera of Brian Evans/Roger Roderick-Jones. Jeff Churchill/Roger Jones followed with their Escort RS ahead of the similar car of Richard Iliffe and Tony McMahon. Chris Beynon/Lyn Andrews, with the former Escort TC in place of his yet-to-be-rectified Porsche, started at nine and the first 10 was completed with the Blazespeed Morris Marina of Pat Ryan. Both Gordon Batchelor and John Price non-started and the field continued with Kevin Videan (Old Woking Datsun 260Z) and the Escorts of Terry Brown and Roger Davies before Mark Ridout's Renault Alpine A110.

In order to pack the day's entertainment of 16 stages into the end of December's daylight quota (the last three stages were run in darkness) the rally had to start at 8.30 am, not unreasonably early, but only just light by that time. In fact, the quality of the light, or the lack of it, gave Eppynt competitors one more problem to grapple with — that of clearly discerning the road surface from the surrounding, equally dull and featureless moor. The reason for such poor light was the usual one in this part of Wales — energetic cumulonimbus rain clouds scudding across from the west with the aid of a truly gale-force wind. Very unpleasant indeed, especially as the cloud was partially obscuring the higher altitude roads and, towards evening, there was a further reduction in visibility as the cloud settled closer over the countryside. Almost uncannily, especially in these driving conditions, the first 17 cars to make the start all finished. Car 18, upsetting the balance, was Ridout's Alpine which went off, producing the only serious accident of the day; serious in the sense that an ambulance was sent into the stage to tend to the driver. Ridout was reported to have suffered a broken collar bone and nose but he was otherwise unscathed.

The day's proceedings opened with a stage starting from Tirabad and finishing in Crychan Forest, and with the majority of it on tarmac, Tony Fowkes sailed into a lead he would keep to the end, from Paul Faulkner and Tony Drummond. Russell Brookes, who has suffered one or two dented wings with the RS2000 this year in his efforts against the more powerful cars, banged a front wing on this very first stage. On the loose, with the Rally Supers he used throughout, the car went off on the final straight of the stage when it slewed out of line with the grooves and he spun into the bank. Apart from the need to change an anti-roll bar bracket there was no other damage. The second stage, all loose, saw Fowkes again quickest, but this time by only 1 s. Stage three was the start of what the rally was all about. With a target ime of 12 m 30 s this was the first of four runs right across the Ranges. The stage was run twice before lunch, starting and finishing at the same reference but with a slight change, turning right at Dixies and going straight on there the second time. This was identically repeated during the two afternoon runs in the other East to West direction. Malcolm Harvey-Ross, driving a borrowed BMW went off at Edmond's Bend, as it has come to be known since the Tour of Britain, and rolled the car comprehensively. The fourth stage was a partially concrete blind past a helicopter landing area before a journey down the main road to a stage utilising, for the majority of its length, a tank track running parallel to the tarmac road which, although predominantly straight, contained a healthy number of crests, and yumps for the quicker drivers. This led via a "controlled forest section" with cars being led along at little more than walking speed by a pace car to another tarmac stage before a quick loose section in Halfway Forest.



Tony Fowkes put on an unrivalled display of Eppynt driving, to finish a clear winner.

Stage eight was the second long one and was noteable for the absence of Faulkner and Drummond from the quickest times. Both drivers went off here, Faulkner losing only a few seconds with an alarming moment at Edmond's Bend, jumping the ditch when he realised there was no way he could possibly negotiate the corner and, keeping the power on, missed the stricken BMW by inches before scrabbling back to the road. It was touch and go for a few moments. Tony Drummond was not so fortunate with his excursion. Tony's problem started when he hit a puddle. Blinded for a moment, by the time the wipers were switched on—the switch was not within co-driver's reach—he could see that the road had already changed direction (Dave Richards' version, Tony Drummond described it as a "sudden squall"). This put them down to a nerve-wracking 16th position from which they admirably climbed back to a safe championship-winning fifth place by the finish. A late problem for them was a slow puncture whilst negotiating the long stage for the final in-the-dark run.

Strangely, the event was not in the slightest "packed with incident," with nothing serious apart from Ridout destroying his Alpine on the first afternoon run of the long one. Drivers were keeping well within their limits over the daunting ranges which will claim you for one split moment's inattention. Paul Faulkner said of the featureless roads: "You never know just how quickly you are travelling, until you need to put your brakes on!" Faulkner used racers to start with but

Russell Brookes/John Brown — both winners in the championship with their damaged RS2000.





Frank Pierson/Colin Francis finished in sixth position with their Pierstune Escort RS1600. Pierson won the event in 1972.

felt happier going back to knobblies. Richard Iliffe was driving for the first time on racers on the event and gradually quickened as he became used to their handling. Kevin Videan's Datsun was probably one of the most unsuitable cars entered, but Videan, as always, had full control over the miniature Japanese tank at all times, eventually finishing tenth. Without a doubt the most unsuitable car was the ex-taxi Cortina 2000 (four-door) entered by Roger Platt. He and Tom Seal finished 25th and the sight of Platt hurling the blancmange-like handling car around was one of the highlights of the day. Another slightly unusual sight was the Matra-Simca Bagheera driven by none other than Colin Malkin as a trouble-shooting course car, supplied by Halesfield Motors, and looking like it would make quite a purposeful rally car with the right bits—Malkin never one to hang about unecessarily, even three up.

Tony Drummond finished with just a mere eight points lead from Paul Faulkner in the overall championship, a dramatic situation for both right to the end. Russell Brookes, though not catchable in group one himself, made sure of navigator John Brown's group one co-driver's victory by finishing fifth. Before Eppynt Brown only had a slender two points in hand over Bernard Banning's co-driver Rod Parrot. He finished with three points in hand.

1, T. Fowkes/B. Harris (Escort RS1600) 6512 penalties.
2, P. Faulkner/M. Peters (Escort RS1600) 6976.
3, R. Brookes/J. Brown (Escort RS2000) 6991.
4, J. Churchill/R. Jones (Escort RS1600) 6994.
5, T. Drummond/D. Richards (Escort RS1600) 7149.
6, F. Pierson/C. Francis (Escort RS1600) 7160; 7, R. Davies/J. Thomas (Escort RS1600) 7228; 8, R. Iliffe/T. McMahon (Escort RS1600) 7300; 9, L. Watkin/R. Davies (Escort RS1600) 7313; 10, K. Videan/M. Holmes (Datsun 260Z) 7355.

Special stage times

SS1 target 400 s
1, Fowkes/Harris (Escort RS) 552; 2, Faulkner/Peters (Escort RS) 570; 3, Drummond/Richards (Escort RS) 575; 4, Brown/Morgan (Escort TC) 579; equal 5, Pierson/Francis (Escort RS), Davies/Thomas (Escort RS) 582.

SS2 target 150 s
1, Fowkes/Harris 218; equal 2, Faulkner/Peters, Watkin/Davies (Escort RS) 219; 4, Brown/Morgan 220; 5, James/Tilley (Escort RS) 21.

SS3 target 750 s
1, Fowkes/Harris 824; 2, Drummond/Richards 882; 3, Evans/Jones (Porsche Carrera) 884; 4, Faulkner/Peters 889; 5, Brookes/Brown (Escort RS2000) 890.

SS4 target 120 s
Cleaned—15 cars.

SS5 target 140 s
1, Faulkner/Peters 173; 2, Churchill/Jones (Escort RS) 178; 3, Drummond/Richards 179; equal 4, Fowkes/Harris, Videan/Holmes (Datsun 260Z) 180.

SS6 target 230 s
1, Fowkes/Harris 299; 2, Faulkner/Peters 312; 3, Brookes/Brown 314; equal 4, Drummond/Richards, Evans/Jones 315.

SS7 target 150 s
1, Churchill/Jones 211; equal 2, Faulkner/Peters, James/Tilley 215; 4, Fowkes/Harris 217; 5, Davies/Thomas 219.

SS8 target 750 s
1, Fowkes/Harris 795; 2, Brookes/Brown 856; 3, Evans/Jones 869; 4, Ridout/Hedges (Renault Alpine A110) 870; 5, Churchill/Jones 873.

SS9 target 120 s
Cleaned—14 cars.

SS10 target 750 s
1, Fowkes/Harris 769; 2, Brookes/Brown 883; 3, Faulkner/Peters 873; 4, Drummond/Richards 875; 5, Churchill/Jones 883.

SS11 target 150 s
1, Faulkner/Peters 213; 2 Churchill/Jones 218; 3, Watkin/Davies 221; 4, Pierson/Francis; 5, Fowkes/Harris 222.

SS12 target 380 s
1, Fowkes/Harris 527; equal 2, Faulkner/Peters, Brookes/Brown 546; 4, Pierson/Francis 547; 5, Drummond/Richards 548.

SS13 target 120 s
1, Brookes/Brown 145; 2, Drummond/Richards 147; 3, Beynon/Andrews (Escort TC) 152; 4, Faulkner/Peters 153; Pierson/Francis 154.

SS14 target 750 s
1, Fowkes/Harris 916; 2, Brookes/Brown 973; 3, Drummond/Richards 976; 4, McDonald/Jarman (Mini Clubman) 1100; 5, Pierson/Francis 1102.

SS15 target 1 m 50 s
1, Faulkner/Peters 188; equal 2, Fowkes/Harris, Churchill/Jones 194; 4, Pierson/Francis 198; 5, Iliffe/McMahon (Escort RS) 200.

SS16 target 250 s
1, Fowkes/Harris 388; 2, Beynon/Andrews 400; 3, Churchill/Jones 401; 4, McDonald/Jarman 412; 5, Brookes/Brown 416.

Castrol
SPECIAL STAGE CHAMPIONSHIP 1974 with AUTOSPORT
FINAL

Overall Championship placings

DRIVERS

1, T. Drummond 142 points; 2, P. Faulkner 134 (drops one point); 3, R. Iliffe 76; 4, C. Beynon 75; 6, R. Brookes 70; 7, J. Churchill 66; 8, G. Hill 58; =9, J. Rae, C. Curley 40; =11, P. Clarke, D. McCartney; 13, W. Sparrow 37; 14, R. Eyre-Maunsell 34; =15, J. Tordoff and J. Robinson 32; 17, D. Agnew 30; 18, L. Richards 25; 19, R. Badham 21; =20, B. Banning, A. Fowkes 20; =22, P. Ryan, F. Pierson 19; =24, R. Platt, C. Holker 17; 26, D. Palmby 16; 27, R. Oames 15; 28, D. Bell 14; =29, A. Dawson, R. Chapman 12; 31, D. Stokes 10; =32, C. White, C. Grewer, J. Rhodes, G. Jones 8; =36, T. Bains, J. Daker, R. Wooldridge 6; =39, G. Hubbard, J. McAlorum 4; =41, D. Thompson, C. Lord 2; 43, J. Jago 1.

CO-DRIVERS

1, M. Peters 134 (drops one point); 2, D. Richards 124; 3, Roger Jones 76; 4, J. Brown 69; 5, L. Andrews 62; 6, K. Wood 48; 7, H. Scott 38; =8, P. Scott, P. Short; D. Rogers 32; 11, N. Raeburn 28; 12, J. Platt 26; =13, M. Malcolm, N. Wilson 23; =15, B. Harris, A. Frazer, R. Parrot, C. Gray 20; 19, C. Francis, R. Hudson-Evans 19; J. Coulthard 17; =20, B. Tilley, J. Tew 15; 22, J. Foden 15; =23, S. Iliffe, F. Gallacher, T. McMahon 13; =26, A. Butt, I. Maxey 12; 28, Skelton 10; =29, R. Spokes, P. Gosling 8; 31, D. Spence, Walker, J. Handley 6; =34, T. Frances, A. Marriott 5; 35, R. Atkins, T. Seal 4; 37, B. Nelson 3, 38, M. Ifley 2.

GROUP 1 : DRIVERS

1, R. Brookes 112; 2, J. Rhodes 91; 3, R. Platt 87; 4, B. Banning 82; =5, R. Eyre-Maunsell, R. Badham 42; 7, C. Mack 33; =8, H. Hall, J. Jones 32; 10, C. Pierson 30; 11, W. Sparrow 29; 12, J. Williamson 27; =13, D. Hardcastle, D. McGarry 24; 15, C. Wood 22; 16, G. Lobb 21; 17, J. Clegg 20; 18, C. Field 19; 19, C. Collins 18; 20, A. Dawson 16; 21, A. Evans 15; 22, R. Frew 14; =23, G. Beardmore, C. Grewer, J. Midgely 13; =26, P. Reynolds, T. Wilson 12; =28, B. Roe, S. Bannerman 11; =30, T. Fowkes, P. Cary, D. Mason 10; 33, C. Macey 9; =34, R. Clinton, I. Beveridge, P. Clark 8; =37, R. Padwicke, S. Broad 6; 39, R. Richardson 5; =40, D. Lucas, D. Holloway 4; 42, J. McAlorum 3; 43, H. Williams 2.

GROUP 1 : CO-DRIVERS

1, J. Brown 85; 2, R. Parrott 82; 3, T. Seal 72; 4, D. Pease 45; 5, D. Thomas 33; 6, N. Wilson 28; 7, S. Bye 24; =8, E. Pickering, L. Fisher 21; 10, D. Roberts 19; =11, P. Scott, T. Binns 17; 13, A. Marriott 16; =14, J. Platt, N. Raeburn, R. Gaskin 15; 17, T. McMahon 14; =18, J. Clegg, I. Humphries 13; =20, P. Forester, N. Carter, K. Brennan, E. Woolley, J. Campion 11; =25, B. Harris; M. Mitchell, D. West, M. Maynard, B. Casper 10; 30, T. Watson 9; =31, J. Clinton, K. Clark 8; =33, D. Orrick, P. Wheldon 7; 35, R. Eaton 6; =36, C. Grewer, A. Afferton 5; 37, P. Abbott 4; =38, B. Anson, P. Laythen 3.

Drummond — the champion

By IAN SADLER

Up in the heights of British special stage rallying you have to be really super-quick to be noticed; or you have to be quick and a bit of a character; or quick and very spectacular. Tony Drummond possesses a more than adequate amount of all three. He is a character and a very spectacular driver. Tony is also rapidly moving into the super-quick league. With the surname Drummond, Tony is miscast as a Yorkshireman for he is London born with one Irish parent and one Scottish, though he is now well and truly Yorkshire with his motor vehicle engineering business spread over quite a few acres of the county, in the village of Stockton-on-the-Forest just three miles from the cathedral city. The sound of his BDA often shatters the tranquillity of the little community. Last weekend he clinched the Castrol/Autosport championship.

How does a driver spring to prominence in only two years? — for that is the time lapse since Tony entered his first events. More correctly, he was entered by a friend and one day had to slap a sump guard on his road-going Escort before tackling the Crystal Stages in September, 1972. That is how he started, but why he has succeeded in sprinting up the ladder is much more complex. Tony has a very professional outlook without bothering too much about razzle-dazzle. His interest in rallying is not just as a driver. Tony thinks about the whole spectrum of rallying, sorting out the logic from the silly, and pursues his sport with a genuine dedication. His obvious abilities in getting where he is encompass finance, organising, preparation and, of course, very quick forest stage driving. Rallying uses up every spare moment of his time and he really works for, and deserves, his results.

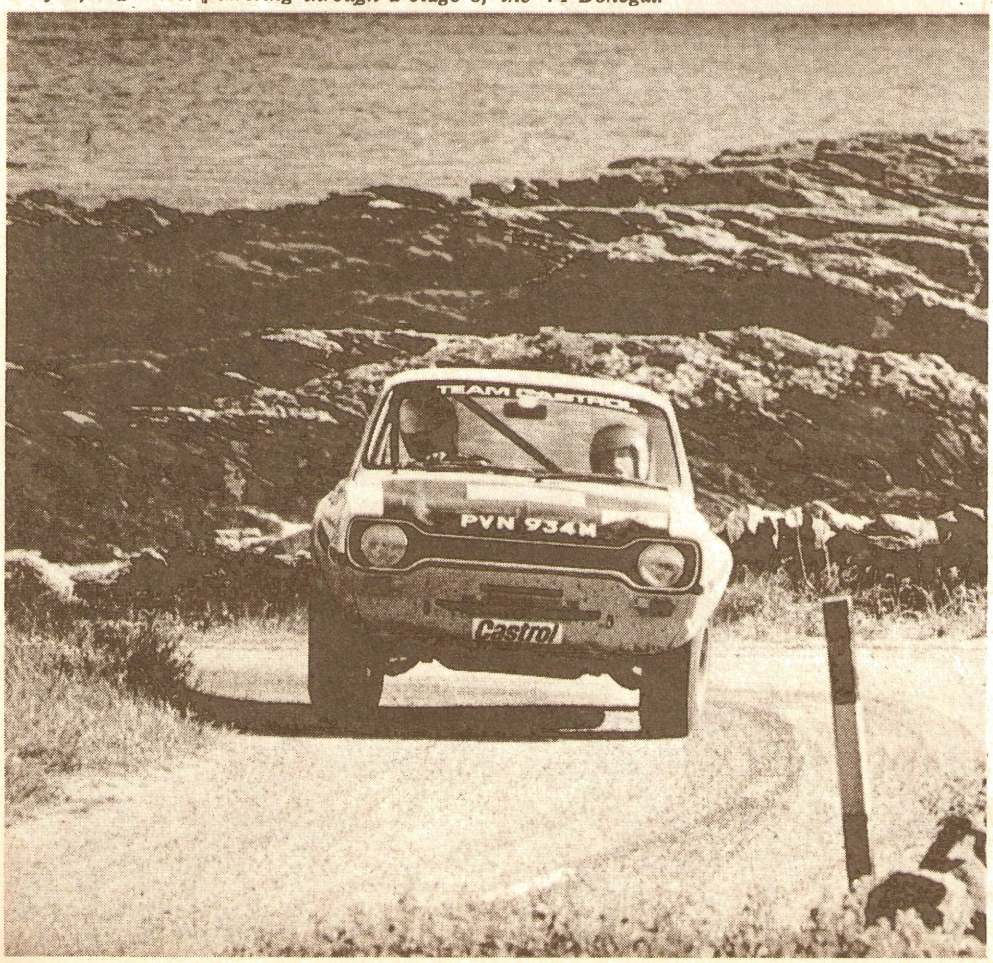
As a lad Tony must have had his go-out-and-do-it philosophy pretty well sorted out from an early age. He was into motorcycles by the age of 11 and powered two-wheelers quickly became a full-time hobby. By 17 years of age Tony was sweeping up trophies in grass-track and sand racing, and he continued until he was 21 when he terminated with engineering (apprenticed to Perkins, Peterborough) and started on the go-it-alone path, fixing up cars in his father's driveway. This was the forerunner of his own business which now provides for his home, family and rallying. He will do just about anything with cars, motorcycles — any mechanical machinery — fabricating, major accident repairs, car preparation and engines. Engines are always lurking somewhere in his mind. His workshop has a fully equipped machine room and engine-building bay. If a part isn't to be modified it will be manufactured there. Tony also thinks along expansive lines when it comes to preparation. In a remarkably short time Tony can disappear under a bodyshell and after lots of hacking, banging, welding and sawing, with all sorts of strange non-mating components going in, out will come something that is theoretically purpose-built, and works.

Tony's first rally car exemplifies the procedure. It was a Ford, of course, Tony thought there were only two cars to entertain at the time, a Cooper "S" or an Escort and the Cooper was on the way out. He was passed on a straight line stage of the Dukeries once, by Roger Clark. He thought: "I need one of those," so in went a BDA with Drummond modifications. At that time there was no suitable axle he could buy that would be sufficiently robust to cope with the power, so in went a Jaguar axle, an axle that was handling that sort of power every day. Next, his gearbox, a Jack Knight five-speeder went nasty, so in went a gearbox from a Jaguar E-type. A horribly slow change but at least it would handle the power reliably.



Tony Drummond.

Tony lifts a wheel powering through a stage of the '74 Donegal.



After the first rally, the Crystal Stages, Tony decided that he liked what rallying was about and quickly packed in a couple more restricteds to obtain a national licence. His first national was the Lindisfarne. Still inexperienced with rallies, Tony turned up with his car on low profile Goodyears and a total of "five or six" Minilites. Naturally, once he was pounding over the rough Keilder stages he had some problems with punctures but still finished fourth overall. His next rally was the Moss Tyres which he won and was subsequently disqualified from. A roll near the finish of the Dukeries put paid to a good result on that rally; then, after installing the BDA over the winter, he tackled the Hackle. The Chieftain followed before the Granite City. On this rally, although he was having trouble with boiling gearbox oil filling the car with smoke, he felt he was having a good run only to find at the halfway that he was in 14th position. He was up against more top-line drivers on this event. Tony says he "got his finger out" over the remaining stages of the rally and after a brake problem (nothing at the rear for the last few) he pulled himself up to fifth place.

A season of BTRDA events followed with great success — Sherwood Stages, second; Impel, first; Autospeed, first; C Festival, second; Moss Tyres, second; Festival Trophy, third; Hercock, first; and then the Lindisfarne again, now with a ZF box, and again coming fourth. Tony tackled the Scottish during the summer but suffered problems with carburettor studs breaking. In fact, Tony seems to be almost jinxed when it comes to the home internationals, though he rationalises and considers it partly due to a lack of experience with anything really longer than day/night



Scattering the spectators on the Castrol 75. The Drummond Escort was fitted with ex-F1 pattern Firestone cross-ply tyres for this event.

events.

Of last year's RAC Rally where, in his own words, he knocked the stuffing out of a mountain in Wales, he puts it down to "sheer bloody stupidity." It has been his only accident of the season, never having so much as scratched a wing on any of the other events during the year. On the RAC Tony had a promising run down from York towards Wales but temporarily lost his service crew when their engine seized, and with tyre problems, only had everything properly sorted out again by Machyntheth. Feeling good at having his car perfect again (especially after driving some earlier stages with the low 100s after a long wait for tyres) Tony admits to have driven just too quickly until, finally, a corner sequence came up that he just couldn't screw the car round. He was carving well into the top 10 at the time and, in retrospect, realises that, for next year, he will not go at it quite like a bull at a red flag with so much more of the rally, the most vital sections, still to be run. Out spectating on later stages he was impressed only with five or six of the remaining competitors and was wishing he hadn't made that early mistake.

It is Tony's analytical philosophy of rallying that has given him such success in such a short space of time. Why he could go out and tackle a rally like the Lindisfarne in '72 (it was his first proper drive through forestry: "I used to go and have picnics on the edges of forests with the family, but I didn't even realise all those roads ran through them") must be largely due to a natural talent for controlling cars and motorcycles on the loose. In his first four years of grass-track riding he won all the championships he entered. Between 21 and 25 he worked, with equal dedication, at building his thriving business from his father's driveway start, and when he went back into the sport he immediately took up where he left off. By the time he was 29 Tony was ready to try something else — much of the challenge was missing in dominating a sport so completely, and his thinking was helped by such catalysts as the particularly nasty accident experienced when he rode at 80 mph into a bike being wheeled across the track. His interest in cars had always been somewhere at the back of his motorcycle racing, and autocross/rallycross looked promising. He could sit through an accident inside a tin box in comfort, too.

Autocross is where Tony puts his vast experience of different loose driving conditions to work, and in two years he enjoyed similar complete, success. His first attempt was instantly victorious and after replacing a troublesome BRM engine with a 1700 TC he was never once beaten in his class. The combination of grass-track racing and autocross must have been well-nigh perfect grounding for rally driving. Tony is very conscious of the many different driving conditions encountered in rallying and for next year, to put some new experience under his belt, Tony hopes to be able to tackle one or two continental events. All his spare time is taken with his car, which he reckons to be probably the fastest Escort besides a works car in the country. The main aim with the car this New Year will be the RAC Championship.

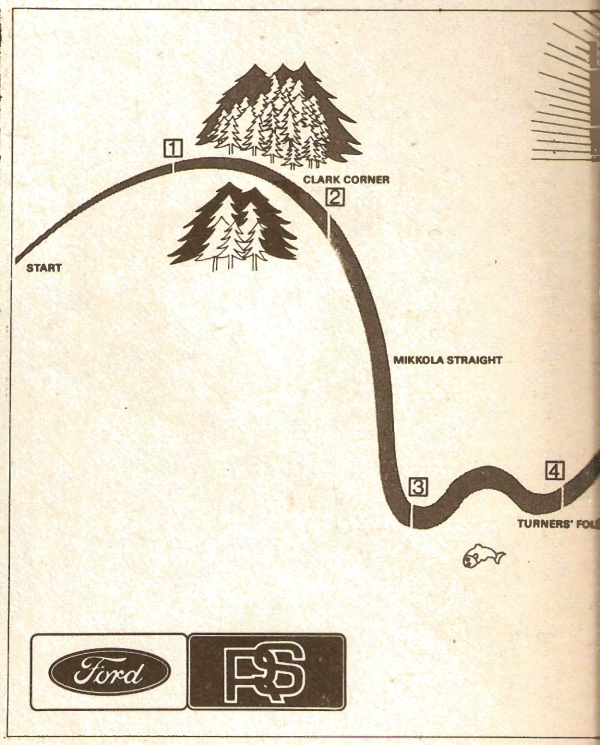
How Tony learnt his technique on the loose. . . .



Win a Ford

and go rallying





More racing and rally careers must have been launched recently in Ford Escorts than virtually any other type of car. The Escort Mexico has certainly supplanted the Mini as the shopping car that you can use to win races and rallies with very little extra preparation or expense. With a Mexico you can go racing in the Escort Mexico Challenge Series—a class of racing whose protagonists have included Jody Scheckter, Colin Vandervell, Gerry Marshall and Barrie Williams. Or you can try Group 1 rallying and follow in the footsteps of names like Tony Pond, Russell Brookes and Andy Dawson.

Now, here's your chance to do just that in 1975. In conjunction with Ford and IBM, AUTOSPORT is promoting a sensational new competition at the Racing Car Show next month : the Terminal Stages Computer Rally. It involves " driving " a rally car by computer—over a special stage against the clock, with real road conditions and hazards built in. The fastest time during the show will win nothing less than a brand-new Ford Escort Mexico, worth more than £1750—*plus*, if the lucky winner wants to use his car in competition, £200 worth of Ford Rallyesport performance parts to prepare it for Group I rallying or racing.

How the competition works

On this page you'll see a diagram of a special stage. That's the route you'll be taking—by computer. You'll also see a coupon : cut it out, fill in your name and address, and take it to the Ford stand at the Racing Car Show. On their stand there will be a computer terminal linked to the IBM CALL Time-Sharing Service.

The computer operator will ask you which car you wish to " drive " : you'll have a choice of a Group 1 Mexico (86 bhp), a Group 1 RS2000 (100 bhp), or a full-house Group 2 2-litre RS1600, developing 235 bhp. The more powerful the car, the faster you'll go—but the greater the skill needed to keep it on the road. The Group 2 car is very hairy and is for experts only !

At the start, and at each of the nine points marked on the diagram, the computer operator will ask you to tell her what gear you want, and what brake and throttle settings, to get yourself to the next point on the map as quickly as possible. She will feed these into the computer, which will instantly work out how the car you've chosen would behave on that piece of road, given those circumstances. Too slow, and you'll stall ; too long in too low a gear and you'll over-rev and put a rod through the side ; leave your braking too late and you'll understeer off the road, and so on.

At each point you'll give her your gear (1 to 4 except in the case of the Group 2 car, which of course has a five-speed box), your braking, which can be anything from zero to 9, and your throttle, also anything from zero to 9. Thus your response at each point will be three numbers : for example, 3-0-9 would be accelerating hard in third. Or 2-7-3 would be braking quite hard in second and heel-and-toeing to keep the revs up. The settings you choose will be held until the next point is reached.

How quickly you can give your instructions to the operator at each point is vital, because it will affect your total computed elapsed time. And it's the competitor who gets to the finish without mishap in the shortest time who wins.

At each point the computer will print out your speed and your revs, plus pungent comments on your driving. It'll also tell you if you've had an accident, blown the engine up, or if—as may happen even if *you* don't make a mistake—you're unlucky enough to get a puncture, or crack the sump on a rock. Just like real rallying !

We'll be printing the entry coupon in the next three issues of AUTOSPORT too, but you can only have one go. If you try to sneak in a second attempt the computer will automatically reject it. The competition will be operating every day at the show, and although the computer won't be running non-stop, it'll be on the go for something like seven hours each day. If the computer isn't running when you get to the Ford stand they'll give you a tim to come back later, and if they get really swamped it may be necessary to hold a draw for who goes next. And, even if you don't win the big prize, there are Ford rally jackets for the fastest time each day.

If you're not going to the Show

If you can't make it to the Racing Car Show (it's at Olympia in London from January 1 to January 11), there's a competition for you too, with some great prizes. Top of the heap is a da at Bagshot's rally proving ground as the guest of Roger Clark, who'll really show you how it's done. Or, if you don't feel like stomaching that, you can opt for two grandstand tickets in the main startline stand at Silverstone next July for the British Grand Prix.

And there are 15 runner-up prizes of a pack of Ford Rallyesport gear—rally jacket, T-shirt, hat, sweatshirt, bag, keyring and umbrella, to ensure you do your 1975 race or rally spectating in comfort.

And all you have to do is put a few words in Stuart Turner's mouth. We sat him down at a CALL keyboard and got him to do the game : he was doing well until he arrived at Turner's Folly in the wrong gear, foot hard down, and the computer told him : " I hope you've got a friendly team manager—you've just written the car off ! "

Stuart's reply to the computer ? Well, we thought it was unprintable. Fill in on the right hand form, in not more than 15 words, what you think he said, send it to the Ford address on the form—*not* to us at AUTOSPORT—and you could be his and Roger's guest for a day at Bagshot or be watching next season's British Grand Prix in style. We'll print the most amusing or most appropriate answers in AUTOSPORT when the competition's over.

Hand this coupon in at the Ford stand at the Racing Car Show

I wish to enter the Terminal Stages Computer Rally.

Name .....

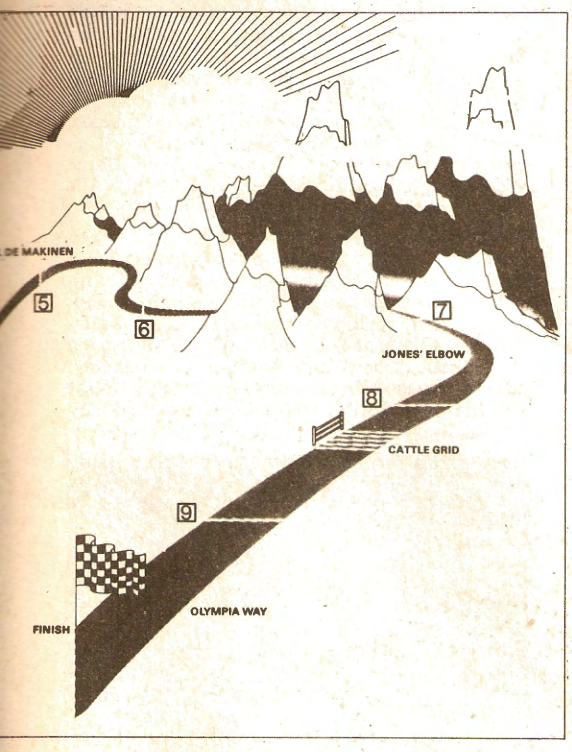
Address .....

.....

My current car is ..... (year) .....

Escort Mexico

acing next season





Terminal Stages Computer Rally: Rules

1 The competition will be run from January 1 to January 11, 1975 on the Ford stand at the Racing Car Show at Olympia, London.

2 The contestant who completes the competition in the shortest computed elapsed time during the duration of the Racing Car Show will be awarded a new Ford Escort Mexico car.

3 In the event of a tie, a run-off over the same competition will be organised at IBM's offices at Basinghall Street, London.

4 If the winner decides to take part with the prize car in either the Mexico Challenge circuit racing series or the Mexico Rally Championship, he will in addition be awarded Ford Rallyesport equipment to a total value of £200, in return for appropriate sign-writing on the car acknowledging Ford's and AUTOSPORT'S involvement.

5 The competitor who completes the competition in the shortest elapsed time on each day of the Racing Car Show will be awarded a Ford Rallyesport rally jacket.

6 In order to take part in the competition, each competitor must produce the appropriate form from a copy of AUTOSPORT dated December 19th, December 26th, January 2nd, or January 9th, duly filled in. No individual may make more than one attempt at the competition.

7 If insufficient computer time is available to allow every prospective competitor to enter the competition, a draw will be held before each computer session to select the maximum number of competitors who can be accommodated. There will be three computer sessions on each day of the show, at 10.45 am to 12.30 pm, 2 pm to 4.30 pm and 5.30 pm to 8 pm.

8 Prizewinners will be notified by post after January 11th and will be announced in AUTOSPORT dated January 16th, 1975.

9 Competitors in the Terminal Stages Computer Rally must have reached the age of 17 years by January 1, 1975. (There is no age limit for the Stuart Turner caption competition.)

10 The editor's decision is final, and no correspondence can be entered into.

If you're not going to the show....



Send this coupon to Ford Motor Co Ltd, attention Ian Marlowe, 20/525 Arisdale Avenue, South Ockendon, Essex RM15.

I think Stuart Turner is saying: .....

.....

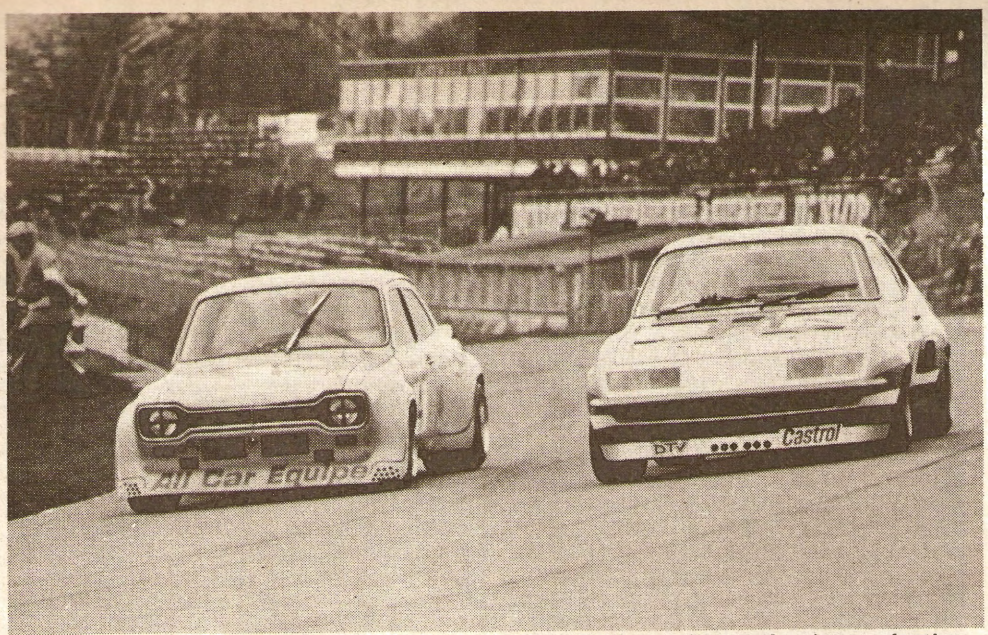
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Name .....

Address .....

.....

My current car is ..... (year) .....



Nick Whiting dives inside Gerry Marshall's Firenza on the penultimate lap in an abortive attempt to overtake the DTV car, competitive until. . . .

BRANDS HATCH

Pearls becomes a screen gem

By BOB CONSTANDUROS Pictures by GERRY STREAM

The Harper Formula Two team came to Brands Hatch on Boxing Day and showed quite a good crowd just what it needs to go into European racing, and the crowd showed their appreciation for David Purley's unflurried win in the What's Up Doc challenge Cup formule libre **15-lapper. That bit of film clip in there was something new for racegoers, for this was Warner Brothers' and the industry's first entry into race sponsorship. It was certainly a success for the drivers, each receiving not only a long playing gramophone record, but a quarter of Scotch too. The racing, organised by the BRSCC, varied between good and average. Instant memories include the Mike Blanchet/Tiff Needell tussle, Purley's drive and a good second-place battle too, Peter Taylor's prodsport driving, and John Waterman's prod saloon race. The weather stayed dry, there weren't any championships to squabble about, no one got hurt — it was nice to have the Boxing Day meeting back.**

Freebie and the Bean looks quite a film, such are the clips that I've seen, and it lent its name to the opening race of the day's six-race programme. Apart from various non-starters, the race seemed to be between Nick Whiting and Gerry Marshall, 1.9 Escort and 2.3 Vauxhall Firenza respectively. This opening race included the bigger two of the special saloon classes. First of the 1001 cc to 1300 cc cars were the 1.3 Minis of Terry Harmer and Peter Kitchen.

The front row took off in order for the 10-lapper, but by the bottom of Paddock, there was already a gap between the silver, green and red of the Vauxhall, the yellow of the Escort, and the white of the Mini soon replaced by Kitchen's red one. Marshall and Whiting were fairly close for the first laps, the gap at three laps being 1.3 s. Some way behind, Kitchen had his hands full of Harmer who, in turn, had to fight off Tony Whibley's 2.3 Vauxhall Viva GT. While Marshall pulled away a wee bit more, Whibley took Harmer at Paddock, then on lap five, Kitchen dropped at Druids too. Harmer followed through, too, on the next lap.

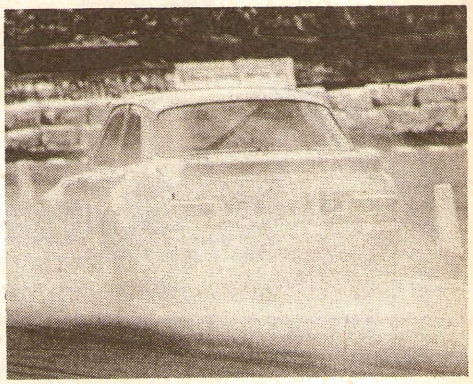
Up at the front, the attention was focused on Marshall and Whiting, the latter closing rapidly. By lap eight they were side by side, with Whiting challenging to get by. After being dropped because of backmarkers, he was only a couple of lengths behind going into the final lap, when the Escort emitted a puff of smoke, and Whiting pulled off. The diagnosis was easy, a rod stuck out of the FVC, only recently returned from Alan Smith. Marshall was then first, showing wisps of smoke showing that Castrol is real oil, 13 s ahead of Whibley who had, in turn, pulled away from Harmer and Kitchen.

After being wished a Merry Christmas, Formula Ford drivers most wanted to be wished " and a Crossleless Boxing Day." Unfortunately, the man who could wreak chaos in the Formula next year is still about, and Frank Hopper brought out his Rowland-powered 25F, and showed that he isn't Richard Morgan's mate for nothing, and put the marque on pole for the last time this year, some 0.8 s ahead of Tiff Needell, hoping to go Hopper's way into FF2000. Syd Fox, in the works Hawke DL12, completed the front row, with Mike Blanchet's Lotus and Frank Bradley's Elden completing the fancied runners.

Frank Hopper quickly got himself away in the 10-lapper, with Syd Fox out-accelerating Tiff Needell's Durex-sponsored Elden. While slowly being dropped by both Hopper and Fox, Needell spent the first two laps holding off Mike Blanchet, who finally caught Tiff at the beginning of the third lap, then going wide at Paddock and losing out to both Needell and his team-mate Frank Bradley. Blanchet caught Bradley by lap six and began to haul in Needell, when another indiscretion dropped him back again, but came back up to the flag in front of Bradley by about half a nose cone. Lee Wroe Johnson, like Blanchet, a Channel Islander, drove the Modern Hotels Group Rostron to sixth.

George Bevan was a bit disappointed that his main Imp rival, John Homewood wasn't around following his shunt, to contest the Kensington Close Hotel special saloons up to 1000 cc and up to 850 cc event. So Bill McGovern just took George's latest creation (see *Sports Extra*), to pole in 57 s, 1 s quicker than John Schneider's Mini, and Ray Calcutt's surviving *Kent Messenger* Imp. Derek Welling upheld Mini honour, and Dennis Allt that of Imp's on the second row.

Although Bill McGovern had the best start, it was Calcutt who led into Paddock, with McGovern and Allt in company with Schneider, then a gap to the fifth man. McGovern nipped into the lead at Kidney on lap one, and that was really it. McGovern led throughout, from Calcutt, and then Schneider who dropped Allt by lap two. Derek Welling led the rest until his Mini's suspension col-



Whiting's car expires in a puff of smoke.

lapsed on lap three, so small class leader David Enderby was closed upon by Martyn Darnell's 1.0 Mini, and Gerry Glass' Longman's 850 version, and although the battle raged for the last three laps, no one actually changed places.

As always, the *libre* race provided some interesting variety, and some not so often seen car and driver combinations. On pole, making their shortest trip for any race and subsequent victory, were David Purley and his Formula 2 2.0 Chevron-BMW B27, complete with race transporter, mechanics, the whole bit. His 47 s for pole was 1.4 s quicker than Derek Cook, driving a 1.6 Formula Atlantic March 75B with self-tuned engine. Just 0.4 s behind him was recent Brands *libre* victor Peter Williams in his Formula Atlantic Chevron-Nicholson B27. Damien Magee in the works 2.0 Rowland-powered FF2000 Palliser, shared the second row with Evan Clements in the Barwell Brabham. Ian Taylor (FF2000 Dulon), Ron Grant (SV Taurus) and Val Musetti's renosed March 74B completed

The Formule Libre start, with Purley on pole, Cook's March and Williams' Chevron alongside. Already Evan Clements' Brabham is tweaked up for the startline shunt.



the third row for this 15-lapper.

The race didn't get much farther than the first 50 yards for after a superb start by Magee, almost helping Purley on his way, Clements got on a huge wobbly, ultimately spinning and involving seven other cars, of which Frank Sytner's U2, Sebastian Rose's FF Royale, Grant and Frank Bradley were non-re-starters, including, of course, Clements. While Magee admonished former F3 rival Purley for making such a slow start, the mess was cleared, in time for Purley to grab a quick start, with once again Magee getting the power to the road and dive inside Purley's rear wheels.

All was well, though, and it was Purley who emerged first, followed by Williams, Magee and Derek Cook (who'd overtaken Purley at Clearways under multiple yellows before the first race was officially stopped). As they crossed the start/finish line, Magee was swiftly dropped by the more powerful car of Cook, with Musetti's March following, then a gap to John Wingfield's 1.8 Brabham-FVC BT35, Ian Taylor's FF2000 Holbay-powered Dulon and the first of the surviving FFs, three having gone off on the first lap at Paddock without injury.

While Purley drew away, Williams fell into the clutches of Cook, who looked to be overtaking, then suddenly dropped back. This allowed Musetti to move up, while Wingfield was dealing with Magee. After a couple of laps of trying, including a hairy touching at Paddock, with his fist waving, Musetti took Williams on top straight, and immediately drew away, while Cook followed him through at Druids, also on the eighth lap. However, Cook's red '75 March stopped a lap later, unable to select gears, so Musetti was left with an untroubled second behind Purley. Williams, however, was slowly being caught by former Clubman's driver and F2 driver, Wingfield, despite a year's layoff and petrol starvation, "an economy device." By lap 13 he was by along top straight, and proceeded to draw away to third, from the more modern Chevron of Williams, the last unlapped runner. Magee came next, allowing himself to be lapped, having a broken exhaust and overheating latterly. Ian Taylor's Dulon was next.

An interesting experiment came next, for the BRSCC still honour their prodsport responsibility, and so they arranged a modsports versus prodsports challenge. BRSCC (Prodsports) and BARC (modsports), do we see a confrontation or a coalition?

The modsports were to be first on the grid, headed by Bob Jarvis' Davrian, doing 10 laps, then a gap to the prodsports, headed by Peter Taylor's Jaguar V12 E, who were to do only nine. Therefore, theoretically, Jarvis had to lap Taylor to win, and couldn't let up once he'd led his own bunch; no one was safe from in front or behind. It made good racing.

Roger Redsell's Sprite actually led the modsports away, with Jarvis' Davrian next and then Alan Mussard's 1.7 Diva 10F. Jarvis was by at Kidney on lap one, and proceeded to draw away to the task in hand, that of overhauling Peter Taylor's entertainingly driven V12 E. Taylor was leading tussling Andrew Roughton and Rod Gretton in Europas, the former leading and pulling away. Redsell was being chased but not caught by Bailey, and then a gap to Mussard and John Wilmhurst's Sprite.

Jarvis got into the lappery on lap four, had only three to dispose of a lap later, the same on lap six, then just Taylor on lap seven, and by lap eight he was in the lead. Taylor hung on to second, but Redsell got Roughton for third, and Bailey got Gretton for fifth. Thus, it was mod, prod, mod, prod, mod, prod, etc, which only goes to show that it worked, partially helped by the fact that the man to be chased was a driver as entertaining as Taylor, and the chaser, as Bob Jarvis, in the smallest car in the race.

Attracting attention to the forthcoming Racing Car show by adopting its name for their race, was the production saloons field, with six Camaros, including Tony Lanfranchi in Malcolm (three wheels on my trailer) Kay's version, Bob Ridgard and Rob Potter in the normal Richard Lloyd Simoniz car. Ridgard had pole, but sadly went off at Paddock subsequently and dented the back end somewhat, necessitating scratching for the race. Brian Rice was, therefore, quickest, from Brindley, John Olding in the Macmillan's Publishing car, Lanfranchi, who had got some shock absorbers from the Potter car, whose duff oil pump necessitated a non-start. John Waterman brought along his Mexico to beat off all the Vauxhalls in the next class, Bill Sydenham had only a slow Escort Sport for company, and Tony Stubbs was quickest of the Moskies.

Brindley and Rice led from the flag, then a gap to Jock Robertson's Magnum, closely attended by the similar car of Brunt, a slight gap to Waterman, and then the London Car Radio Centre Magnum usually pedalled by Rex Greenslade, former *Motor* colleague, in Tony Dron's hands (who?). These four joined together for the next four laps, Waterman just getting by on lap five. The two leaders were well away, but Rice sadly spun at Bottom, the car being unwilling to start, and being abandoned half on the track. Waterman came round Bottom, the yellow flag briefly rolled up by the wind, and slammed into the Camaro. Dron "there's no radio in this car" missed the resulting accident, but both Camaro and Mexico were a sorry mess. Brunt lost out in avoidance, so the order was Brindley, Robertson, Dron (later to be asked for his autograph), being closed on by Brunt. Brunt's car puts down the power better than the others, Dron says, and hence, Brunt overtook to third place, Dron fourth and Mike Smith's RS2000 keeping up well with the Vauxhalls, fifth. Sydenham naturally took his class and former Mexico racer, Derek Wileman took the small class, upholding Prod Imp's record at Brands Hatch. Lanfranchi's car spat and misfired for a few laps, and although the driver pulled off in the end, he set a class lap record. A good end to a good day.

Popular victor David Purley receives his award from actress Mary Tamm.



Freebie and the Bean Trophy for special saloons over 1300 cc and 1001 cc to 1300 cc (10 laps): 1, Gerry Marshall (2.3 Vauxhall Firenza), 8 m 45.8 s, 84.90 mph; 2, Tony Whibley (2.3 Vauxhall Viva GT), 9 m 31.8 s; 3, Terry Harmer (1.3 BLMC Mini Cooper S), 9 m 32.4 s; 4, Peter Kitchen (1.3 BLMC Mini Clubman), 9 m 33.4 s. **Over 1300 cc:** 1, Marshall, 84.90 mph; 2, Whibley; 3, John Pope (5.4 Vauxhall Viva GT-Aston Martin). **Fastest lap:** Nick Whiting (1.9 Ford Escort-FVC), 51.4 s, 86.85 mph. **1001 cc to 1300 cc:** 1, Harmer, 77.99 mph; 2, Kitchen; 3, David Foster (1.3 BLMC Mini). **Fastest lap:** Harmer, 55.8 s, 80 mph.

Towering Inferno Shield, Formula Ford (10 laps): 1, Frank Hopper (Crossle-Rowland 25F), 8 m 59.4 s, 82.76 mph; 2, Syd Fox (Hawke-Scholar DL12), 9 m 7.8 s; 3, Tiff Needell (Elden-Scholar Mk 10C), 9 m 11.4 s; 4, Mike Blanchet (Lotus-Ansell 61M), 9 m 18.2 s; 5, Frank Bradley (Elden-Nell Brown Mk 10C), 9 m 18.2 s; 6, Lee Wroe-Johnson (Rostron-Scholar), 9 m 25.4 s. **Fastest lap:** Hopper, 53 s, 84.23 mph.

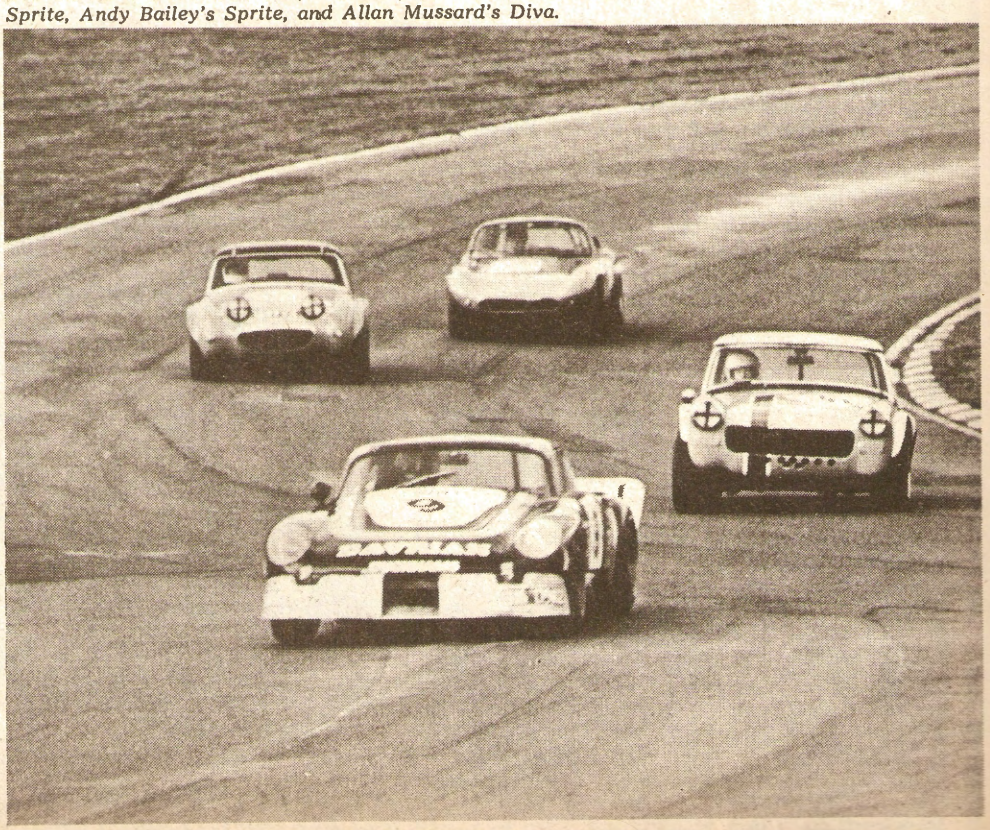
Kensington Close Hotel Trophy for special saloons 851 cc to 1000 cc and up to 850 cc (10 laps). Overall and 851 cc to 1000 cc: 1, Bill McGovern (1.0 Hillman Imp), 9 m 29.6 s, 78.37 mph; 2, Ray Calcutt (1.0 Hillman Imp), 9 m 40.8 s; 3, John Schneider (1.0 BLMC Mini), 9 m 42.6 s; 4, Dennis Allt (1.0 Hillman Imp), 9 m 56.2 s. **Fastest lap:** McGovern, 55.6 s, 80.29 mph. **Up to 850 cc:** 1, David Enderby (BLMC Mini), 74.28 mph; 2, Gerry Glass (BLMC Mini); 3, Eddy Arscott (BLMC Mini). **Fastest lap:** Glass and Enderby, 58.8 s, 75.92 mph.

What's Up Doc challenge, Formule Libre (15 laps): 1, David Purley (2.0 Chevron-BMW B27), 12 m 13.2 s, 91.33 mph; 2, Valentino Musetti (1.6 March-Nicholson 74B), 12 m 42.2 s; 3, John Wingfield (1.8 Brabham-FVC BT35), 12 m 47.8 s; 4, Peter Williams (1.6 Chevron-Nicholson B27), 12 m 50.4 s; 5, Damien Magee (2.0 Palliser-Rowland '74), 14 laps; 6, Ian Taylor (2.0 Dulon-Holbay MP16), 14 laps. **Fastest lap:** Purley, 47.6 s, 93.78 mph.

Modsports versus Prodsports challenge (Modsports 10 laps, Prodsports 9 laps): 1, Bob Jarvis (1.0 Diavrian-Carter Mk 6), 9 m 20.8 s, 79.01 mph; 2, Peter Taylor (5.3 Jaguar E V12), 9 m 35 s, 69.87 mph; 3, Roger Redsell (1.3 Vicker Sprite), 9 m 41.4 s; 4, Andrew Roughton (1.6 Lotus Europa), 9 m 42 s; 5, Andrew Bailey (1.3 Austin-Healey Sprite Mk 1), 9 m 45.4 s; 6, Rod Gretton (1.6 Lotus Europa), 9 m 49 s. **Fastest lap:** Modsports, Jarvis, 54.2 s, 82.36 mph; Prodsports, Taylor, 62.8 s, 71.08 mph. Modsports beat Prodsports 37 points to 41.

Racing Car Trophy for production saloons over 1,600, £1,250 to £1,599, £1000 to £1,249, and up to £999 (10 laps): 1, John Brindley (5.7 Chevrolet Camaro), 10 m 21.4 s, 71.84 mph; 2, Jock Robertson (2.3 Vauxhall Magnum), 10 m 31.8 s; 3, Derrick Brunt (2.3 Vauxhall Magnum), 10 m 54 s; 4, Tony Dron (2.3 Vauxhall Magnum), 10 m 54.6 s. **Over £1,600:** 1, Brindley, 71.84 mph; 2, Rod Birley (3.0 Ford Capri Mk 1); no other finishers. **Fastest lap:** Tony Lanfranchi (5.7 Chevrolet Camaro), 60.4 s, 73.91 mph **(record). £1,250 to £1,599:** 1, Robertson, 68.49 mph; 2, Brunt; 3, Dron. **Fastest lap:** John Waterman (1.6 Ford Escort Mexico), 63.4 s, 70.41 mph. **£1,000 to £1,249:** 1, Bill Sydenham (1.6 Hillman Avenger GT), 66.52 mph; Robert Meaton (1.3 Ford Escort Sport); no other starters. **Fastest lap:** Sydenham, 65.2 s, 68.47 mph. **Up to £999:** 1, Derek Wileman (875 Sunbeam Imp Sport); 2, Tony Stubbs (1.5 Moskvich 412); 3, Tony Hepworth (Moskvich 412). **Fastest lap:** Stubbs, 68.4 s, 65.26 mph.

Bob Jarvis had his last race, and win, in the 1.0 Davrian, followed here by Roger Redsell's Sprite, Andy Bailey's Sprite, and Allan Mussard's Diva.



Cockpit Cameo

Jack Pearce — trials constructor

One way and another Jack Pearce, current king of the sporting trials world—he has just clinched the RAC title for the third year in succession—has been around motor sport for close on 25 years. The Birmingham born toolmaker, who now heads a general pressworks company in nearby Tipton (formerly the Venice of the Midlands) began his sporting career in the early part of 1950 when he took up rallying. Deciding it was "a damn site cheaper to go racing" he turned to the circuits in 1961 with considerable success particularly at Mallory Park and then the first Kincraft appeared in 1965 in a guise which was to be the forerunner of the current F5000.

Jack Pearce is, by nature, a quiet man. Although 41 years have passed since he was born in the Birmingham suburb of Erdington, he still has the appearance of a much younger man. One could say he has worn well and that life has been good to him but he is self-made and his business acumen has provided him with many of the comforts of life. He recalls that when the rallying bug got him his early efforts were connected with an MG TF, a Standard 9, an A35 and a brace of Triumph TRs. The last rally he did was the old Express & Star and he was second overall in a Riley 1.5.

His early racing was done in an Elva FJ but success did not come easily with the car so he swopped to a Lotus 20 and the always immaculate Pearce machinery began to be noticed all over the country as he drove to a string of successes and was virtually unbeatable every time he went to Mallory Park, his home circuit. The successful 20 was superseded by a Lotus 22 and in the halcyon days of 1962 and 1963 he swept to many more victories with the twin-cam engined 22 and later a 23.

By this time Pearce had already had thoughts about building his own car but everything takes time and it was not until late in 1964 that he actually got under way with the building of the car at his company works. The following year the sports car made its debut at Brands Hatch and he had the usual problems. However the design was basically sound and after a second place he went to Snetterton not long afterwards and won by a couple of laps!

Sadly the promising career of the car came to an abrupt end later the same year when Pearce wrote it off while practising for a race at Dunboyne and with that he hung up his crash hat and quietly departed the scene. He spent two years away from competition but kept in touch with the social scene on occasions and it was while at a function that he first had his interest aroused in trials.

"Malcolm Eaves and Bill Warr were chatting about the events they did and the fun they had out of them and one of them suggested I should have a go. Eaves lent me his Alexis which had been gathering dust at the bottom of his garden and I spent quite a lot of time getting it ready for the first event."

Although he finished well down the field he had enjoyed himself so much that he went on and did two more events in the car before borrowing Warr's motor and promptly went and collected the novice award on the Roderick Grey Trial. This firmly decided him and away he went to his drawing board to design Kincraft Mk 1 (now with Ron Kemp). Besides the usual business of trying to design a car which was strong yet light Pearce recalls "I decided that the first priority was driver comfort for the other cars which I had driven had been most awkward to get into—and out—and they had awkward bits sticking out all over the place."

Using his racing knowledge Pearce decided on a space frame chassis to take an Imp engine and tried to arrange it so that the Kincraft would have a very high roll centre at the front and the reverse at the rear for maximum stability. The first engine blew up on the brake so he turned to the far more powerful Renault R16, with disastrous results elsewhere. "On the first six events I broke the back axle every time because of the additional power of the 1470 cc unit so off I went on a tour of the local scrap yards. Eventually I came across an old half ton BMC van, acquired the axle and that virtually cured the problem."

The trials season of 1968/69 was very much curtailed with the onset of foot and mouth disease and thus it was not until the Colmore Trial in March '69 that the Kincraft achieved its first finish. Already Pearce had decided to build another car incorporating the lessons he had learnt from his early efforts and the Mark II version (now belonging to Dennis Allen) featured a dry sumped engine which reduced the weight by about 70 lbs. This was the forerunner of subsequent models all of which have featured the engine "on the slant."



Since then the Kincrafts have rarely looked back and have won awards galore at championship and non-championship events, Pearce himself getting second place in the RAC series in 1971. Around this time the trials scene was suffering its own problems with mud plugging tyres becoming difficult to obtain. "The use of these was stopped in '70/'71 and everyone went over to Dunlop motor cycle tyres at the back. The next big panic arose when it was reckoned that the lads were chewing up sites all over the country and we had to change to Semperit mud and snow M&S types. Nowadays the standard pattern Semperit M 401 is the one which I personally use."

Jack pearce is not one for the gay social scene connected with motor sport. He prefers to travel to an event on the day, finds driving to a venue stimulates him and gets him in the right mood even though he's often on the road at ungodly hours.

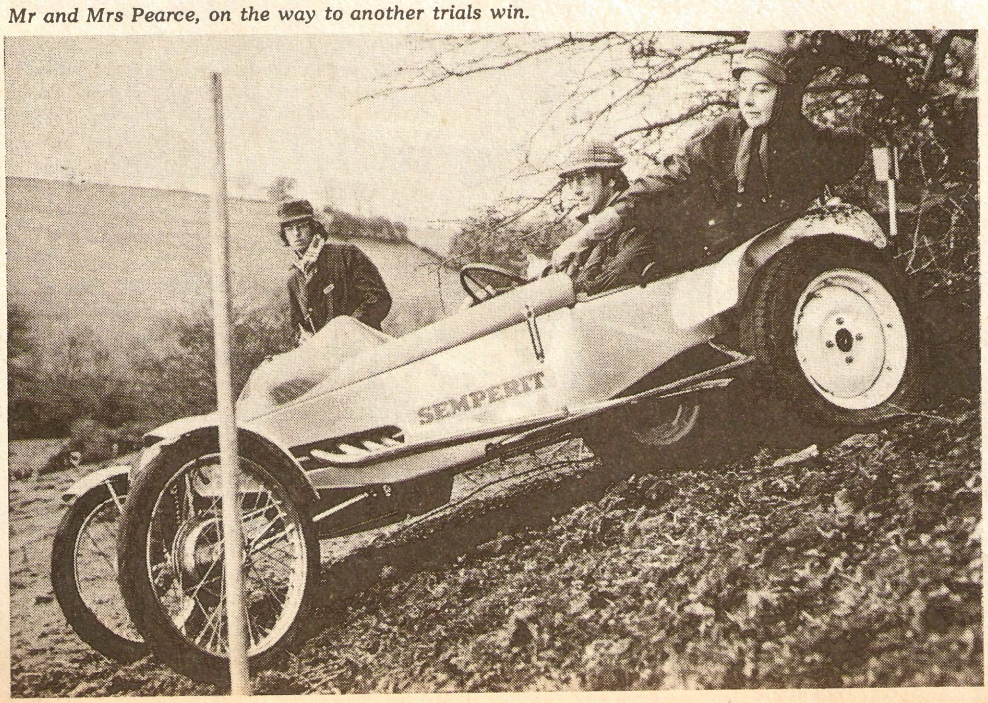
"I place considerable importance on being fit. Before a trial I try to get at least one very early night in bed two days beforehand. I find also that this helps when one considers all the walking that one does at a trial for I learnt early on that to have any chance you must look at every hill every time."

The Kincrafts are mainly tended at Pearce's Sutton Coldfield home where he has a six car garage and a set-up the envy of many racing equipes. Besides a galaxy of equipment there's central heating, a car wash, and stereo. "My very tolerant wife Brenda (his passenger since early days) has come to accept the fact that I spend more time in the garage than I do in the house but she has not yet suggested I move my bed into the workshop."

Pearce, who has been married for 18 years and is father of two teenage daughters, is building yet another Kincraft for 1975. "It will have a Renault TX engine giving about 10 bhp more power and will be linked to a special two speed gearbox I am having built on which it will be easy to change ratios. I am hoping also to incorporate fiddle brakes inboard on the right hand side."

With three championships under his belt Pearce acknowledges that success is becoming more difficult every time out. "There is a long way to go before I can court claim to the successes of such as Lol Hurt and Rex Chappell and I think a big threat in the future (apart from all the other Kincraft owners) will be Gordon Jackson with his Mexico engined Ibex." Meantime the RAC Sporting Trials Championship Trophy is proudly displayed as the centrepiece of attraction in a house full of awards and who's to say it will not be in Sutton Coldfield for many years to come.

Mr and Mrs Pearce, on the way to another trials win.





ROGER CLARK

I won the RAC Championship in '73 but, as most of us know (especially me) I didn't win it this year just gone. The series went to Billy Coleman who enjoyed a really good season of results. I had quite a peculiar year, as most of us did, with the fuel thing putting a stop to rallies and nobody really knowing what lay ahead. There were so many cancelled events, great rallies like the Snowman and the Granite City. In effect, my first rally was the Welsh in mid-May—and that didn't last long. The rally turned out to be a bit of a dead loss as far as I was concerned. I retired after the first few stages with the cylinder head gasket gone. I had an idea that it would probably go that way before the start, the first symptoms were already noticed by the mechanic who drove it to the start.

Even though it was my first rally with the car for a few months, due to shortages it had a pretty old engine. It was fitted with the unit I'd used in the car for the RAC Rally. Markku Alen's was pretty ancient, too, his had just been given a once-over after the Finnish Arctic Rally back in February. Billy Coleman drove really well on that event, just four minutes down on Alen at the finish and picking up some useful points.

RS2000 trial

The Mintex Dales went much better. It wasn't counting for the RAC series, for some technical reasons, so we took advantage of that with the RS2000, which had to be entered under group five at that time. Peter Ashcroft wanted to see how well it would compare. It was quite an interesting car—less than half the normal RS1600 cost to build. The sohc engine was pushing out no more than 150, or at a maximum 160 bhp and it was just fitted with a Rocket box and a cheap Clubman's sump guard. Jim and I won the event narrowly—just two seconds in it as I remember. The fact that the RS2000 in that trim could win over 200 plus bhp cars made the Mintex quite an interesting little exercise. It rears that old argument, that some of us are just a little too obsessed with power. Driven properly that car could provide some very good results for half of the outlay and that, surely, makes sense.

If the fuel shortage wasn't enough to knock rallying on the head for a while at the beginning of the year, the sport took quite a clout when the RSAC cancelled the Scottish. A terrible shame, we were all looking forward to that rally as usual. There was plenty of fuel too, but nobody to drive the tankers from the Shell/BP refinery at Grangemouth. A classic piece of timing, that was. By June, I'd done precious little rallying and we had missed the Texaco because of the political troubles, so that brought us up to the Jim Clark Memorial in July where we managed to complete a hat-trick of victories. It wasn't as close a win as I've had on that rally in the past. A lot of people retired on the Jim Clark. Some of the Keilder stages were in quite a rough condition and the Otterburn Ranges—that sorted a few people out. Billy Coleman finished sixth on that rally after a bit of engine bother but he already had one or two good results in Ireland, plus the Welsh, and that put him well ahead and with the remaining events there was no way we could really catch up.

The Burmah was a bit of a shambles for both Coleman and myself, plus a few others. I think we finished 41st and Billy 51st! It was a different story on stage times though. On the times we had a very, very close win from Billy. We spent most of the morning mucking about with some funny tyres and we really had to go a bit over the last few stages. Next rally on my agenda was the Manx Trophy. Cahal Curley and Dessie McCartney drove brilliantly and there was just no way an Escort could hold a candle to a well driven Porsche Carrera on a tarmac rally like that.

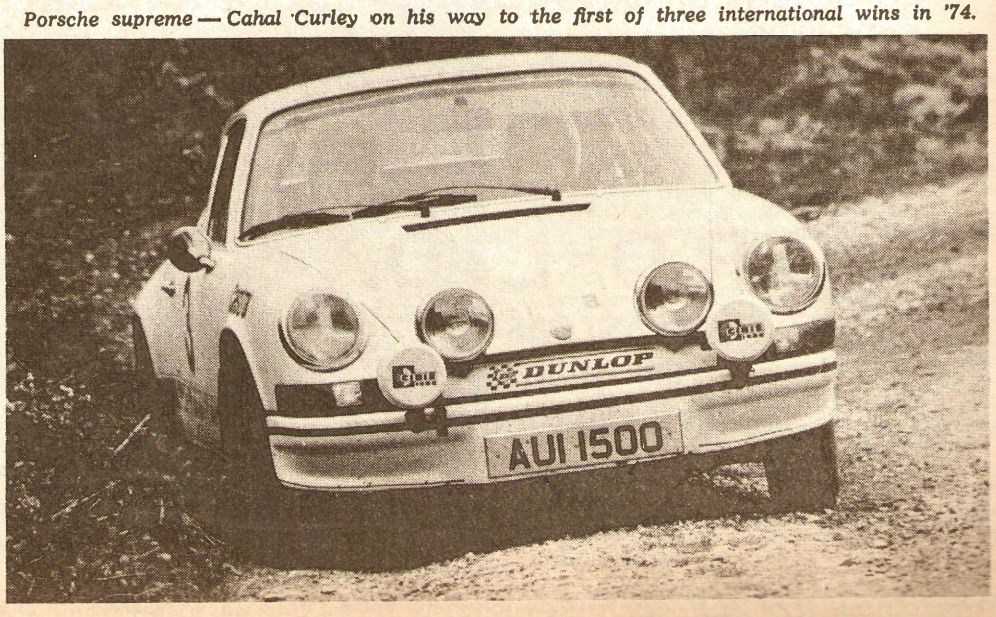


No problems on the Lindisfarne. Clark led from start to finish.



A hard worker — the RS2000 on the Dales.

Porsche supreme — Cahal Curley on his way to the first of three international wins in '74.





The Jim Clark Memorial was Roger's second win of the year, the first win with 00096M.

Although there isn't much difference in power the Porsche really excels in straight-line stuff. Torque is 100 per cent better and braking, too; the Porsche has the balance for tarmac and they can take some very important seconds between the corners. Mind you, we didn't do too badly, the car never faltered and we were the first non-Porsche home.

Dukeries problem

After the Manx, the Dukeries was fraught with problems. I was a little late getting there and while the car was being delivered back from scrutineering it was bent, quite badly. I pinched the car prepared for Andy Dawson as part of his Mexico prize drive, which must have pleased him no end, but I don't think he was upset for long when he saw what happened. It was a cylinder head gasket again. The Lindisfarne was much better, for Andy Dawson, too. I really didn't have to work very hard though we led from the first to the last stage. In fact, everything worked pretty well faultlessly. I managed quickest time over the first 11 stages and when I saw the times at the halt I was able to give Jim quite a leisurely drive back to the finish. Billy Coleman had a problem in the morning but I was quite interested to see that he set fastest over all the remaining stages. Andy Dawson certainly impressed with his drive on the Lindisfarne. He finished second, just a little over three minutes back, a very good drive and his times weren't very far out either. I wouldn't like to judge a driver on just one event though. I'd like to see him tackle a good year's hard slog, now that he's won the Kleber award, and try to achieve a long string of good high places; to emulate what Tony Pond has managed with his Opel. I think he could get somewhere then because he obviously has the experience behind him now.

Tony Pond has certainly had a good year, excellent results with such a car and only that one excursion on the Lindisfarne—which brings me to the RAC Rally. I was running on what I considered to be the wrong size of wheels at the time. I ran wide on a hair-pin in Wales and became stuck fast in the ice and mud, dropping below 30th place with the maximum. I managed to climb back to seventh overall at the finish but it was a pretty frustrating drive. When you know you haven't an earthly chance of getting back, say, into the top three places you can't really put your heart into it.

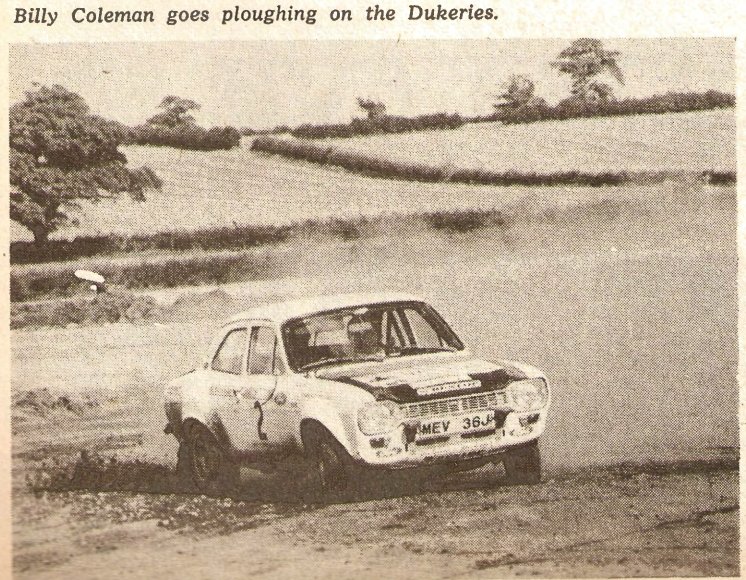
Wheel sizes

We did quite a lot of testing last year, comparing 15in wheels with the normal 13in variety at places like Bagshot. The large wheels seemed to work on the 1000 Lakes for Timo and Hannu but I have never found any real advantage with them, certainly not at Bagshot, with its peculiar rolled surface we've had some pretty queer results. In theory the 15in wheels should give more traction. For the rest of the RAC I went back to 13in rims and the car immediately felt right again. My car just wouldn't handle on the larger size, jumping about and not predictable, no good when you are driving blind down a stage.

The new car

That has just about been my year. For this year I hope to get a new-shell car—it is being built at the moment—and it looks like there will be a fair chance that we will have it in time for the first round a group five car can be entered in. We plan to run it before it's homologated because as soon as it is released in Europe Stuart Turner wants to get it shown, get it around and winning. It would be quite nice for it to have a few wins under its belt before it is announced in England . . . but perhaps I am being premature; at the time this was written we haven't had Stuart Turner's New Year Press conference yet. I hope I'll still have a job.

Billy Coleman goes ploughing on the Dukeries.



Tony Pond hustles his Ascona over Charterhall on the J. C. Memorial.





The Jaguar-engined Minivan, known as the Stripteaser, has achieved an 11.1 s at 122 mph this year.

Stripteaser undressed

One of the most consistently popular cars in British drag racing for the past few seasons has been the Jaguar powered Minivan, "Stripteaser." First appearing some five years ago with a conventional ladder construction tube frame and 'van shell, the car raced until the end of 1972 in much the same form, the main changes being to the engine, which steadily grew more powerful as time went by.

At that time it was one of the fastest in its class in the Competition Altered field, but the team, consisting of Roger Bishop and Bob Messent with Jim Brett as assistant, felt that they knew where the weaknesses were in the design, and set about constructing a new car for '73. This was narrower and lighter than the previous design, and enabled them to get the big slicks they wanted to use under the body, instead of sticking out each side as the racing tyres had. The main rails are 1½in 16swg T45 supplied by Accles and Pollock, with a wheelbase of 85in and the maximum allowed 25 per cent set back for the engine. The straight tube front axle is suspended by motorcycle coil shocks with radius arms.

The Jaguar gearbox had been a reliable unit, but like so many others, they had found it slow to use, and in the instant world of drag racing, there is little time to make up for lost moments in shifting, so they decided to switch to a Muncie four speed from a Corvette. This had an aluminium casing and thus saved some useful weight, but as luck would have it, the second-hand box had already seen too many power shifts in previous drag cars, and was not as successful as had been hoped. A narrowed Jaguar back axle had Wolfrace wheels fitted with 8½ x 15 Kelly Springfield slicks, not one of the more up-to-date tyres, but cheaper than the better-known makes and a vast improvement over racing tyres with the longer 'footprint,' essential to dragging. The body was further lightened by removing as much of the inner metal work as possible, and retained the glass front that had been grafted on when the car was first conceived. In this form the car gathered its reputation for wheelies, and won nearly every time out, losing only when the gearbox let them down, with a best of 11.4 s reaching 119 mph.

For the past season the first priority was the gearbox, and they finally came to the conclusion that in an altered type car with a central driving position, there was no way that a four speed manual transmission can be shifted as fast as is either possible (in a conventional car) or necessary to win. Either the abbreviated lever is biased the wrong way, or it sticks up between the knees, whereas for power shifting, a conventional driving position is needed.

So, impressed by the Clutchflite transmission used by one or two other teams in 1973, they decided on that. But whereas other users of the transmission were running expensive V8s of one type or another, no one else in the lower classes had ever considered spending as much or more money on the gearbox as they had on the entire car, but such was their determination to win that they thought it worthwhile.

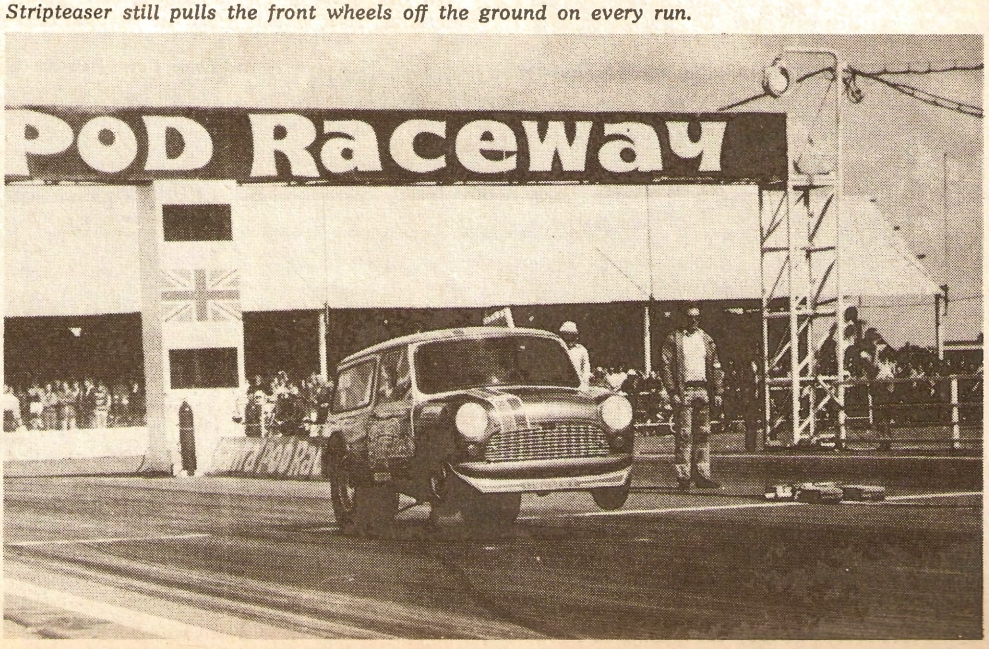
Made by B&M in America, it consists of one of the big three automatics, in this case the Chrysler Torqueflite, with the bellhousing machined off and replaced with an alloy plate, the input shaft projecting with a splined drive for the clutch to fit in place of the torque converter. The transmission is bolted to a regular hydro-formed safety bellhousing and bolted to an adaptor plate on the Jag engine, which is beyond the usual range of engines for this type of transmission. The gearbox itself has over a hundred detail improvements including full manual control, so that once off the line, which can be accomplished with as many revs as needed as with a conventional transmission, changing is achieved instantaneously with no effort apart from flicking the shift lever with one finger. The clutch used in this case is a Borg and Beck unit that the team helped to develop, with a Chrysler spline centre riveted in place of the Jag one—the rivets of the two units lining up exactly as it happened!

With the unit's reputation for hard shifts, they also elected to instal an American back axle, choosing an Oldsmobile of late Fifties vintage, renowned for its strength and *de rigeur* in all drag racing vehicles until the past few years in America when power outputs have got so high that the later Dana and Ford units have come into use. A wide range of ratios is also available for the unit, and they chose 4.56: 1, whilst to get it in the confined dimensions of the car, Alan Herridge narrowed the case and half-shafts and fitted Jaguar disc brakes.

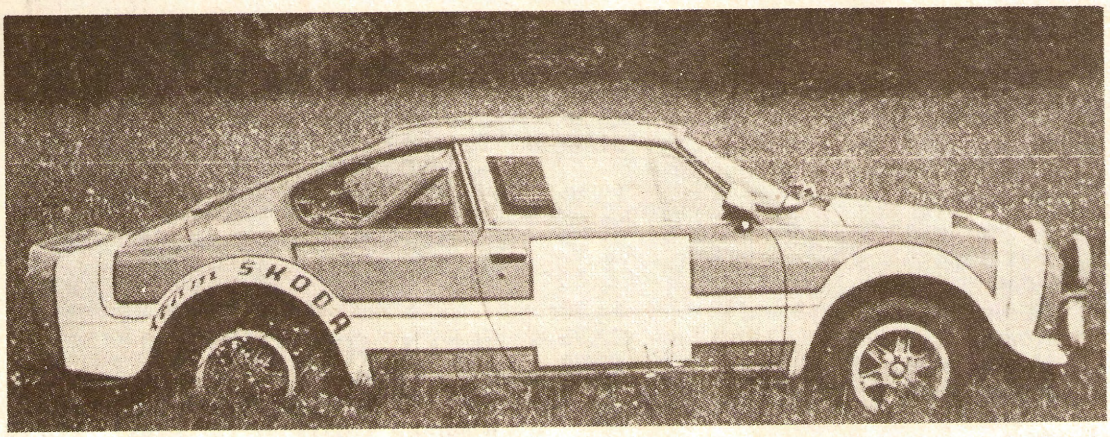
The engine remains much the same as last year, and consists of a 3.8 litre block of unknown vintage from a breakers yard, stripped and carefully reassembled and balanced. The head is a straight port with some cleaning-up done, and D type cams are used. The ignition is stock, whilst carburation is handled by three 2 inch SUs modified to run on straight methanol, though nitro has been known to pass through them in small amounts.

In this form the car has gone down to an 11.1s at 122 mph this year, not a vast improvement you might think, but in drag racing, as in other forms of racing, each additional tenth of a second gets harder, and their win/loss ratio speaks well of the car. It still pulls the front wheels way off the ground on every run, but has achieved remarkable consistency nontheless, and on one run when they took the body off to see how it would perform with less weight, it clocked an impressive 10.7s at 124 mph. With an all-up weight of 1560 lbs at present, it is not as light as many would believe, and one of the team's aims over the winter is to get another 100 lbs off the car to get down to the minimum allowed in the class. Another is to look into fuel injection as a means of tapping some more power from the engine which has so far remained remarkably stock, whilst longer-term plans could include a small block Chevy if the Jag finally runs out of power, but for the meantime they plan to stick with it, showing just what can be *done* by mixing traditional British equipment with specialised American Drag racing hardware.

Stripteaser still pulls the front wheels off the ground on every run.



A Skoda to conjure with



Low, mean, and with a power to weight ratio similar to the works Fords — that's the new Skoda RS200.

Undoubtedly some of the most exciting news from afar at the moment is the imminent appearance of the Skoda RS200. For many years now Skoda have been cleaning up international class awards in the 1000 and 1300 cc areas, both on tarmac and on the loose. They have proved amazingly resilient and reliable as well as indecently fast on occasions. (John Haugland's performance on last year's Circuit of Ireland, an event hardly suited to the Skoda, remains a very pleasant daydream, and Maarku Saaristo's drive in November a memory to cherish for a long time.) However, the factory have a very enthusiastic bunch of engineers, and it did not take much badgering from the drivers to spur them into action developing the hitherto experimental ohc six-cylinder engine that had been lurking in the engine shop for some time for possible use in the Skoda "outright rally winner." There are now two versions of this engine available, a 1997 cc unit which gives a reliable 163 bhp at 6000 rpm and a 1771 cc version, fitted with a different crankshaft that produces 154 bhp at 6250 rpm. Both engines are at present on carburetters (twin 45 DCOE Webers) and the camshaft is driven by a toothed belt. There is also a 24-valve version under development. At the same time a new shape has been designed retaining the Skoda family resemblance but being much lower and lighter. The result is a startlingly aggressive coupé which is not directly reminiscent of anything, yet brings to mind the best of Alpine and Davrian, while still retaining the essentially Skoda identification. The body is of steel unitary construction, but aluminium and glassfibre panels are incorporated. Many of the components not surprisingly come from the production line. The front suspension and steering gear is essentially Skoda 100 considerably beefed up, but the rear suspension has been specially designed for the car—it is independent incorporating trailing arms and spring/damper units. Power goes through a five-speed gearbox via a limited slip differential. The driveshafts have constant velocity joints at both ends. Radiator and spare wheel are front mounted. Significantly the total weight of the car in full rally trim is a mere 800 kgs, which gives a very approximate 230 bhp per ton . . . healthy indeed. John Haugland has already taken delivery of one of these cars and is at present testing it in Norway on snow and ice . . . and there is a strong possibility that at least one of these cars will be appearing in some British events this year . . . one is left to wonder who would come second to Saaristo.



Markku Saaristo—a combination of his phenomenal ability and this car may prove irresistible.

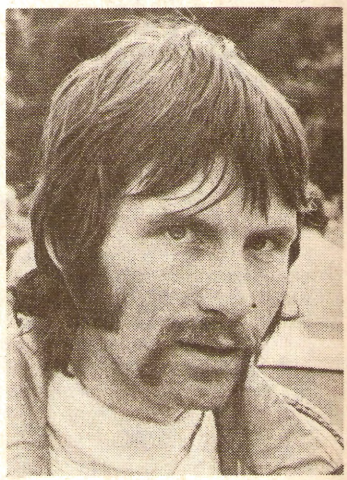
IMPROVED SCOTTISH RALLY CHAMPIONSHIP

First five dates firm—new capacity regulations

Although there have been unscheduled delays in completion of details for the 1975 Scottish Rally Championship, (not actually called as such), due to the inconsistencies of the major sponsors' board meetings, we now have fuller details of the proposed series. The first five rounds have all been given firm dates and they are as follows: Snowman, February 1; Valentine, March 1; Hackle, March 15; Granite City, April 12; and the Scottish, May 31 to June 5. The Valentine, originally scheduled for March 30 has been forced back to the first of the month due to Easter being one week in advance and the requirements to have Loch Ard Forest available for pony trekking activities. The novices section of the championship, called the "Challengers" section, will consist of seven or eight events, made up of the non-RAC championship rounds plus a couple of rallies principally for the challengers (though all registered competitors will be eligible). The Hackle, Granite City, Jim Clark Memorial and the Burmah will, therefore, not count for this section, though challengers may still put entries for these events. The championship will be divided into four capacity classes of up to 1000 cc, 1000 cc to 1300 cc, 1300 cc to 1700 cc and over 1700 cc. The 1700 cc limit has been made to deliberately separate drivers with full-blown Escort machinery from drivers with standard bore engines. Finally, the series will be open only to drivers and co-drivers born or resident in Scotland.

DOT's Tony Pond: into the cold

As earlier rumoured, Tony Pond will definitely be going to Finland for the Marlboro Arctic Rally. He will be taking a cross-flow group two DOT Opel Ascona and will be partnered by Mike Broad. Their entry was arranged by the Finnish Auto and Touring Club and will be sponsored by Marlboro Finland. Tony hopes to leave for Finland as soon as possible after the Racing Car Show to acclimatise (practising being forbidden), and says of Finland "it is the only place to learn." At least 14 days of snow driving with a maximum stud limit of 150 per wheel must be just what the doctor ordered and should give Tony an advantage over less ambitious rivals when he returns for the first round of the RAC Championship.



Tony Pond — far out.

now for something . . .

After a lengthy "now we see it, now we don't" session, the long-awaited 1900 cc Kadett is finally putting in an appearance, albeit a static one, at the Speedshow which opens at Olympia tomorrow, where it forms the central showpiece on the DOT stand. The attractive little coupé is fitted with the "club" engine that has done sterling service in the G2 DOT Ascona throughout 1974. However, if all goes to plan, by mid-season the little car will be fitted with a competition version of the Broad-developed turbocharged engine which is at present offered for sale in the Turbo-Manta. Tony Fall has this to say: "I feel the Kadett has a great future not only on rally special stages but also as a racing car. For 1975 we will be concentrating on the Kadett although we will continue to run Asconas in international events until the Kadett is homologated. The 1975 RAC Rally Championship is wide open and I am sure that Tony Pond, following his fine second place this season, can go one better with the new Kadett."

Lancia Stratos — the new Alitalia livery



If you can imagine what an Alitalia DC9 looks like, you will have no trouble recognising the latest Lancias.

An Alpine for Boyd

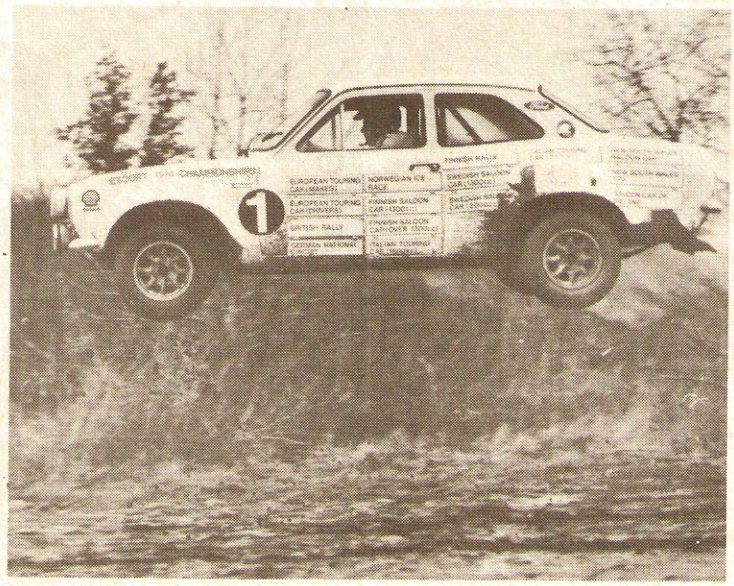


Rumours have surrounded Adrian over the past weeks concerning his transport for this year, and it is still by no means certain that he will stay with this car through the season. "It" is the ex-Geoff Sheppard Alpine that has been in the care of Paul Martin since last used on the Circuit and now the property of Boyd. If he and "it" get on together, a new 1800 cc mill from Dieppe may follow.

Broadspeed on Tour

The Tour of Dean should see the first appearance of Donald Heggie's new IDEM Broadspeed Escort. After another test session at Bagshot with new rear hubs, halfshafts, crown wheel and pinion and revised rear links (after some breakages with the original set-up a week previously) the modifications proved fully satisfactory, and driving of the car only stopped when the shock absorbers were used up. Final financial details are still to be completed but, at the moment, the new IDEM car looks almost certain to make its debut appearance on the Tour of Dean.

Yumping for joy



Ford have pointed out to us that in 12 short months Escort pilots throughout the world have won no less than 15 national and international championships . . . lesser known achievements include the Norwegian ice race championship, the Italian Touring Car Championship, the New South Wales Saloon Car Championship, and Saloon Car of Ireland among other more predictable titles. Pictures of rally cars come and go but we thought this one was fairly unique. Finally, we are not told who is sitting up there preparing for the "flare out" but our vote goes to a certain Mr John Taylor.

News from British Leyland from Olympia to the forests

British Leyland confirmed last week that Brian Culcheth has been entered on the forthcoming Tour of Dean (January 12) to drive the group two Dolomite Sprint originally built for the RAC Rally and now comprehensively rebuilt from its jousting tournament with a tree. The car can be seen currently at Olympia until January 11. Leyland's big problem would appear to be getting the car from the Castrol display at 6 pm on the Friday and along for the Tour of Dean scrutineering by 6 am the following morning. Leyland's first major UK rally will be the Welsh, but between now and May ST will be entering forest rallies at every opportunity to give the team extra in-the-field practice.

Drummond—1975 plans

Yorkshire driver Tony Drummond plans to tackle the RAC Rally Championship this year after his successful 1974 season in the Castrol/AUTOSPORT series. Drummond has not yet announced a regular co-driver for this year but commented recently that there are "a few irons in the fire." Time and sponsors permitting, Drummond also hopes to tackle some foreign internationals with his self-built and prepared car.

Howden's car

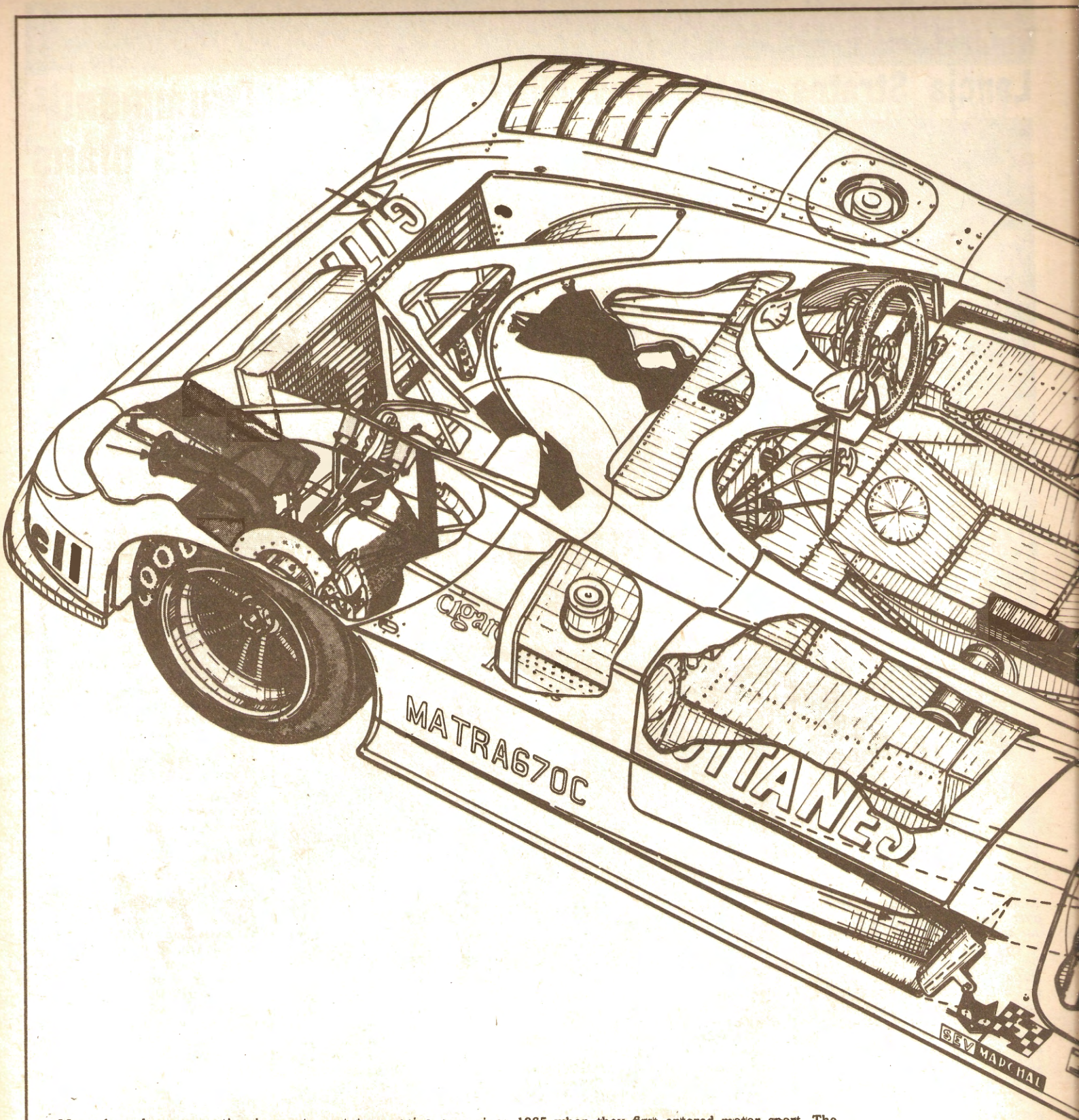
Jim Howden's plans for 1975 are now about almost complete with sponsorship from Murchie's Scotrad (George Thomson). The Escort, which was built and developed last year by chief mechanic Stuart Gray, is in the process of a complete rebuild. The suspension is fully modified with Bilstein shockers front and rear with a twin link rear suspension and special springs set-up further developed by Gray to suit the driver. The engine has been rebuilt to full Cosworth specifications and power is transmitted through a Jack Knight 5-speed box to a ZF axle.

Valvechatter

We have received regulations and details of the Redditch and District Car Club's Valvechatter rally (hit by last year's fuel crisis) which is to take place on January 25/26. In order to cater for more people, the organisers have introduced new capacity classes with special awards for G1 cars. The trophies have been provided by the sponsors of the event, Brooklyn Garages (Worcs) Ltd. The event will start from here (Beoley Road, Redditch) and finish at Cheltenham. Total mileage will be approximately 190 and the first car will leave at 22.00 hours. The rally will contain selective sections.

Skating Setback

The Scotsman's plans for the running of a "motor sport on ice" spectacular later in January (details of which appeared in these columns some weeks back) have taken something of a setback. Roger Clark, who was to have put in an appearance at Murrayfield, has decided that Kenya calls at that time; and Donald Heggie, whose presence was being greatly looked forward to, will be attacking the Tour of Dean in his new Broadspeed Escort. However, the irrepressible Willie Crawford has agreed to step into the breach even though he says that he's useless in Minis as his knees hit his chin. . . .

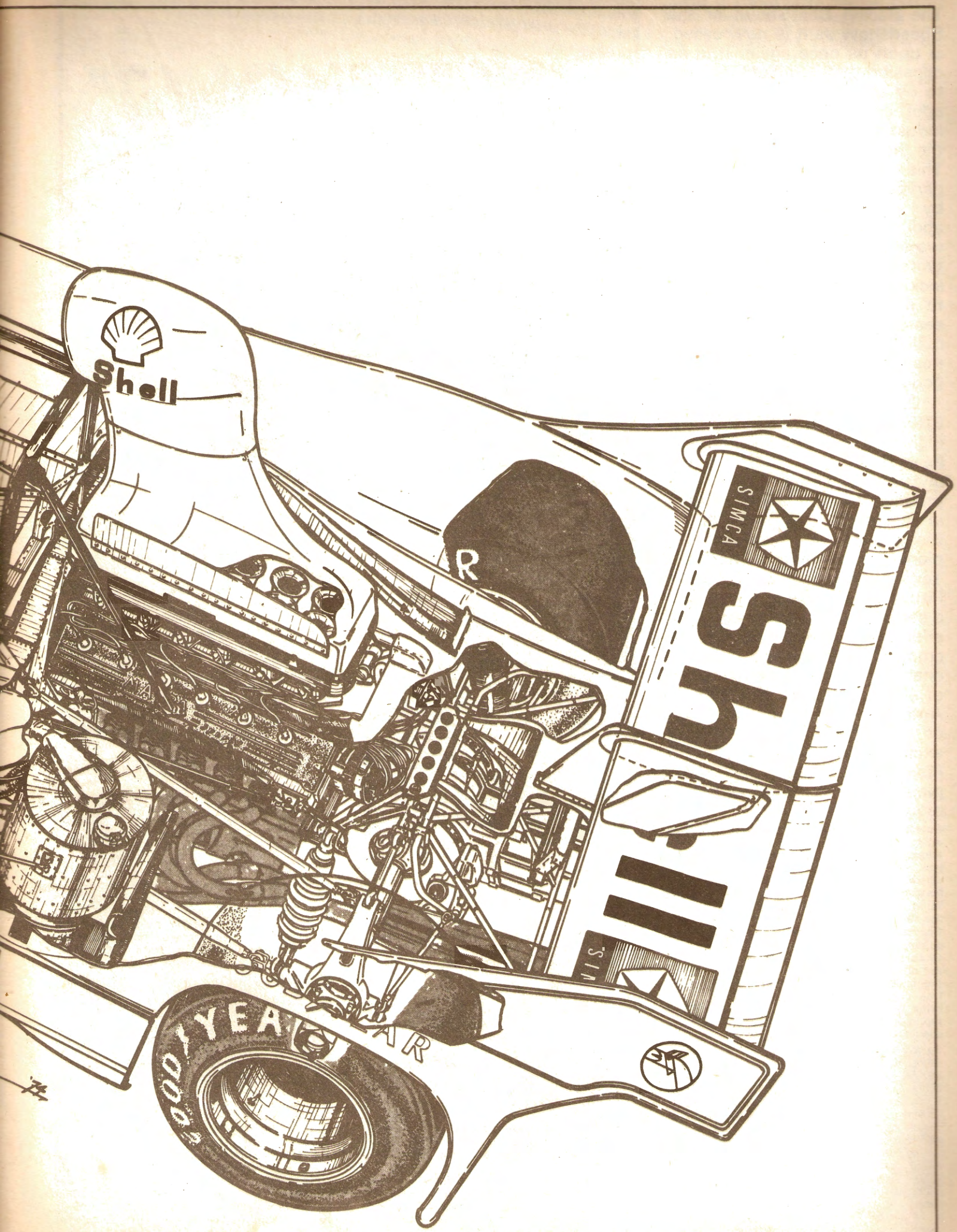


Matra have been competing in sports prototype racing ever since 1965 when they first entered motor sport. The early efforts of a Renault-engined Matra Djet 5 has progressed through the infancy of a 2-litre BRM-powered MS620 sports prototype up to the MS670C; a car that has achieved so much success for the French company in the space of two and a half years that it has become a legend in its own time.

The MS670 first graced the race tracks at Le Mans in 1972 when a trio of these raucous machines, supported by an earlier MS660, attempted to achieve the feat of winning the prestigious Le Mans 24 Hours race for the glory of France. Despite an early mishap to their lead car, the remaining two MS670s succeeded where many thought they would fail. It was the only race the French cars were to contest that year.

No longer involved with their Formula 1 programme, the following year saw a concentrated effort on the World Championship of Makes and an interesting confrontation with Ferrari (the previous year's champions) ensued. Unlike 1972, the driving force became all-French for an initial two-car effort. In nine championship races, the Matra-Simcas were victorious in five, taking victory at Le Mans once again and adding Vallelunga, Dijon, Austria and Watkins Glen to their ever-growing victory role. It was significant that the combination of Henri Pescarolo/ Gerard Larrousse were instrumental in all of them, and they narrowly defeated Ferrari for the championship honours.

Last season was more or less a continuation. In fact, save for the first race at Monza, where their two cars surprisingly failed, the MS670B/C sports prototype variants have dominated the world of sports car racing. A particularly notable achievement was winning Le Mans for the third time, on each occasion with Pescarolo at the helm. They took the series for the second time and, on reflection, have well and truly proved their point. Kyalami was their last public appearance . . . for the time being at least.


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The best, most important Racing Car Show ever...

AUTOSPORT'S COMPREHENSIVE GUIDE

The Racing Car Show, or the Speedshow as it is now called, is upon us once again. It is an occasion that is looked forward to by all of us involved in the sport as it is a showcase for the industry, and serves to gauge the health of its participants. This year, despite an all-pervasive gloom only rivalled by the despondency that abounded at this time last year, we find that the industry is, at worst, very much alive and kicking, and at best is preparing to move forward into another season with a new attitude of realistic optimism and awareness that can do nothing but good.

Organised jointly by the BRSCC and the SMMT, the high quality of the exhibitors is headed by the motor sport divisions of some of the most prominent motor manufacturers in Europe. Central feature car of the show is the world championship winning Marlboro Texaco McLaren of Emerson Fittipaldi, but this is flanked by a sea of colour representing the efforts of some of the most eminent brains in the land. To enable you to get the best out of a fine exhibition at Olympia, Autosport has compiled a list of the prominent exhibitors explaining the nature of their displays . . . and what better place to start than with our own stand. . . .

Autosport (28). Wander over and chat to/argue with your friends at AUTOSPORT, buy a magazine, browse through *Autocourse* and pick up full details of our competition in which you can win a race or rally Escort Mexico. All this and a chance to see Chris Witty and Ian Phillips out of captivity (for the duration of the show). Don't miss it.

Cheetah Racing Cars (51). See constructors' guide.

Gitanes Matra (77). Here you will find one of the all-conquering French blue sports cars as the main exhibit. Also on the stand will be free cigarettes and stickers (be advised to bring a separate basket for the latter) and replicas of the winning Matra, which, it should be added, are not free.

Spax Ltd/Reynard Racing (56). Adrian Reynard's brand new FF 2000 will be the central feature of this display. The car is being sponsored by Spax and "Triple C," and is to be driven by Spax's sales manager, Jeremy Rossiter. Naturally there will be a selection of shock absorbers to look at in addition.

Truck Developments Co Ltd (127). The Essex-based company are exhibiting at the Speedshow for the first time, and this coincides with their announcement that they have taken delivery of the first customer Lola T342 to be let out of captivity. It will be entered for both the Silverstone and the Brands FF championships. Also on display will be a bus, a Leyland Super National, fully equipped as a business commuter. TDC can fix you up with a number of personalised packages including hospitality units, banks (without money inside), etc.



You can get all the T-shirts you ever wanted.

Roland Kerr Ltd (12). The lamp bracket manufacturers will have a complete range on show for your inspection.

Nicholson McLaren Engines Ltd (52). For the coming season, this famous company will be continuing their DFV and Atlantic engine work, but they are also diversifying into F5000. An example of the latter engine, plus the Atlantic unit that Richard Morgan will be using this year, are on the stand.

Autocar/Thoroughbred and Classic Car (15). The bastion of IPC has as its central attraction Mike Salmon's Project 212 Aston Martin which won the 1974 *Classic Car* Championship. You will be able to buy those magazines there as well.

Club Equipment Ltd (109). This company specialises in the manufacture of component accessories and service tools for the sporting enthusiast and includes such items as roll cages, lamp bars, Ford tie bars, outboard turret kits and spare wheel carriers. The range of tools include BLMC flywheel pullers, Ford slide hammers and oil seal tools. New lines at the show include a valve spring compresser and various bearing removal and refitting tools.

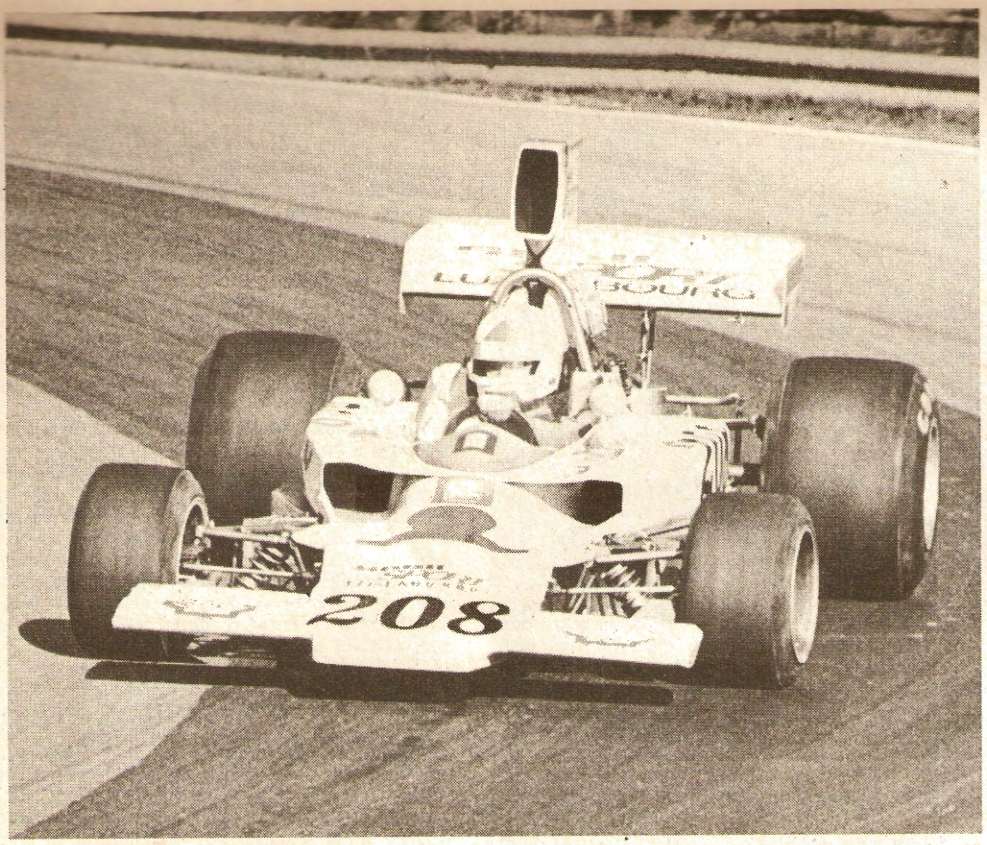
V. W. Derrington Ltd (29). The famous Kingston-based company are showing a representative sample of their work in the tuning field, including Weber kits, inlet manifolds, anti-roll bars, camshafts, car seats, and many other goodies.

BARC (31). Of great interest on this stand is the principal exhibit, Patrick Depailler's European F2 winning Elf-March 742, which is primarily there to publicise the return of the international F2 circus to Thruxton on Easter Monday. It is definitely going to be a busy year for the BARC and programmes of their events and details of how to join will be available.

J. C. Withers (Winsford) Ltd (115). Principal attraction here is the Hot Rod Escort prepared by Withers for Richard Lee who races mostly at Hednesford. The firm are hoping to be able to exhibit as many goods as possible on their stand, both for use in Hot Rodding and rallying.

DTV (37). This highly successful outfit needs little in the way of introduction to the racing and rally man; however, they will doubtless find the exhibits on stand 37 of the most compelling interest; for DTV have chosen this particular venue to launch a new Firenza called the CTC. Based on the existing "droop snoot" version, the CTC is fitted with a 16-valve twin cam engine developing around 230 bhp. The car has been developed by Chris Coburn from the one he used to win the Tour of Mull a few months back. However, it is anything from a stark competition wagon, for such refinements as steel sunshine roof, rear seat belts, complete in-car entertainments system, and an automatically retractable aerial are all part of the fun. More serious additions include gas-filled shock absorbers, rear anti-roll bar, higher ratio steering rack, laminated screen, BCF fire extinguisher etc. Anyone for Group 1? Also on this stand will be Will Sparrow's RAC G1 winning Magnum, and Gerry Marshall's all-conquering 16-valve Firenza. A full range of DTV Sport parts will also be on show.

Ranger Automotive Co Ltd (42). Main feature here is the Cub, an exciting all-new three-wheeler based on your granny's Mini 850. The body is of impregnated glassfibre, and there is a separate space frame chassis to hang it on. Its looks can best be described as an acquired taste, but you can find out about its undoubted advantages on the stand. Also present is the Ranger, by comparison quite an attractive-looking device, which requires your granny's ageing 1100/1300 as its base, and it sits on four wheels. Body is



Radio Luxembourg are the show sponsors. This is Lella Lombardi in one of their cars.

again glassfibre, and similar construction techniques are used. The Ranger has been around for two and a half years now and remains essentially unchanged.

Ford Motor Co Ltd (69). A certain amount of speculation still surrounds the likely exhibits here; however, it seems more than likely that there will be three competition Fords present, Makinen's RAC Escort, plus two others to be finalised as we went to press. The 3.4-litre 24-valve V6 will be on show, as will a comprehensive range of RS accessories. After gazing in awe at this spectacle, there is a chance to show off your latent skills as a rally driver, courtesy of an IBM computer which should provide some amusement.

Caterham Car Sales (39). The Finchley and Caterham-based company will have on show the car for which they are famous, the Caterham (Lotus) Super Seven; (the series three has been accepted for Modsports in 1975) and there is also likely to be a TVR on the stand.

Mathwall Engineering (102). One of the leading G1 exponents, Mathwall are showing as their main exhibit a well-developed 180 bhp turbocharged BMW engine suitable for right-hand drive four-cylinder BMWs. There is a moving cutaway of the Mazda RX3 rotary engine, and throughout the duration of the show the company are offering a 20 per cent reduction on the recommended retail price of Konis and Bilsteins, Hella lighting equipment, 100+ road wheels and Moto-Lita steering wheels. Details of various economy and chassis tuning kits will be available.

Spartan Car Company (58). The Spartan has appeared in the pages of AUTOSPORT before, so there remains little to add save the fact that the car is now to be made available as a complete article rather than solely as a kit. They are now offering their own chassis, so eager owners are not now limited to the Herald and Vitesse components.

Continental Sports Car Sales (35). The sole concessionaires for Sbarro, this company is showing the Sbarro replica BMW 328 for the first time in this country. The car is actually manufactured in Switzerland, and Franco Sbarro, the boss of the project, was a former chief engineer for Scuderia Filipinetti. He also used to build Lolas under licence for Jo Bonnier. The 328 has a glassfibre body and a space frame chassis.

The Aylesbury Tappet (110). If you want to buy FPT racewear, Griffin helmets, Moto-Lita steering wheels, Mobelec electronic ignition, Metcom intercoms, Finnsport jackets, Britax harnesses, Minifin brake drums, Radartecs, 100 watt halogen bulbs plus many other goodies, you need look no farther than stand 110, and there is much more besides, back in their two shops.

Aley Bars Ltd (47). Just a small selection of their massive range of roll-over bars and cages will be on show, including a specially styled "aerodynamic" version, as well as the FIA Supermaster, a maximum safety cage, making an appearance for the first time.

Mercia Promotions (126). This is T-shirt country, and Mercia will print any name, team, club or company on a T-shirt, and they can provide transfers depicting the insignia of various manufacturers to go on as well. The resulting extravaganza is durable and washable.

Silverstone Circuits/BRDC (26). Here you will get the first opportunity of buying Grandstand and other tickets for the John Player Grand Prix at Silverstone on July 19 and the *Daily Express* International Trophy on April 13, the latter being a Formula 1 meeting in addition. Posters and stickers for both events will be available for the first time plus full details of the Access Tourist Trophy to be held on Sunday, September 28, and the European F2 championship meeting on Sunday, August 31. There are also some details of the John Player motorcycle GP to be held on August 9/10. A national and international fixture card will be available, plus the usual details of BRDC, BRDA and the Silverstone Club.

Racing Gearbox Centre (49). Official Hewland agents and stockists specialising in the sale of spares and in the service and maintenance of Hewland boxes.

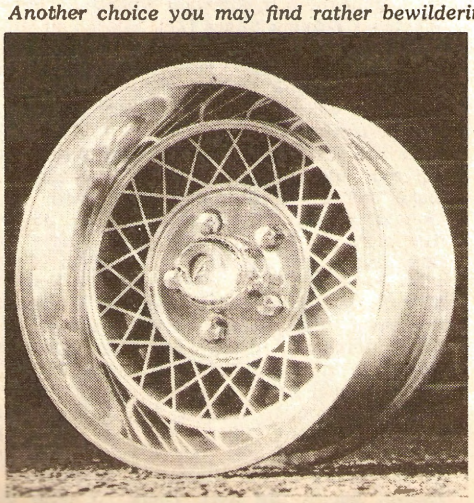
Renault (55). The French firm is taking great interest in the Speedshow and on various stands they will have on display Neil McGrath's Martin Group Renault 5TL; the Alpine-Renault-Elf 2-litre which won the prototype European Championship; the R17 Gordini (Therier's car) which won the SCCA Press on Regardless, and a ready-to-race Renault 5, illustrating how little one has to do in order to compete in one of these cars. Throughout the show a short colour film of the 1974 series will be projected on the Renault stand. There will also be a selection of sports accessories for Renaults on show.

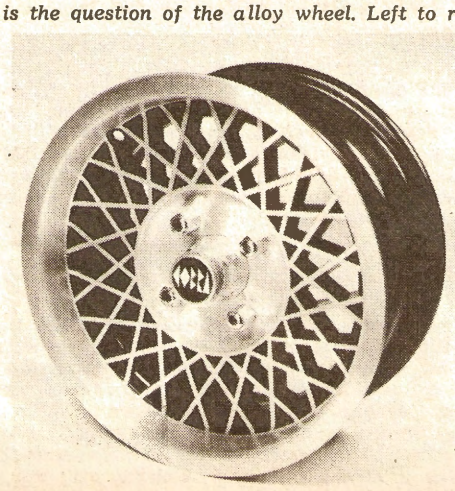
Guyson International Ltd (41). The latest Guyson V12, now with a Targa top, is the principal exhibit on stand 41. The car, based on the running gear of the V12 E-type, was designed by William Towns, and its engine modifications which include new inlet and exhaust systems and six twin-choke Webers were carried out by Forward Engineering Ltd. Maximum power is said to be in the region of 400 bhp. The car is being shown to let would-be customers see the "production" version at first hand, and to draw attention to Guyson Beadblasting equipment as used by an increasing number of performance tuning specialists.

Piper FM Ltd (40). It is not all cams, exhausts and inlet manifolds at Piper these days, for on display will be such complicated apparatus as portable water dynamometers, the Zellachron time measuring range, etc.

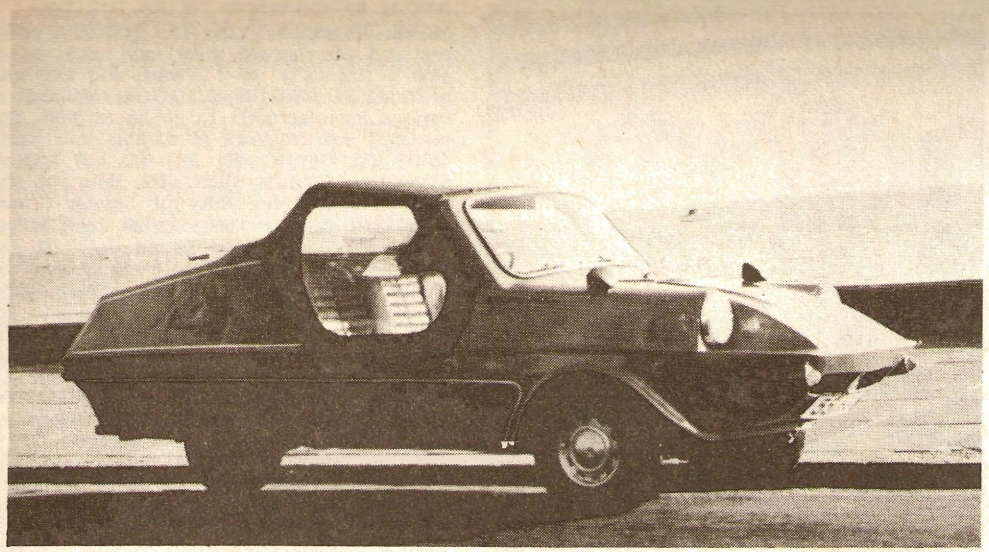
Skoda (76). John Turner's impressive Skoda Chevrolet will be here, along with a works G2 120S rally car similar to the one which won its class on the RAC. The firm's works autocross buggy will also be putting in an appearance for the first time in this country, having had a successful season in off-road events on the Continent. As the price of rallying has soared, so interest in the Skoda as a rally car has increased in this country. Skoda GB are not unaware of this, and a

Another choice you may find rather bewildering is the question of the alloy wheel. Left to right: Wolfrace, John Brown, Campagnolo.









The Cub . . . fire it up and head on out for the sunset.

number of G2 replicas, works-prepared, are being offered for sale. Rally enthusiasts will also be able to get more information on the incredible RS200 rally car which Skoda have had up their corporate sleeve for some time now. The pictures and the specification are little short of sensational.

Bateson Trailer Ltd (45). With 35 years of trailer-making experience behind them, Bateson bring a lot of expertise to the show. They manufacture a comprehensive range of trailers, two of which, the 10.15/11.15 and the 13.20 will be on display for evaluation.

Lenham have a hard top for it, and if they don't, they can soon make one. Various permutations are always available for cars as diverse as the Alfa Romeo Duetto and the S1 Elan. They also manufacture bonnets and boot lids.

Janspeed (23). The acknowledged masters of induction and exhaust equipment, Janspeed will be displaying a selection of manifolds, cylinder heads, carburetter kits and camshafts, with particular emphasis on Datsun products, their current line of development. Star of the stand, however, will be the engine

will be on show at the stand.

Motor Circuit Developments Ltd (4). Plenty of posters, pictures, souvenirs and stickers on sale here. In addition there is a new 64-page circuit guide and fixture list covering Brands, Mallory, Oulton and Snetterton; sales of season tickets for all four circuits, as well as grandstand seats for individual meetings, enrolment for free membership to Speed International, the race spectators' privilege club, and, of course, the chance to catch a glimpse of John Webb.

Road and Race Accessories Ltd (49). Here you can find all the things that the well-dressed race or rally driver should be seen in; plus Heuer timing equipment, Hydron anti-mist visors, fire extinguishers and life support systems.

British Leyland ST (59). Two Dolomite Sprints will form the vanguard of Leyland's showpiece. The first is the familiar Broadspeed-prepared G1 version which carried off the manufacturers' award in 1974 driven by Andy Rouse; second is the G2 rally version with which Leyland plan to make a comeback into the rallying scene during the coming year. The car will, of course, be driven by Brian Culcheth and entered under the Team Unipart-Castrol banner. There is also an example of ST's latest work with the Marina on the stand. The car is resplendent in air dams and spoilers, the work of recent wind-tunnel testing for which some very interesting fuel savings are claimed. The car is also fitted with one of the new "Pluspac" conversion kits which boosts engine output to 112 bhp.

Magard Ltd (130). A bewildering selection of quality alloy wheels plus a selection of their own range of specialist rally equipment including the Vulcan sumpshield, a wiring loom







Left: This handsome lad has really "got it together" in Leston's ski jacket. Second left: Recaro's superb recliner. Right: The Corbeau GTB range.

Prices start at £176.

Plaistow Pictorial (132). On offer for sale will be a myriad of prints and posters. Prints of 1974 racing machines, aircraft, ships and trains in both colour and black and white will be available at prices ranging from 30p-70p.

Wolfrace Wheels (30). Latest addition to the range, and on show, will be the "wire mag." It is of one-piece construction, features safety ledges, and was designed for use with tubeless tyres. Other wheels in the range will, of course, be available for inspection.

Allard Engineering Ltd (43). One of the leading specialists in supercharging for many years, Allard have some interesting installations on show. There are both turbo and supercharger installations for the Ford 2000 SOHC engine, while there is also a Ford Capri on the stand that has been prepared to hillclimb specification with the fitting of a "blown" Rover 3.5-litre V8. Over 300 bhp is claimed. The other major exhibits consist of camshafts, something the company has been associated with for some time.

Lenham Motor Co Ltd (10). If you own a soft top sports car, it is almost a certainty that

used in the Dutch Championship winning Sunny that was prepared by Janspeed.

Gordon Spice Ltd (65). There are few places where you can find such comprehensive competition wear as is available at Gordon Spice, the leading cash-and-carry wholesale concern. The stand is just the tip of the iceberg, but there are Griffin helmets, Linea sport race wear, IGD visors, Metcom Intercoms and the latest Fire-eater life support system. In addition there is Mangoletsi tuning equipment, Wimble motor racing insurance, Mobelec transistorised ignition, etc, on display.

Marlboro Team Texaco (14). This is the place to be for jackets, T-shirts, stickers, hats . . . become a free advertising hoarding and get yourself in the winners' circle with MTT.

Tech Del Ltd (64). Ten years ago, Tech Del first came out with the ubiquitous Minilite Magnesium wheel which has proved itself an almost mandatory piece of equipment for serious competition. The company have, however, just announced the introduction of an alloy sports wheel, similar in appearance to the Minilite. It is now available for a large number of cars in many different sizes and

and quick-release lamp turrets and an outboard turret kit. Magard are also UK agents for Campagnolo magnesium wheels.

Westover Driving Shoes (17). Boots and shoes are what you will find here for racing, rallying, karting or just motoring. Top of this particular league is the triple-laminated Nomex boot which must be the ultimate in hot foot protection.

Page and Moy (33). The overseas motor racing tour specialists will be in attendance to make immediate bookings, and there is a 48-page brochure giving details of the 33 tour itineraries to 11 GPs and two Sports Car races during the season. The spectrum is very wide, ranging from a weekend in Le Mans to 17 days in South Africa. There is a competition open to all visitors on the stand as well.

Barry Merchant Ltd (8). This company are the official sales and distribution agents for UOP Shadow team gear, so that is where you will find the attractive T-shirts, etc, of the American oil company. There will also be an F1 car on the stand and Tom Pryce is rumoured to be putting in the occasional appearance.

Dutton Sports Ltd (54). There are now two

Duttons to choose from, and both will be at the show. There is the B Plus, based on the original B-type, and the Malaga, which was designed originally for the American market and is fitted with a Ford V6 engine. Both models are available as assembled body/chassis units or as a complete rolling chassis requiring only engine and gearbox.

Ian Richardson (Racing) (122). Ian Richardson are well known for their specialist work on V8s, principally Ford and Chevrolet for road or track use. Specialised exhaust systems can be made up to customer requirements, and a full range of "V" parts and accessories are always kept in stock.

Oselli Engineering Ltd (22). The well-known Ford and BL tuners will have a full range of equipment on show including heads, cams, exhausts, carburetter kits, pistons, bearings, valve gear, etc.

Penthouse Go Gear (19). Largely self-explanatory; if oggling at "pets" is your idea of fun, head for stand 19 and join the queue . . . drool! drool!

Wood and Pickett Ltd (63a). Here you will find "nudge" bars for Fiats, Fords and Minis, the world-famous Recaro seats, and, of course, the Margrave Mini—a personalised creation, the specification of which includes Connolly hide upholstery, electric windows and sun roof, Recaro seats, new grille, and a Janspeed engine conversion.

Symonds (Distributors) Ltd (11). As specialists in the supply of rosejoints, a comprehensive range will be available for sale at this stand.

Patrick Stephens Ltd (2). A fine selection of top quality books are being exhibited here, and typical highlights include "The Le Mans 24-hour Race 1949-1973," "American Automobile Racing," by A. R. Bochroch; the "Castrol Rally Manual 3," the "FIA Year Book of Automobile Sport," "The Racing Porsches," etc.

American Automotive (106). Though they will be concentrating firmly on selling stickers, sew-ons, key fobs, model kits, etc, at the show, this company do have a serious side which is complete service for owners of American cars, from full race engine building to insurance cover.

Sperex Sales RSD Importers and Exporters Ltd (114). Chain lube? Anti-seize piston coating? Copper gasket cement? VHT engine enamels? Track bite compound? Mag lac clear coating? Racers wax? Window tint? Fan belt spray dressing? Look no farther.

Les Leston Products Ltd (68). Clothing, pit signal equipment, Robotimer timing boards, stop watches and data boards form the bulk of the display here. Wool TT racing suits are new for the show, as are mechanics' overalls, children's overalls, ski jackets, Mike Hailwood "Mike the bike" jackets, and the Alpina jacket range . . . you don't like rally jackets? . . .

Richard Grant Accessories (21). Great emphasis on goodies for imported cars at this stand, and the line-up includes wheel spacers, centre caps, nuts, lowering kits, front quarter bumpers, etc. New for the show are a range of front and rear spoilers and air dams made of glassfibre, suitable for most popular cars.

Corbeau Equipe Ltd (25). These seats have an impressive reputation both on the track and on the road. The GT8 seat is used in "90 per cent of all competing cars" in Supersaloons, and the very popular GT4, 5 and GTA range is now available in six colour choices. Latest additions to the range at the show are the GTB models, either as a fixed backrest or a recliner. An adjustable headrest is an optional extra.

Castrol Ltd. It will be difficult to miss the Castrol stand as it adjoins the central feature of the exhibition, and there are no less than nine cars and two motorcycles on it. There is Stuart Graham's Castrol Anniversary championship Camaro, Barry Lee's World Championship winning Hot Rod Escort, Barry Williams' Group 1 Mazda RX3 and Mike Sayers' Impact Dragster. One of the bikes is reported to be Barry Sheene's MCN Superbike Championship winning Suzuki. A shop, selling the full range of Team Castrol competition clothing and accessories, together with rally manuals and other publications, completes the display.

John Brown Wheels (120). This company is exhibiting and selling a vast range of road, race and rally equipment, with the emphasis on wheels, steering wheels and seats. Latest addition to the range, and new for the show is the Cobra "Wire X" spoke pattern wheel, an alloy replica of the traditional wire wheel.

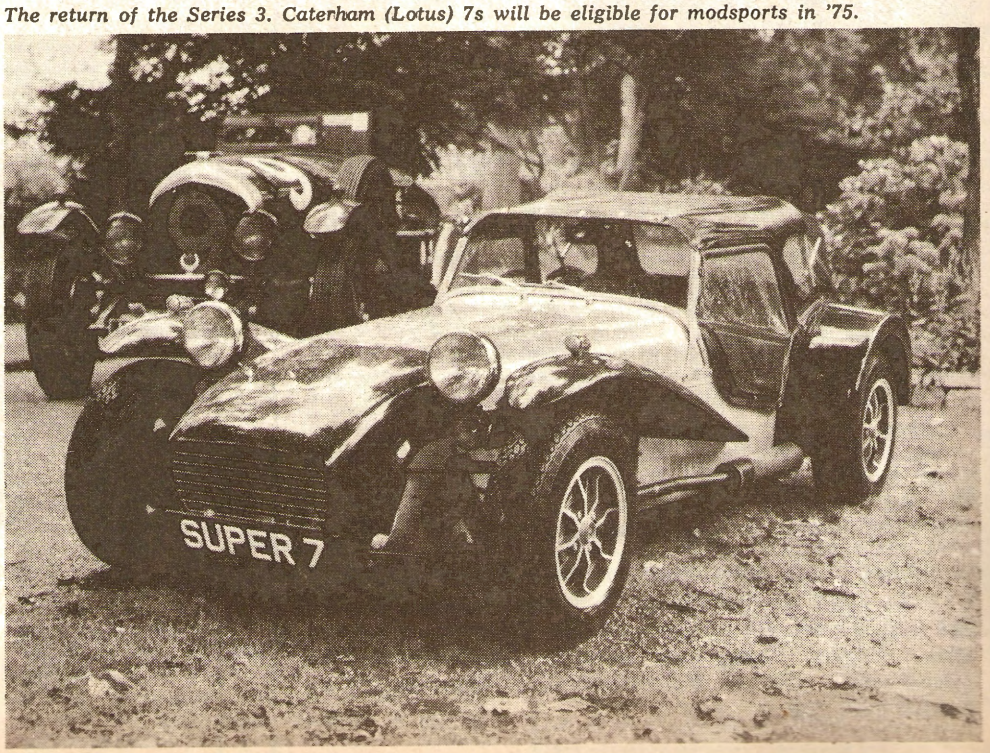
Rose Bearings (48). The manufacturers of the world-famous rosejoint are exhibiting rod ends and spherical bearings incorporating their patented "Uniflon" type "R" self-lubricating liner material. There will also be a range of high misalignment units there which apparently cope with most angularity problems. Rose are also showing their standard metal to metal bearings together with lock nuts and dust shields.

Radio Luxembourg. The sponsors of the show cover one whole end of the balcony area at Olympia. Two Lola F5000 cars of Tom Belso and Lella Lombardi, together with Dennis Priddle's "funny car" form the main static display. However, part of the stand is being given over to broadcasting. Every lunchtime and evening over the duration of the show, the Luxembourg DJs will be recording their programmes from a specially built studio adjacent to the stage area, from where various celebrities from the world of pop



Ken Tyrrell's youngest son Bob has set up a clothes merchandising operation.

The return of the Series 3. Caterham (Lotus) 7s will be eligible for modsports in '75.



music and motor sport will be interrogated at around 7 pm. Every night, too, our ears will ring to the sound of a live band called "Jigsaw," and they will be playing at the 208 Disco Show. Great news for jazz fans is that Ronnie Scott and George Melly have been fixed up for guest live appearances during the week.

Formula Vee Association (Great Britain) (24). Anything you may wish to know about FV and FSV can be answered here. In addition there is a chance to see the Super Nova FSV built by Fallend Ltd on the stand. John Morrison's exploits in this Super Nova in Europe during 1974 have been reported elsewhere, but the results of his efforts gave Super Nova third position in the 1974 European Super Vee manufacturers' championship. A Formula Vee kit car is also being displayed.

Dealer Opel Team (36). The Kadett is the star of the DOT show this week, and it is the long-awaited 1900 cc version of the attractive little coupé that everyone thought would make a superb rally car with a bit of power. It has been developed entirely by DOT and Tony Pond will be campaigning it on RAC rounds in 1975. At the present time it is fitted with the "club" engine used so reliably last season in the Ascona; but hopefully by mid-season a competition version of the Broad-developed Turbo-Manta unit will replace the normal engine. The Turbo Manta will in fact be there as well, and is reportedly reaching the public in limited numbers at the present time. In addition to these exhibits there will be a representative selection of DOT Sportparts. In this context one must not, of course, forget the Opel Dealers' Cup, details of which appeared in this journal some weeks back. First-class advice and assistance will be on hand.

All Car Equipe (103). Main feature here will not surprisingly be Nick Whiting's Escort 1900 FVC which has taken him to 17 wins this season. But the special tuning centre will have on display a vast number of accessories and Ford Rallye Sport equipment—the majority being at discount prices. Both Nick Whiting and Ray Tunney will be around, accepting orders and offering advice on preparing cars for racing or rallying..

Revolution Wheels (16). Specialists in wheels for road, race and rallying, a wide range of sizes are available (including the rare 12 x 13 and 14 x 13 low pressure alloy competition types). The wheels are pressure diecast and are offered with a choice of coloured centres and attractive, highly polished rims.

Vulcan Engineering (118). Primarily cylinder head specialists, Vulcan also offer a successful engine preparation service, and they have four engines on display: a 190 bhp Ford V6 for road application; a 145 bhp twin cam Ford for autocross, a G1 Camaro mill used by Brian Rice throughout this season, and a 170 bhp Ford crossflow unit (1700 cc) as used by Tom Laffey. In addition there will be a full range of modified cylinder heads for road and race application. On the stand there will also be a range of Ford and BL performance components, certain of which Vulcan manufacture themselves.

Elf Team Tyrrell (128). The team itself needs no introduction, but they are branching out into motor racing fashion in 1975, launching a range of GP sportswear under an exclusive team label. The man behind the new venture is Ken's youngest son Bob, who has established a marketing operation at the HQ of the team in Ockham. Bob tested the GP marketplace with a sales stand at Monza where he introduced the new T-shirt. He was apparently sold out before the race started.

Elf Oil (129). Implying solidarity with Tyrrell, the French company is right beside its British ally. Feature of this stand is the Tyrrell Ford 001—the prototype F1 car designed by Derek Gardner.

Ripspeed (105). Here you will be able to find yet more race and rally equipment including BL and Ford tuning parts.

Low Cost Racing Ltd (67). Exhibiting at the show for the first time in conjunction with their new company, Delta Racing Cars Ltd, the company have long been exponents of Formula 4. Now they have started manufacturing their own cars called Deltas. There is a Formula 3 in the offing, designed by Ray Jessop and known as the RJ3, and its sister car is the IRF4 designed by Ian Read for use in F4. On the stand there will be a video-taped film of a recent F4 meeting at Brands, and it is also hoped to have a Delta MAE engine on show.



Will Sparrow on the RAC. The car, along with other interesting items, appears on Stand 37.

E. R. Howard Ltd (63). A new car polish is the big news from Howard. Marketed under the Autobrite label, the latest car care preparation is called "Sponge 'N' Glo." Also on show is a 1967 Ferrari 330 P4 which has been loaned by the David Clarke organisation, and which will doubtless generate plenty of interest.

GP Speed Shop Ltd (35a). A Ranchero Estate Buggy takes pride of place on the stand, and the new series II Centron is now modified with doors, dash assembly, etc, to conform with continental regulations.

Barclays Bank Ltd (34). This is the only bank to be represented at the show, and it provides full cheque encashment and paying-in facilities every day of the week from 10 am until 4 pm (January 1-4) and 10 am-8.30 pm (January 6-11). On Sunday, January 5, the bank will be open from noon-7 pm.

British Racing and Sports Car Club (5). Pride of place on this stand goes to the championship winning Renault 5TL of Neil McGrath, which was supported and prepared by the Martin Group (Billingham Motors).

UOP Shadow Showcase (71). Central feature here is Jackie Oliver's UOP CanAm DN 4 with a paltry 735 bhp to play with, making it the fastest car at the show. Also there is Tom Pryce's F1 DN3 which came sixth at the Nürburgring.

Ton Tyre Auto Ltd (72). Tyres, wheels and much more. . . .

Think Automotive (24a). A range of oil coolers and thermostatic controls, including dry sump kits.

Custom Car (70). Gasp at the tousled-haired weirdies from Croydon.

RAC (6). Things like membership enrolment and sales of the RAC's touring publications. . . .

Jaycessories (62). Protective clothing, and repairs carried out to "yours."

Alexander Duckham and Co Ltd (104). Duckhams competition men will be in attendance to talk oil and sport.

Apollo Race and Rally Wear (121). Rally jackets, fireproof overalls, etc.

Formula 1 Ltd (119). Massive range of clothing, both protective and decorative.

750 Motor Club Ltd (32). The "leaders in low cost motor sport" will have all the usual goodies on sale and/or on show.

Motor Race Consultants Ltd (49). This is the temporary home of the go-ahead race entry and management company run by Peter Gaydon and Barry Bland.

Triple C (70). Aside from that space frame Mini, there is the ever-smiling crew of Grimwood and the rest to stare at.

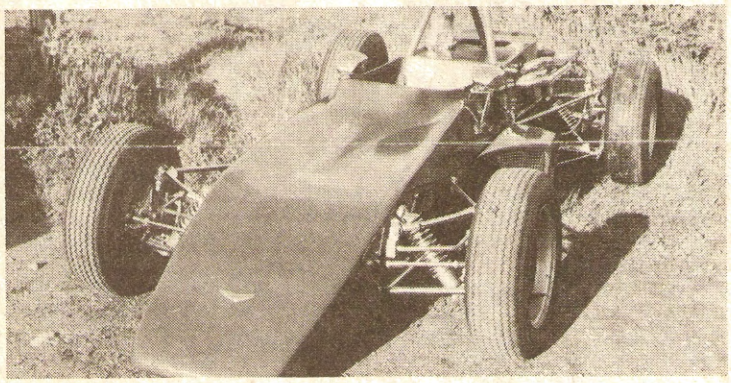
Safety Devices (44). Vast permutations of well-fitting roll-over bars and cages.

Owing to communications problems we have been unable to obtain full details of the following: Arney and Taylor Ltd (117); Astor Club Racing (57); Burgess Products Ltd (6a); Cler-Site (107); Cobra Automotive Products Ltd (100); Fairlane UK Ltd (125); Fewkes Engine Development Ltd (9); Anthony Godfrey (67); Goodridge Racing (UK) Ltd (124); Hobby Supplies (20); Linx Motor Co (50); Macaulay Mann Heraldry (135) and Nicro Leamington Ltd (46). These exhibitors must surely be worth a visit.

SPEEDSHOW 75

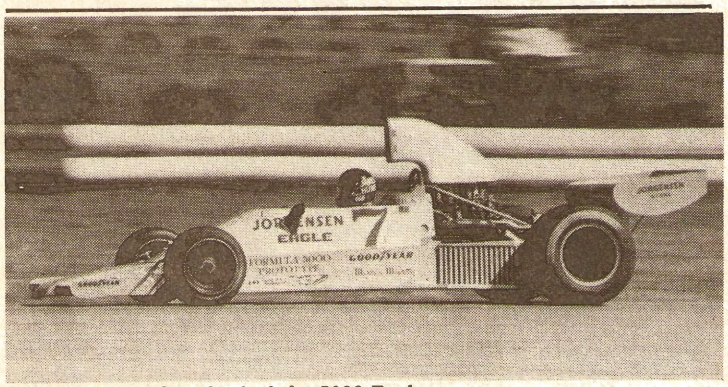


12TH INTERNATIONAL RACING CAR SHOW



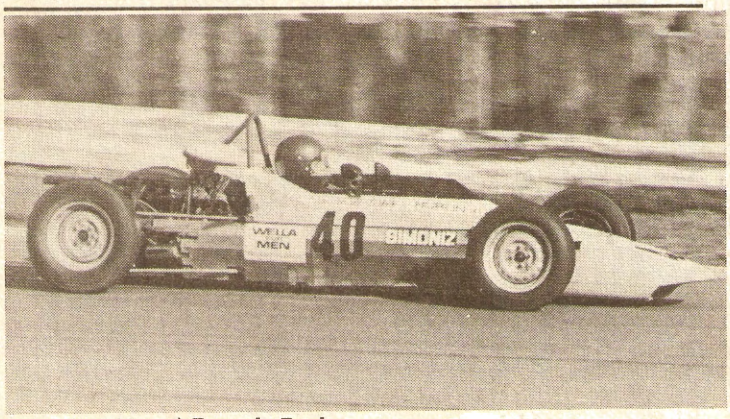
The Alexis Mk 23B Formula Ford model.

ALEXIS: Alexis Cars Ltd, Halloughton Grange, Whiteacre, Coleshill, Birmingham. **Tel:** Furnace End 401.
Designer/Sales Contact: Allan Taylor.
Models available: Mk 23B FF, Mk 24 SuperVee, Mk 25 FA/F3.



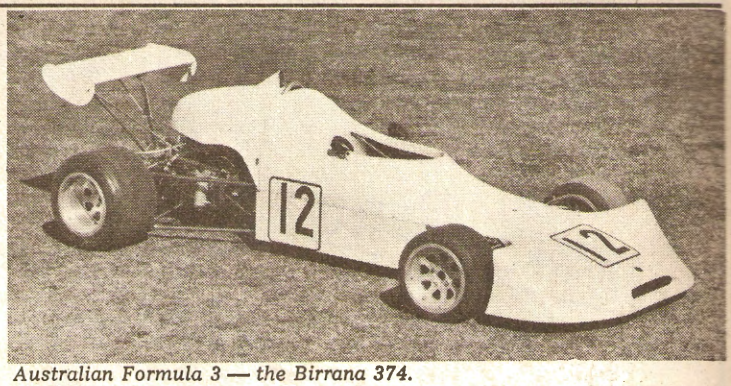
James Hunt at the wheel of the 5000 Eagle.

AAR: 2334 South Broadway, Santa Anna, California. **Tel:** (714) 540 1771.
Designer: Roman Slobodynskyj.
Sales Contact: Dan Gurney, Don Markland.
Models available: Indy Eagle; Formula 5000 Eagle.



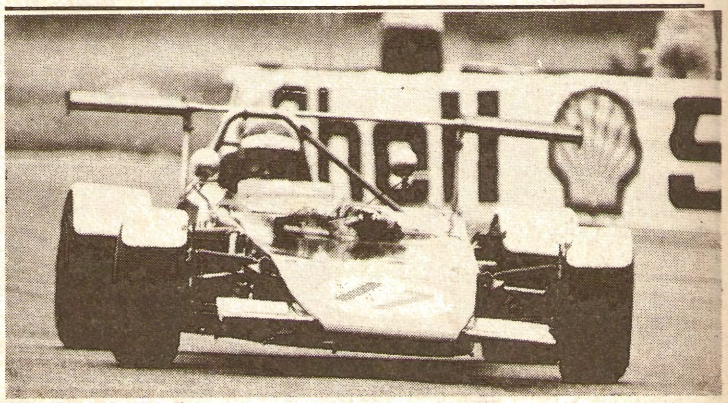
Arian (neé Huron) Formula Ford.

ARIAN: Arian Auto Developments, 4 Silvermere Estate, Byfleet Road, Cobham, Surrey. **Tel:** Cobham 5777.
Designer: Michael Chambers. **Sales Contact:** John Markey.
Models available: FF, FSF, F3, FA.



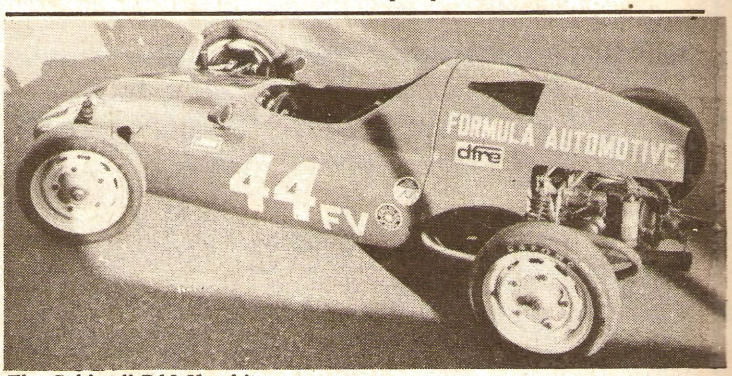
Australian Formula 3 — the Birrana 374.

BIRRANA: 15 Logan Street, Adelaide, South Australia 5000. **Tel:** Adelaide 513676.
Designer: Tony Alcock. **Sales Contact:** Malcolm Ramsay.
Models available: Formula 3 (type 374); Formula 2 (type 274).



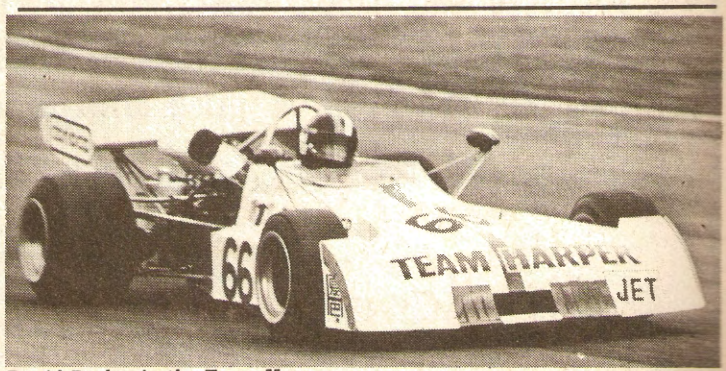
The Bladon BRL 6.

BLADON: Bladon Lodge, Newton Solney, Burton-on-Trent. **Tel:** Burton-on-Trent 67670.
Designer: B. R. Lisles. **Sales Contact:** Rob Cochran.
Model available: BRL 6 Clubman's Supersports.



The Caldwell D13 Vee kit car.

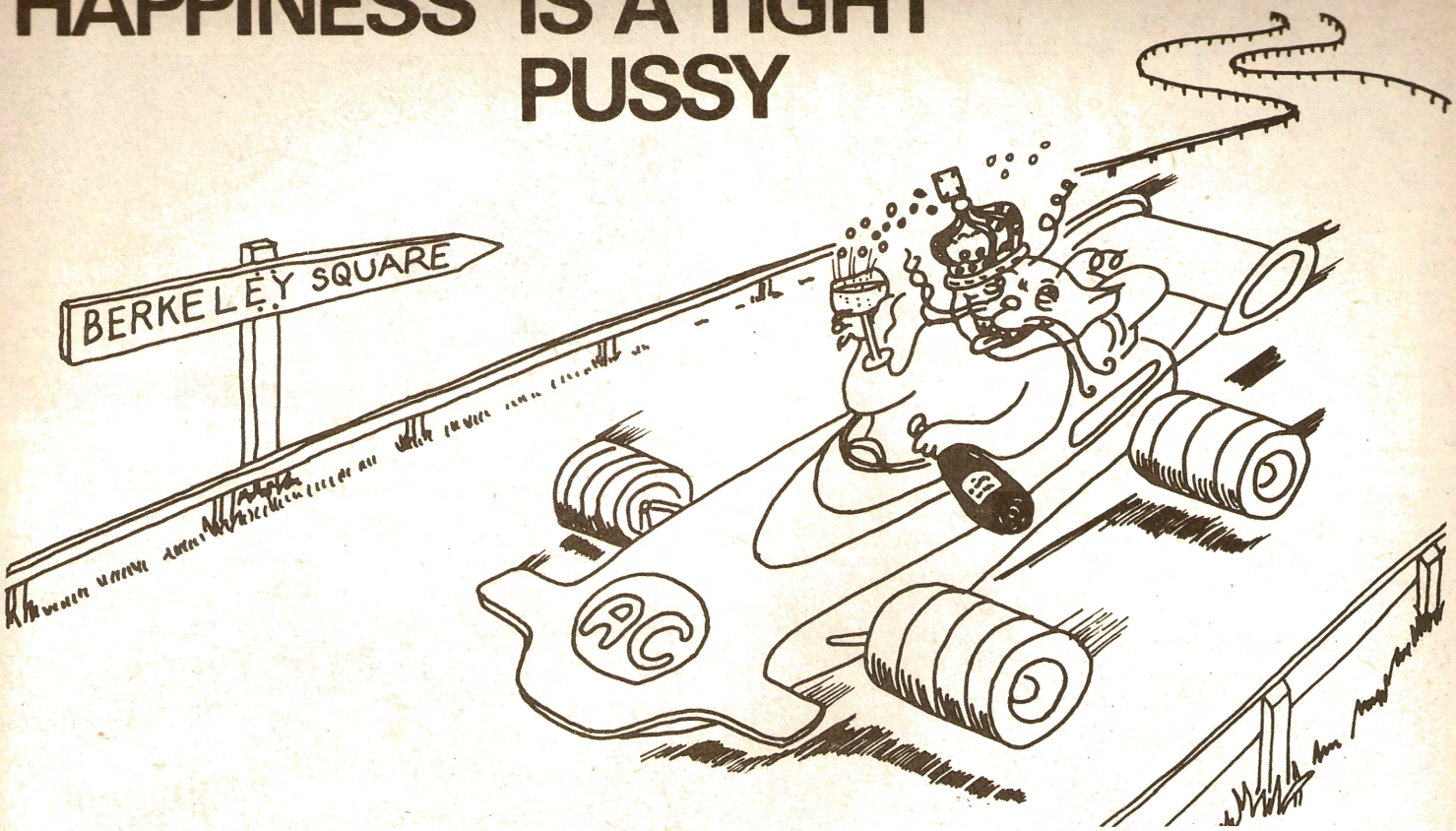
CALDWELL: c/o New England Autoracing, 47 Hallowell Road, Northwood, Middx.
Tel: Northwood 23086.
Sales Contact: David Williams.
Model available (kit): D.13 Formula Vee, cost under £950; Stand no 49.



David Purley in the Team Harper car.

CHEVRON: Chevron Cars, 105 Chorley Old Road, Bolton, Lancs. **Tel:** Bolton 45151.
Designer: Derek Bennett. **Sales Contact:** Grahame White.
Models available: B29 Formula 2 and Atlantic; B31 2-litre Sportscar, B26 2-litre Sportscar; B34 Formula 3 and SuperVee.

HAPPINESS IS A TIGHT PUSSY



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Every evening after the Racing Car Show, the only place to go for Entertainment, Pussy, Good Food, Pussy, Booze and more Pussy . . .

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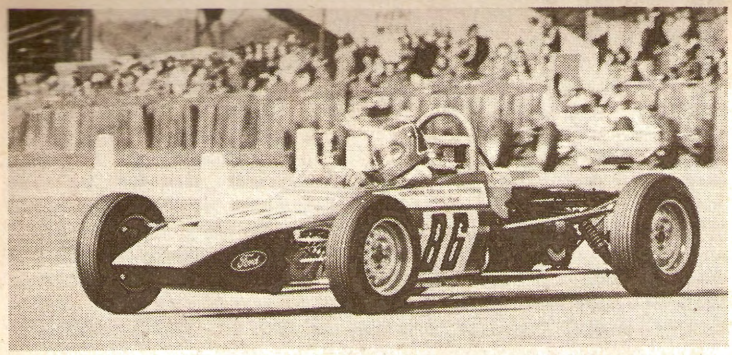
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BERKELEY SQUARE,
W1.

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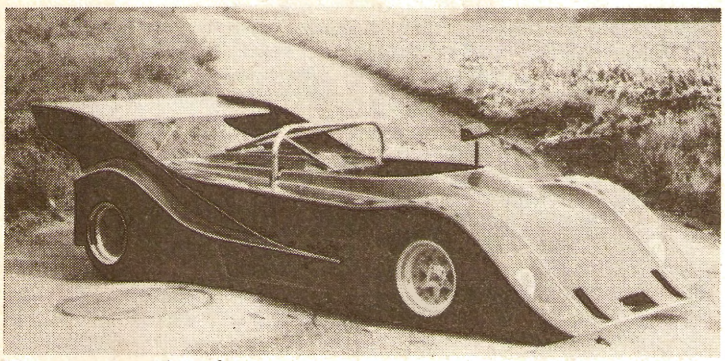
Baron Advertising & Promotions Ltd, 01-589 5957.



Richard Morgan at the wheel of the all-conquering Crosslé.

CROSSLÉ:

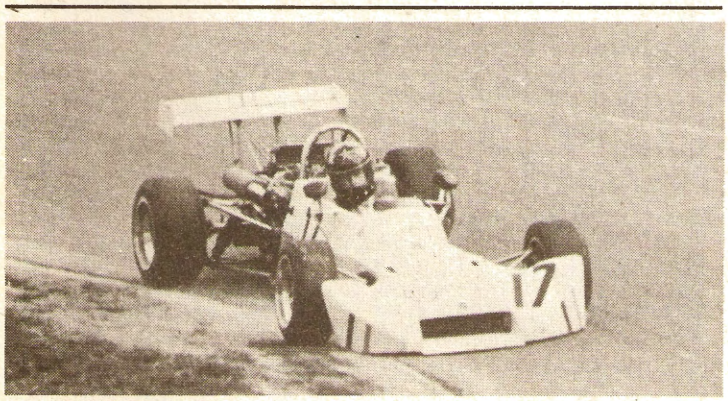
The Crosslé Car Co Ltd, Rory's Wood, Knocknagonary, Holywood, Co Down, Northern Ireland. **Tel:** Belfast 63332.
Designers: Leslie Drysdale and John Crosslé. **Sales Contact:** Colin Scott.
Models available: 30F Formula Ford 1600; 31F Formula Ford 2000 (SuperFord).



The attractive Cheetah.

CHEETAH:

C. H. Graemiger Engineering, C.P. 451, CH 1001 Lausanne, Switzerland.
Tel: (021) 51 22 10.
Designer/Sales Contact: C. H. Graemiger.
Models available: G5 2 and 3-litre sportscar; F3 and F Super Renault.



Barrie Maskell taking the Dastle for a run.

DASTLE:

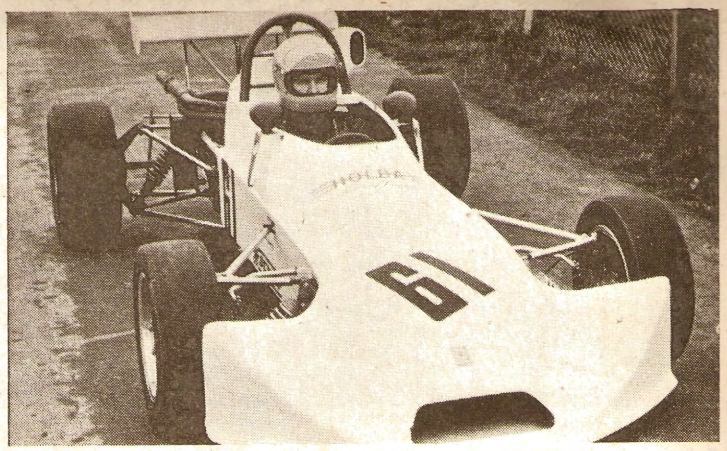
Dastle Manufacturing Co, Tythe Barns Lane, Send, Woking, Surrey. **Tel:** Ripley 3580.
Designer/Sales Contact: Geoff Rumble.
Model available: On application.



Davrian's most recent development, the Mk 7.

DAVRIAN:

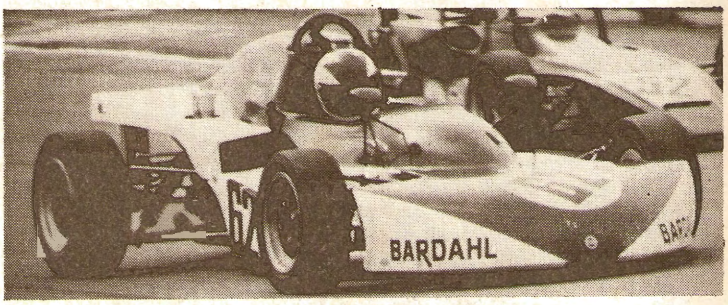
Davrian Developments Ltd, 65 North Street, Clapham, London, SW4. **Tel:** 01-622 8653.
Designer/Sales Contact: Adrian Evans.
Model available: Mk 7.



Ian Taylor preparing to go out in the Dulon.

DULON:

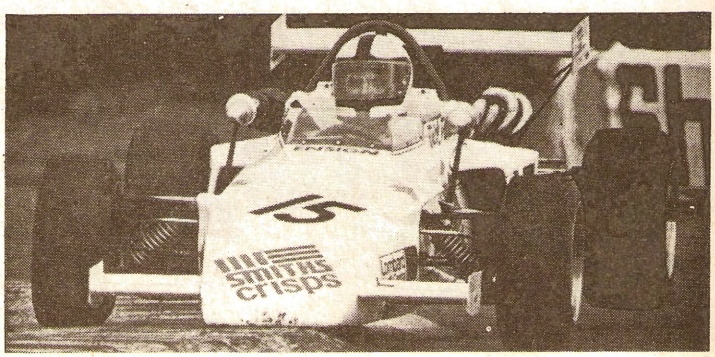
Maxperenco Products Ltd, Lower Broadway, Didcot, Berkshire. **Tel:** Didcot (023 581) 4564.
Designer: Andrew Duncan. **Sales Contact:** Leslie Margetts.
Models available: MP 15B FF, MP 16 FF2000.



Bruce Venn at the wheel of the FSV Elden.

ELDEN:

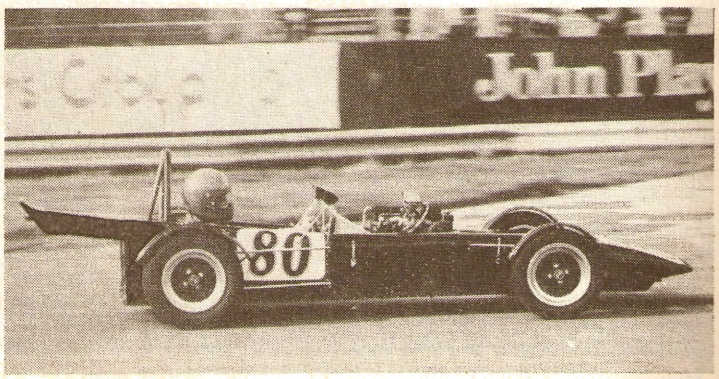
Elden International Racing Ltd, Tower Garage, Wrotham Hill, Wrotham, Kent.
Tel: Fairseat 823164.
Designers: John Harris, Peter Hampsheir. **Sales Contacts:** Brian Hampsheir, Frank O'Connor. **Models available:** Mk 17 FF 1600; Mk 18 FF2000; Mk 14 SuperVee; Mk 15 F3; Mk 16 FA/FB/F2.



Dick Parsons trying hard in the Ensign.

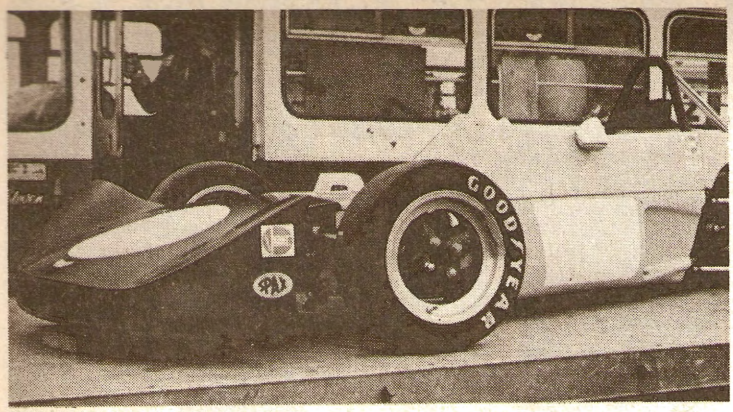
ENSIGN:

Queens Drive, Queens Industrial Estate, Chasetown, Staffs. **Tel:** Burntwood (05436) 71991.
Designer/Sales Contact: Mo Nunn.
Models available: On application.



HAGGISPEED:

Haggispeed Racing, 37 Astbury Avenue, Parkstone, Poole, Dorset.
Tel: Poole (0202) 59227.
Designer: R. Le Sueur. **Sales Contact:** K. Stanbury.
Models available: Mk 3 Supersports A Class; Mk 6 Supersports B Class.

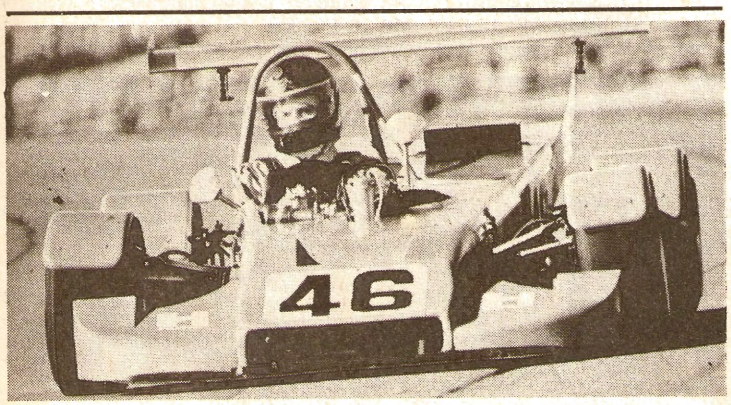


Latest FF2 Hawke.

HAWKE:

DRL Engineering Ltd, Swain's Factory, Crane Mead, Ware, Herts. **Tel:** Ware 5931/2.

Designer/Sales Contact: David Lazenby.
Models available: DL 12 FF, DL 14 FF2000.

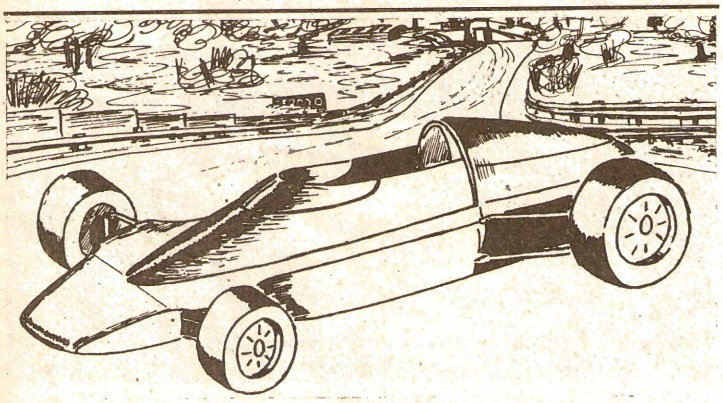


The Hustler SS4.

HUSTLER:

Hustler Developments, 21 Elmfield Road, Potters Bar, Herts. **Tel:** Potters Bar 54561.

Designer/Sales Contact: Richard Groombridge.
Model available: SS4 (Supersports A Class).

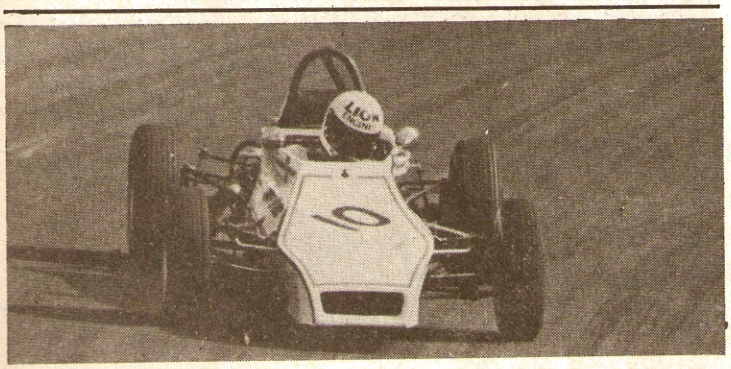


Is it really going to look just like this?

IMAGE:

FSL Cars Ltd, Newcroft Estate, Tangmere, Sussex. **Tel:** Halnaker (024-353) 446.

Designer: Alan Langridge. **Sales Contact:** Vera Saunders.
Model available: Image FF2 (complete car £2210. Rolling chassis £1430).

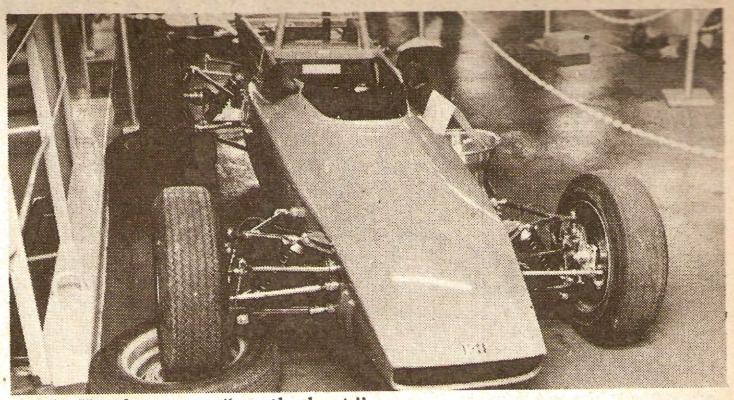


Well tweaked-up Jamun T3B.

JAMUN:

Jamun Racing, Eastern House, Court Lodge, Bush Road, Cuxton, Rochester, Kent.

Tel: Medway 79158.
Designer: Tony Mundy. **Sales Contact:** Mike Sirett.
Model available: FF T3B.

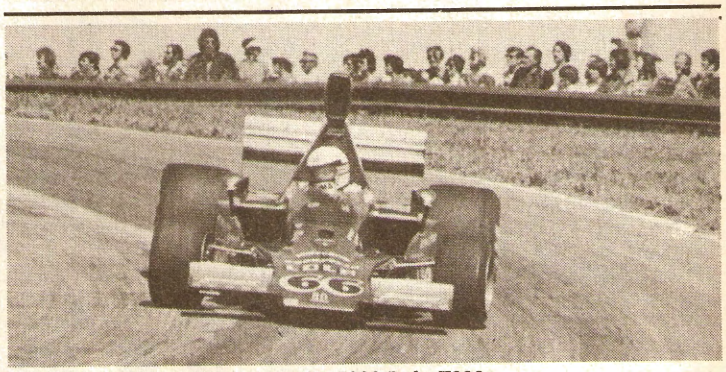


Konig Heath as seen "on the boat."

KONIG HEATH:

Konig Heath Engineering Ltd, 65 North Street, London, SW4.

Tel: 01-720 3101.
Designer: Len Wimhurst. **Sales Contact:** Ian Heath.
Model available: FF.

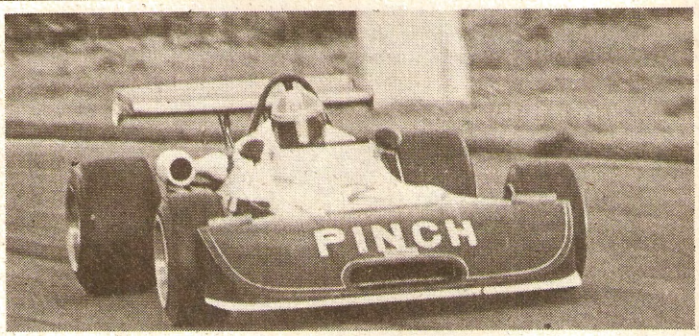


Brian Redman pressing on in the 5000 Lola T332.

LOLA:

Lola Cars Ltd, Glebe Road, St Peter's Hill, Huntingdon. **Tel:** Huntingdon (0480) 51301.

Designers: Eric Broadley/Bob Marston. **Sales Contact:** Derek Ongaro.
Models available: FF, F Super Renault, FSV, F3, FA, F5000, 2-litre Sportscar, 3-litre Sportscar, 5-litre Sportscar.

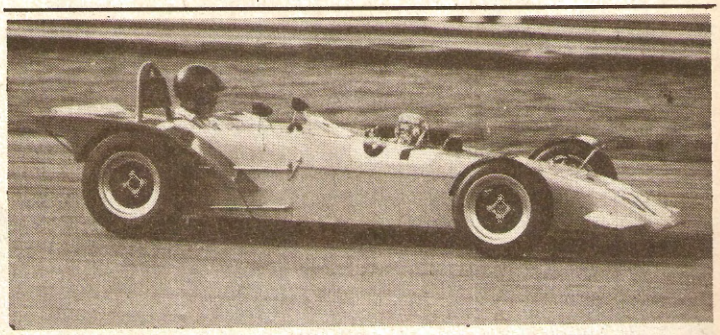


John Nicholson in the championship-winning FA Lyncar.

LYNCAR:

Lyncar Engineering Co, 22 Huntercombe Lane North, Taplow, Maidenhead, Berks.

Tel: Burnham 5808.
Designer: Martin Slater. **Sales Contact (FA):** Martin Slater or Bill Stone. **Sales (F1):** Martin Slater or John Nicholson.
Models available: FA, F1, F5000.

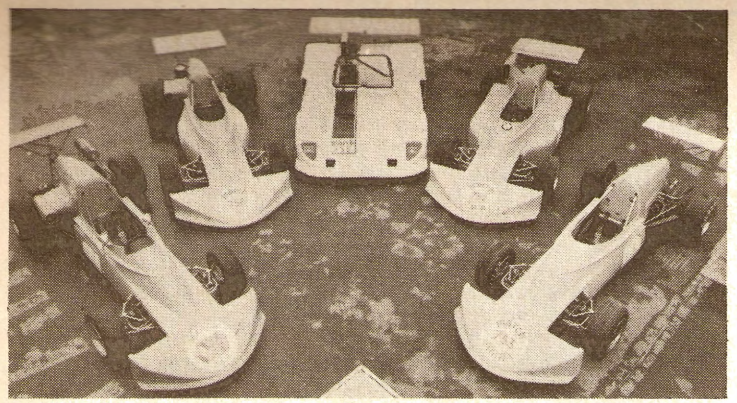


Mallock Supersports B.

MALLOCK:

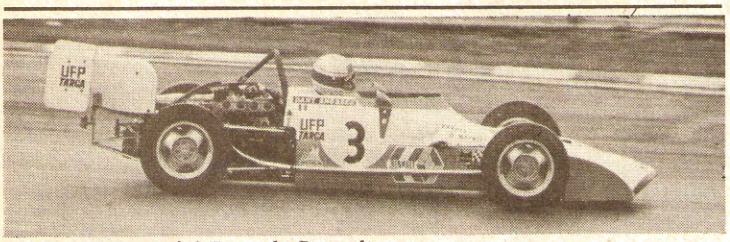
Mallock Racing, Mill Cottage, The Grove, Roade, Northampton.

Tel: Roade (0604) 862416; Bedford (0234) 711980.
Designer: Arthur Mallock. **Sales Contact:** Arthur Mallock, Ray Mallock, Richard Mallock.
Models available: MR 16 (Live axle), MR 17 (De Dion axle) for F1300, Supersports A and B; FF.



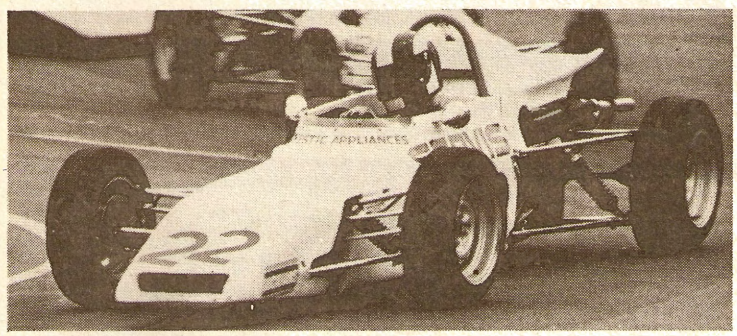
The complete March '75 range.

MARCH: March Engineering Ltd, Murdock Road, Bicester, Oxfordshire. **Tel:** Bicester 3993.
Designer: Robin Herd. **Sales Contact:** Sandro Angeleri.
Models available: F2, F3; FB, Super Renault, 2- and 3-litre Sportscar.



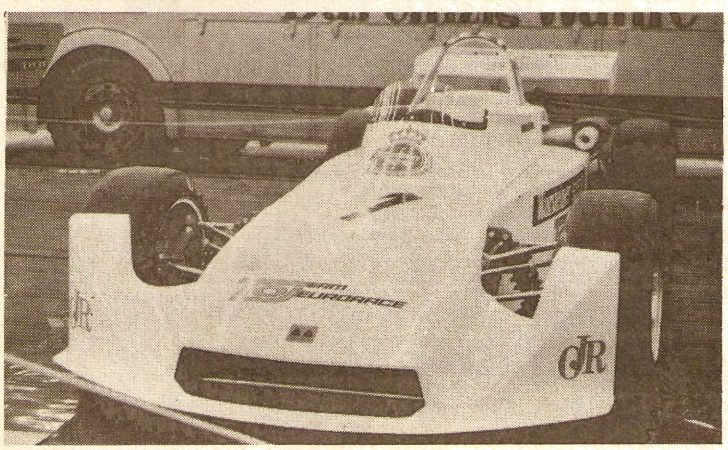
Martini's successful Formula Renault.

MARTIN: Inter Auto, 58 Magny Cours, France. **Tel:** Magny Cours 52.
Designer/Sales Contact: Tico Martini.
Models available: Mk 14 F3; F Renault, F2.



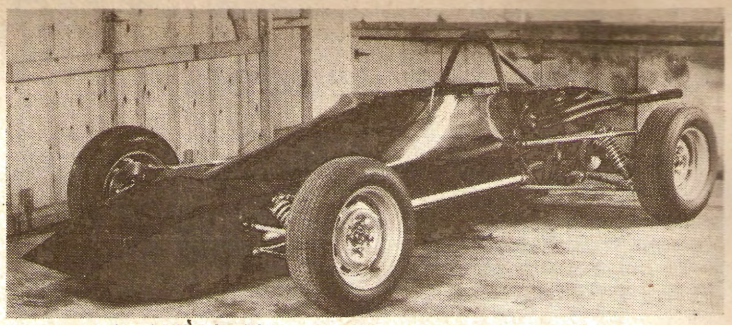
Merlyn's popular FF Mk 25.

MERLYN: Colchester Racing Developments Ltd, Little Bentley, Colchester, Essex.
Tel: Great Bentley 250307 or 250535.
Designer: Clive Hayward. **Sales Contacts:** S. H. Hayward/C. Maskery.
Models available: Mk 25 FF; Mk 26 Sportscar; Mk 27 F3.



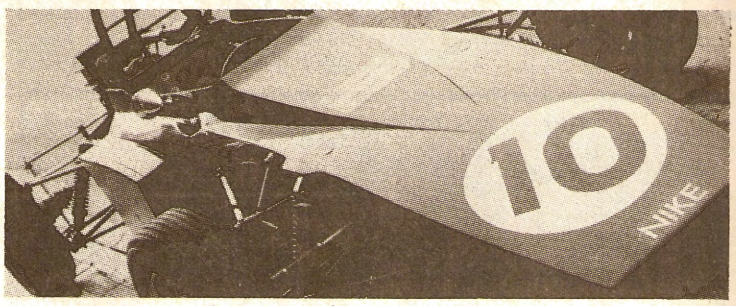
Modus' latest Formula 3 car.

MODUS: Modus Cars, Unit 11, Watton Industrial Centre, Norwich Road, Watton, Norfolk.
Tel: Watton 881787.
Designer/Sales Contact: Jo Marquart.
Models available: FSV, F3, FA, 2-litre Sportscar.



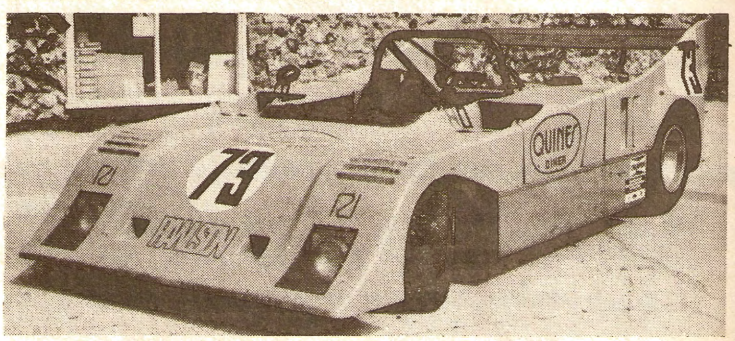
MRE's FF for 1975, the 75F.

MRE: MRE (Racing Services) Ltd, 1 Station Road, Bourne End, Bucks. **Tel:** Bourne End 22802‡24484.
Designer: Max Boxstrom. **Sales Contact:** Jim Gleave.
Models available: FF 75F; FF2000.



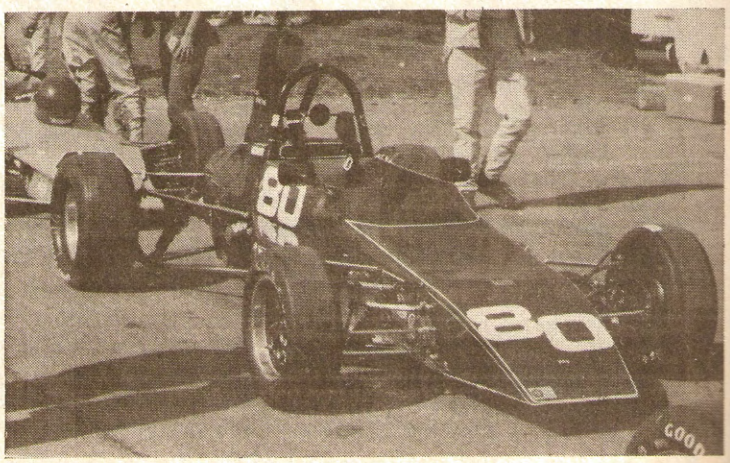
Nike are producing this Mk 10B for FF in 1975.

NIKE: Nicholls Engineering and Development Ltd, 35 Meddon Street, Bideford, North Devon. **Tel:** Bideford 2991.
Designers: Mark Erwood/Ken Nicholls. **Sales Contact:** Ken Nicholls.
Models available: Mk 10B FF, Mk 10C FF2000; Mk 2 F3; Mk 12 Clubmans.



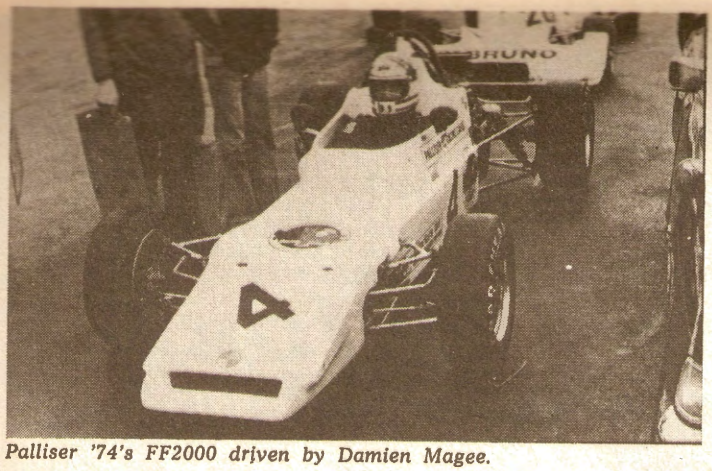
The rare Rawlson.

RAWLSON: Rawlson Ltd, Coombe Valley Road, Dover, Kent. **Tel:** Dover 203527.
Designer: Roger Parker. **Sales Contacts:** Mike Rawlings/Barry Sheppard.
Models available: CR10 2-litre Sportscar; CR11 Sportscar for 3- or 5-litre engines.



Ray's FF in American trim.

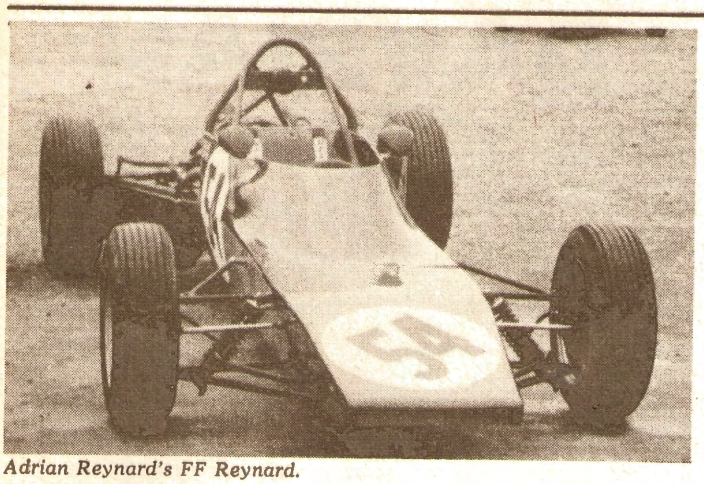
RAY: Ray Race, 65 North Street, Clapham, London, SW4. **Tel:** 01-720 6976.
Designer/Sales Contact: Bent Ray.
Models available: FF, FF2000, F3, FA.



Palliser '74's FF2000 driven by Damien Magee.

PALLISER:

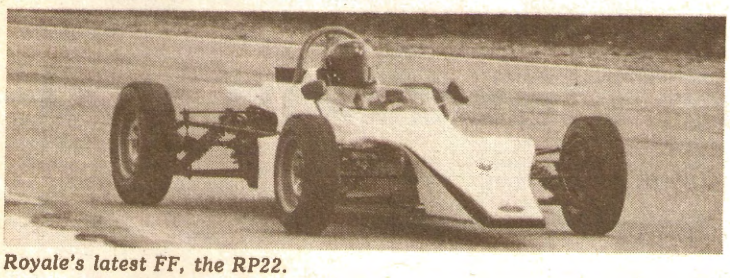
Palliser '74 Racing Cars Ltd, 11 Uplands Mews, Uplands Road, London, SE22. **Tel:** 01-693 5717, 01-778 3861. **Designer/Sales Contact:** Len Wimhurst. **Model available:** FF2000.



Adrian Reynard's FF Reynard.

REYNARD:

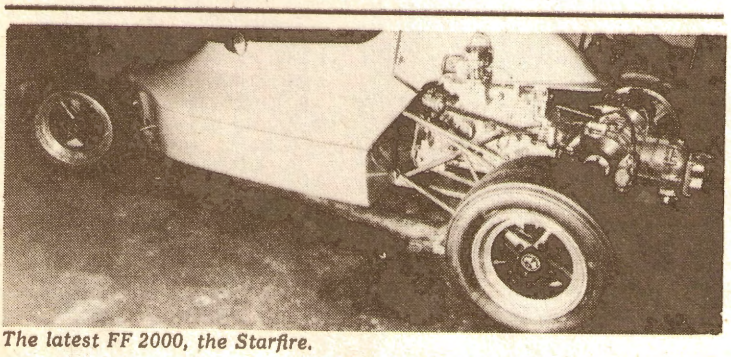
Reynard Racing Cars, 20-22 St John Street, Bicester, Oxon. **Tel:** Bicester 42615. **Designer/Sales Contact:** Adrian Reynard. **Models available:** FF; FF2000.



Royale's latest FF, the RP22.

ROYALE:

Royale Racing Ltd, Royale Works, Unit 70, Little Staughton Airfield, Little Staughton, Nr Bedford. **Tel:** Colmworth 509. **Designer:** Rory Byrne. **Sales Contact:** Alan Cornock. **Models available:** RP19, FSV; RP21, FF; RP22, FF2000.



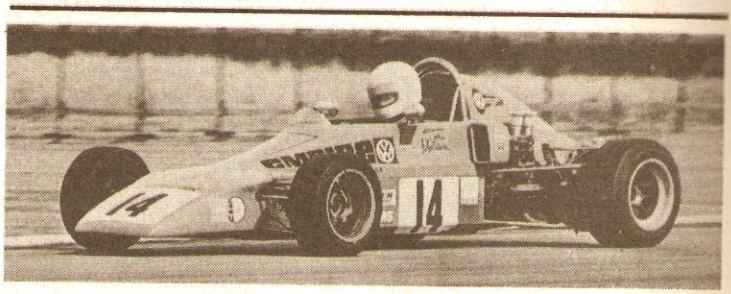
The latest FF 2000, the Starfire.

STARFIRE:

c/o Gavin Hooper, 1/9 Fulham High Street, London, SW6. **Tel:** 01-731 3531. **Designer:** Patrick Head. **Sales Contact:** Gavin Hooper. **Model available:** FF2000.

RALT:

Ron Tauranac Racing Ltd. Snelgar Road, Woking Surrey. **Tel:** Woking 70381. **Designer:** Ron Tauranac. **Sales Contact:** Alain Fenn. **Models available:** (in March) rolling chassis: F3 with Mk 9—£4500; FA with FT200—£5300; F2 with FG400—£6300.



John Morrison driving the Supernova SV.

SUPERNOVA:

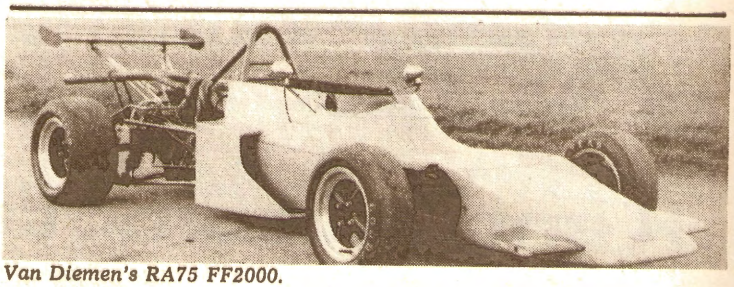
Supernova Cars Ltd, Fallend Works, Daux Road, Billingshurst, Sussex. **Tel:** Billingshurst (040381) 2767. **Designer/Sales Contact:** Ian Williams. **Models available:** FSV, FA, FF.



The Terrapin is used mainly for hillclimbing.

TERRAPIN:

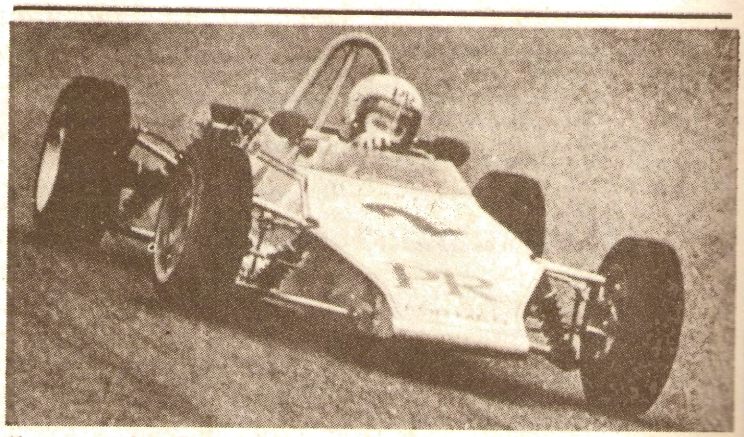
Allan Staniforth, 1 Throstle Nest View, Horsforth, Leeds. **Tel:** Horsforth 3726. **Designer:** Allan Staniforth. **Sales Contacts:** UK (for book 'High Speed Low Cost' and self-build information) at above address. Plans: Patrick Stephens Ltd, Bar Hill, Cambridge, Barbados; or Terrapin Racing, St Michael, Barbados (Ralph Williams). **Models available:** Mk 1A, Mk 5, Mk 6, Mk 7.



Van Diemen's RA75 FF2000.

VAN DIEMEN:

Van Diemen International, Chalk Road, Snetterton, Norwich. **Tel:** Quidenham (095 387) 270. **Designer/Sales Contact:** Ralph Firman. **Models available:** FF, RF75; FF2000, RA75.



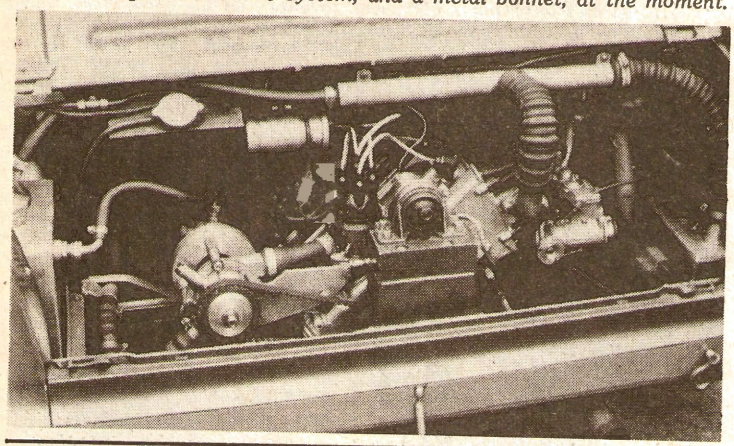
Veemax produce Formulae Vee and Supervee.

VEEMAX:

Veemax Cars, Lammastie 12 C18, SF-01630 Hämeenkylä, Finland. **Tel:** 90-847184. **Designer/Sales Contact:** Max Johanson. **Models available:** Mk 6, FV1300 (Rolling chassis £1600); Mk 5, FSV (Rolling chassis £2000).



George Bevan's latest 1.0 Imp made its second appearance at Brands Hatch on Thursday, this time victorious. The car features a long stroke dry-sumped engine (below), 10½ in discs all round instead of the usual 8½ in and drums system, and a metal bonnet, at the moment.



Group One first addition

Making its first appearance on Thursday at Brands Hatch was the Macmillan Publishing House Chevrolet Camaro driven by John Olding. The car is jointly owned by Olding and two members of the Macmillan family, grandsons of former prime minister Harold Macmillan.

The Camaro is decked out in dark blue with a large gold M on the sides and bonnet. It is hoped that the car will contest club and national events, sponsored by Alexander Macmillan, the young deputy chairman of Macmillans. Later in the season, a Mexico will also be entered in production saloon car events, to be driven on occasions by Alexander's younger brother, Adam.

The Camaro's debut was inauspicious, for after a second row grid position, Olding made a very slow start and pulled off shortly afterwards to retire with a burnt out ignition lead. However, it's good to see such a well-known company entering the field of club production car racing.

At Paddock Bend, these new glassfibre-filled polythene bales were in position to protect the armco, or errant cars. They cost £3 each, and don't disintegrate like straw ones. They have already saved one driver from serious injury.



FF Brush

Brush Fusegear, a Hawker Siddeley company, are entering sponsorship for the first time with the Silverstone/BRDC Formula Ford championship, roughly along the same lines as STP's championship in 1974. The championship will feature eight rounds at Silverstone, including the *Daily Express* International Trophy, and one each at Brands Hatch, Oulton Park, Mallory Park and Thruxton. In addition, they will sponsor their own meeting on August 3.

Brush Fusegear market a wide range of low voltage fuselinks which are reliable protection devices for electrical distribution systems and connected equipment. Their equipment is used throughout the world as well as in this country.

Points in the championship will be scored on a 9-6-4-3-2-1 basis at each round except for the *Daily Express* meeting on April 13 and the final round on October 5, finals day, when double points will be awarded. Prize money in each round will be 1, £36; 2, £24; 3, £16; 4, £12; 5, £8; 6, £4. The Brush Fusegear trophy and £100 goes to the final winner of the championship, with £75, £50 and £25 going to the next three place winners.

The full list of dates are: Silverstone: March 16, March 31, April 12/13; Oulton Park: April 27; Silverstone: May 26, June 22; Thruxton: July 6; Mallory Park: July 13; Silverstone: August 3, August 25; Brands Hatch: September 21, and Silverstone: October 5.

Davrian developments

Davrian's ultra successful winning season in modsports racing has prompted quite a rush to North Street, Clapham, mainly from north of the border. Bob Jarvis' Blue Circle championship winning car has gone to former Imp racer John Kirk of Airdrie who will race it in modsports, while business partner Pat Longhurst's Davrian has gone to Barrowgill Angus, who gained a hillclimb title in Scotland in 1974. He intends to hillclimb the new car, too.

A new model, a Mk 7, has been ordered by Ian Gardner who will race it in modsports from his home in Glasgow, and Ken Coleman completes the Scotsmen racing Davrians, hoping to rebuild a Mk 3 version for racing.

In the south, a new car is being built for former Ginetta G4 driver Simon Packford who will be sponsored by Merrychef, the Microwave oven manufacturers.

However, he will have the works car of Pat Longhurst to contend with in his class, Longhurst driving a new car, but still in the up to 1150 cc class. Bob Jarvis is also having a new car, but it will be powered by a developed version of Bob Henderson's Minnow Fish turbocharging system, boosting an 875 cc Imp engine initially until a 1-litre engine is ready. This puts Jarvis into a higher class, and will allow him to tussle with the Elans.

This works team will contest the BARC Miller Electronics Modsports series, and will be supported by Alan Chapman's Clean Walls company. Meanwhile, the message is spreading. There might even be a car racing in the States.

Betteridge Driver of Year

Walsall butcher Brian Betteridge has won the Driver of the Year award presented by the Dunlop MC. Betteridge, who also collects the trophy for the best performance in production car trials, has won the award for the first time and Mel Tabberer finished in the runner-up spot. Top speed event driver of the year was autocrosser Dick Keen while the evergreen Ray Webb collects the autotest trophy for the second successive year.

● Geoff Silvester walked off with BTD at the combined Castle Bromwich/Dunlop autotest on Boxing Day. He did the eight tests in his 998 Mini some 12 s quicker than the rest of the field of 15.

Overall: G. Silvester (Mini), 398.7 s. **Class winners:** M. Tabberer (Simca Rallye), 410.4 s; P. Griffiths (Sprite), 447.4 s; P. Withers (BMW 2002), 462.6 s.

Hensley back; in Oates' GRD

Ken Hensley, the Uriah Heep guitarist and former Formula Ford Dulon driver, made a reappearance at Brands Hatch on Boxing Day, driving Chris Oates' ex-Kazato GRD 273. Hensley, who was interested in sponsoring both Mike Wilds and Ian Taylor in F5000 in 1974, rang Wilds to ask him to fix up a drive. Oates' GRD has also been driven by Richard Morgan this year in Atlantic, and the guitarist brought the car down in the Dempster Developments transporter, with BRM's latest signing acting as wrench.

Having practised for a fifth row position after quite a long lay-off, Hensley went off after a half a lap on Bottom straight without serious damage. Further racing is thwarted by the group's musical commitments around the world.

● Andrew Bodman scored an easy win from a field of 28 on the Weston-super-Mare MC autotest on Boxing Day after his nearest rival Stuart Ham dropped back with brake trouble and was eventually overtaken by the Capri of Alan Edwards.

Overall: A. Bodman (1.8 Mini GT), 122.7 s. **Class winners:** S. Ham (Cooper), 133.3 s; C. Pelmear (Mini), 132.9 s; J. White (Stiletto), 142.1 s; M. Wyatt (Escort), 137.4 s; A. Edwards (Capri), 130.0 s. **Novice:** P. Hayes (Mini), 140 s. **Ladies:** Miss Helen Houghton (Cooper), 145.9 s.

Series for impoverised

A new production car trial championship comprising approximately seventeen events has been formed in the Midlands. It will be called the Association of Midland Motor Clubs Production car trial championship and letters of invitation have gone to all clubs in the area inviting them to enter an event in the series.

Head of the committee, which will run the championship is Alf Williams from Birmingham; he said "we have had an encouraging response already and we hope to finalise our calendar by the end of January."

Idea behind the championship is to cater for competitors who may not be able to afford or do not wish to contend all the rounds of the BTRDA series. The organisers hope to stage a national trial final at the end of the season.

All clubs whose events are to be included in the series will have to run to restricted status. There will be a registration fee of 60p and all competitors must have a competition licence. If seventeen events are arranged, the best twelve scores will count.

Cook's March

Derek Cook, the northern Formula Atlantic driver and Datsun dealer, was driving the works development March 75B at Brands Hatch on Boxing Day. Cook, who already has a Chevron B27 for Atlantic, has bought the car, but is still undecided whether he will race it in 1975, or the Chevron.

Chevron's base at Bolton is obviously closer to Cook's home in Rotherham, but he said that his lap times instantly dropped by 2 s in the March. However, in the race, he was sidelined with gear selection problems, and Allan Jones' unfortunate experiences in the same department may cause Cook to remain with the Chevron for the coming season's programme. Powering the March was Cook's own self-tuned engine.

Smith beats tie decider

BTRDA autotest champion Trevor Smith was involved in a tie at the Whitney Club Boxing Day autotest. Brian Townsend, in his Mini, equalled Smith in being fastest in his class on every test. In the tie decider, Smith took his Sprite round the eighth test in an identical time to his class run but Townsend was a second slower. Townsend also finished third overall in a field of 28 in his Escort.

1, T. Smith (Sprite), 0 marks lost; 2, B. Townsend (Mini), 0; 3, IB. Townsend (Escort), 5.5; 4, IC. Waddup (Escort GT), 6; 5, F. Lally (Cortina), 12.8; 6, V. Wheeler (Capri), 13.1. Ladies: Mrs Carol Townsend (Mini), 39.3.

● The premier award on the Ford MC (Southampton) autotest last Sunday was awarded on the principle that consistency on both runs on six tests would take the award. Jim Phillips was the lucky winner in his 998cc Mini, easily ahead of the rest of the field of 19 competitors.

Class winners: T. Shrapnell (Mini), 493.2 s; G. Jackson (Imp), 564.3 s; D. Simmons (Escort), 485.8 s; B. Gardner (Cortina GT), 551.1 s; D. Canton (Sprite), 457.1 s. Ladies: Mrs M. Canton (Sprite), 576.6 s.

Ray Salvadon?

The non-starters for Brands Hatch's big special saloon race made almost as interesting reading as the starters. Well, for a kick-off, there was someone called Ray Salvadon driving a Marshall Wingfield Vauxhall Magnum. For those old enough one could be excused for thinking that this might be Roy Salvadori and in fact, this was who it was for. Gerhry Marshall said that the former Grand Prix and sports car ace had been putting in creditable lap times and generally impressing. The fact is that it was all very fictional; Salvadori had been in Spain for some time, and it was all a Marshall/Wingfield Christmas spoof. What do we get for Easter?

In the Corbeau Seats Daf was entered Tony Lanfranchi but that didn't turn up, although Tony has been testing, as the owner apparently fears for its safety. Damien Magee non-started the ex-John Macdonald 2.0 Escort now owned by Monkey Brown as the handling was "diabolical." Colin Hawker's Capri didn't start due to recurring fuel pressure problems which so annoy the driver that it might soon be for sale.

Of extra interest was the entry of David Hipperson to drive the ex-Meek Skoda-BDG. Hexagon had bought the car from Monkey Brown, and then sold it back to Brown again, who in turn sold it to Derek McMahon, which is why it wasn't at Brands.

BRSCC's defunct centre

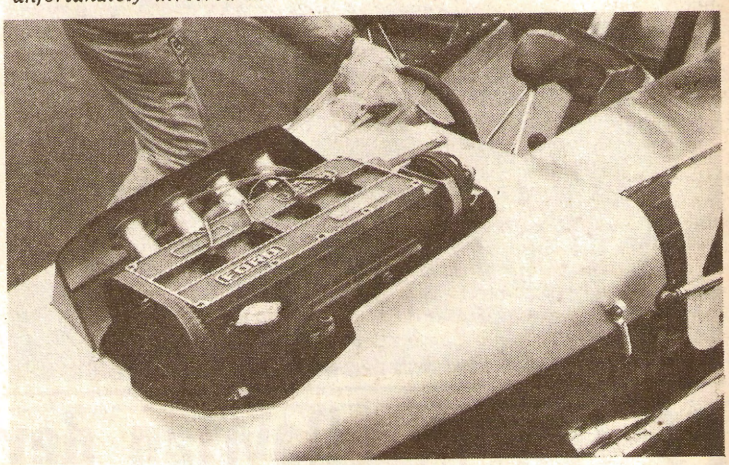
After an indifferent season of racing, punctuated by some chaotic moments, such as the unfortunate Snetterton surface episode, the BRSCC's East Anglian centre will no longer be organising meetings at Snetterton. Most of the top personalities have been relieved of their duties, and in future, the meetings will be organised by headquarters with assistance from various other centres.

Warner Brothers' credits

We've had meeting sponsorship from radio companies (Luxembourg, Radio One and Radio London), car companies (Ford and BMW), industrial companies (APG, etc), and various daily newspapers. However, Boxing Day Brands Hatch saw a new dimension: film companies. The commentary was interspersed with commercials for various films produced by Warner Brothers, and music drifted across Brands Hatch when there was nothing to say.

For the competitors, there was a miniature of Scotch, and various records by Warner Brothers' contracted artists. Prize-givings were helped along by a Warner Brothers' actress, Mary Tamm, which helped to glamorise the normally drab winter Brands Hatch. Rumour had it that marshals, too, were fortified by liquid sustenance in their rather chilly duties. All in all, it worked fairly well, and hopefully, the representatives of Warner Brothers enjoyed themselves sufficiently in the Grovewood suite to come back another day. . . .

Looks like BDA, front engined; in a U2? Yes, that's what it is, folks. "There weren't any sports car races to enter, so we came here," said Ray Mallock at Brands Hatch. But the brave man was Frank Sytner, unfortunately involved in the libre start-line shunt.



SHARP'S efforts blunted

If you think that Southern Organs are taking over the championships, then SHARP Racing, the Goodwood racing school, must be taking over entries. At Brands Hatch on Thursday, they entered no fewer than nine cars in different races. There was, in fact, only one race that they didn't enter.

Their efforts were largely unsuccessful, and in some cases, unfortunate. Chris Tanous did one of their Mexicos a lot of no good in practice, Paul Grimwood spun an RS2000 to a standstill, and another Goodwood regular, Don Manley spun his 5.4 TVR when completing three qualifying laps on his own, and deranged the suspension.

SHARP's success came through their instructor, David Purley, who walked away with the *libre* event, and Steve Prior was the first Formula Ford home in the same event.

By contrast, Southern Organs had a mere two cars even vaguely connected to them, Damien Magee's Palliser in which he finished fifth, and Tony Lanfranchi's Camaro, in which he set a new class lap record.

Lone surviving Camaro at Brands was John Brindley's, which won. The other five either non-started, crashed or retired.



Cozy tunes into G1

Contesting 1975's Radio One Production saloon car championship, appropriately enough, is Colin "Cozy" Powell, the session drummer turned pop star, and the first drummer to achieve hit success since Sandy Nelson.

Powell will be driving one of the ultra successful Mazda RX3s, to be sponsored by Hitachi, and run by Production Power, and partially prepared by Arian Automotive. It can be seen at the Racing Car Show on SHARP's stand. Neville Knight, a SHARP instructor will contest the Britax rounds in the same car.

Powell's previous racing experience is mainly in ShellSport Mexico events, one of which he won, beating Noel Edmonds until the DJ pulled off.

Triple C winner

First and only winner of the Triple Clubman's trophy, introduced at the start of 1974 for out of work rally men, is Midlander Peter Saunders from Cheslin Hay. Driving his Simca Rallye 1 sponsored by Bill Bengry's garage at Leominster, Peter scored points in all three sports, autocross, autotest and production car trials, and takes the Triple C trophy with 49 points. John Green in his Mini finished runner-up with 30 points, these being in autotest and production car trials, and Dennis Moody scored his 20 points for third place, all from autocrossing his Capri. Peter Wallace (Escort), was fourth and joint fifth were Dave Thomas (Avenger), and David Everett (Ascona).

For 1975, the championship is being renamed the Allrounders championship and takes in sporting trials as well. There are already 120 events in the calendar and full details are available from the BTRDA secretary, Derek Smith.

AWMC book

The Association of Welsh Motor Clubs is to publish its first year book later this month. The book contains more than eighty member clubs of which nearly 30 are English and the road/rally championship for 1975 already contains twenty events. Copies of the book are obtainable by sending 10p and a large stamped addressed envelope to Mrs Angela Jones, 4 Vine Cottages, Gwaeloda 'y Garth, Glamorgan, CF4 8HQ.

Smith's hopes

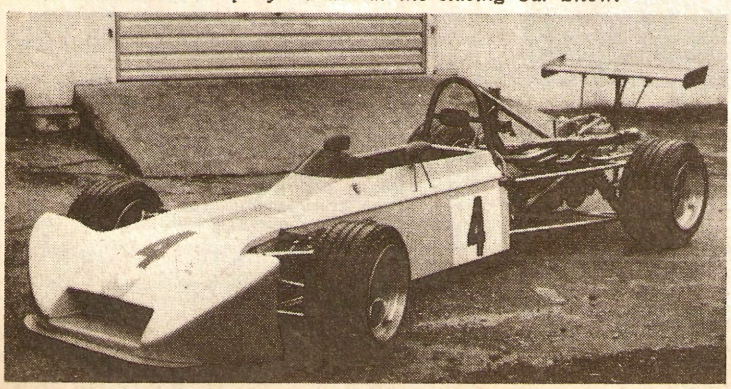
Making a return to the tarmac tracks at Boxing Day Brands Hatch meeting was 19-year-old Mike Smith of Essex. After a season of Mexico racing in 1973, the sometime contributor to these pages took to the European rallycross tracks for 1974, partially under the wing of Rod Chapman, driving his own road-going RS2000. The RS2000 then completed the Tour of Britain, 11th in class, and then went back to the rallycross scene again, taking a class win in Germany.

Brands Hatch on Thursday was probably the last event in which Mike will drive the RS2000, for it is now to be sold, and Mike hopes to go into production saloons, contesting the BBC Radio One saloon series. He has a good chance for the under 21 award considering his extensive experience. It might help him in his broadcasting ambitions, too, for he's currently a hospital radio DJ. However, as with everyone, money is a problem, and he's currently on the lookout for a backer to help him on his way.

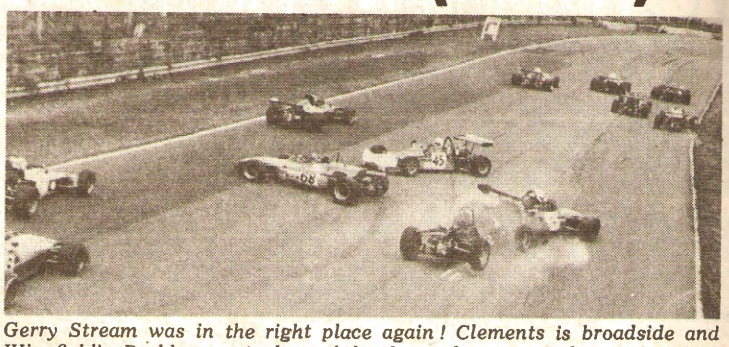
● Former Anglia driver, Roberto Giordanelii, intends to go mod-sports next year in a Jaguar E with a difference. It will have the smaller 3.8 engine, but will be turbocharged.

● Appearing in the *Daily Telegraph* story on Brands Hatch was an unheard of driver, Phil Stuntman, apparently leading Val Musetti home in the *libre* race. Don't suppose it would have anything to do with Musetti being a film stuntman?

From Low Cost Racing comes this new Formula 4 car, the IRF4. It may be viewed on the company's stand at the Racing Car Show.

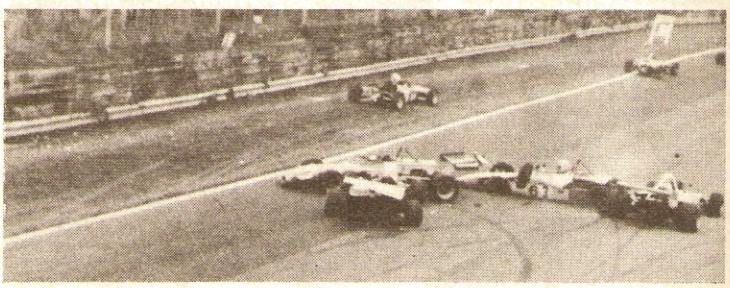


Brands shunt (contd.)

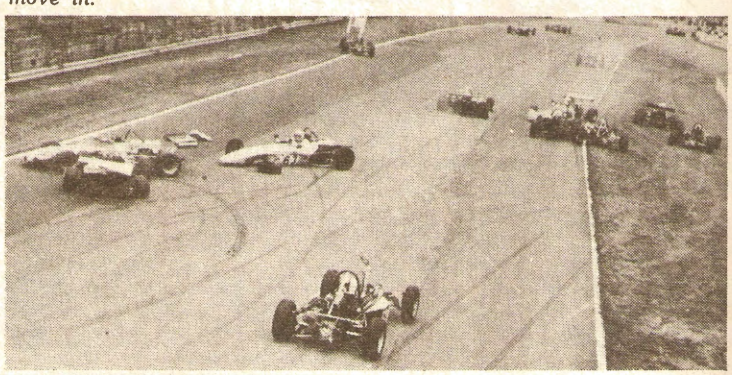


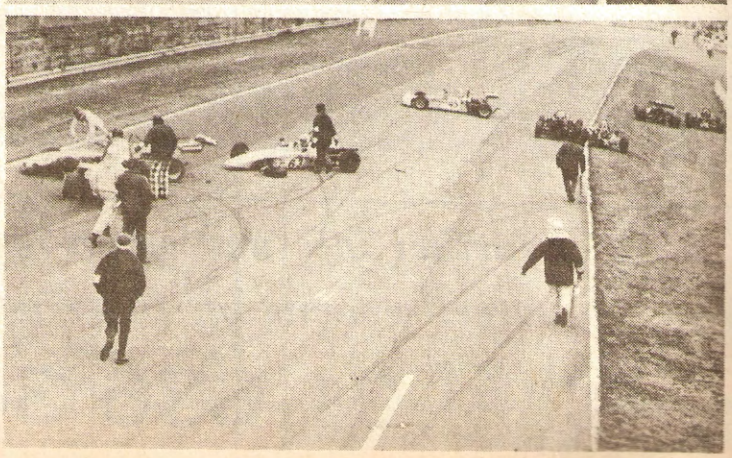
Gerry Stream was in the right place again! Clements is broadside and Wingfield's Brabham gets booted hard up the rear. Below: Wingfield is against the Armco, Ronny Grant's going backwards.





Clements gets into more trouble with Sytner's U2 T-boning him, Sebastian Rose's Royale is wheelless, Grant seems to be heading for more trouble, but drives away, as does Wingfield, and the marshals move in.







Gerry Marshall



Will Sparrow

It's been a great year for Vauxhall.

In 1974, Vauxhalls really made their mark in motor sport. Blowing off the big boys through a combination of great driving, tremendous enthusiasm, and the amazing strength inherent in the cars themselves. The results say the rest:

Championship	Results	Drivers
RAC GROUP I RALLY	**Overall win**	Will Sparrow (Magnum)
Lombard RAC Rally of Great Britain	**Overall win Group I**	Will Sparrow/Ron Crellin (Magnum 2300)
	Winner Group 2 Class 7	George Hill/Peter Bryant (Magnum 2300)
Finnish Group I Rally	**Overall win**	Pentti Airikkala (Magnum)
Repco Caravan Racing	**Overall win**	Andrew Higton (VX 4/90)
Ziebart Group I Saloon Car (Scotland)	**Class win**	Jenny Birrell (Magnum)
Scottish Saloon Car	**Class win**	Bill Dryden (Firenza)
Castrol/BARC Hill Climb	**Class win**	Jim Thomson (Firenza)
Simoniz Special Saloon Car	**Class win**	Gerry Marshall (Firenza)
***Triplex Production Saloon Car**	**Class win**	Derrick Brunt (Magnum)
***Britax Production Saloon Car**	**Class win**	Derrick Brunt (Magnum)

*Subject to confirmation

As you can see, it's not just DTV cars that are winning. Private entries are also coming on strong.

And no wonder.

Vauxhalls are so well designed and built to start with, they need less preparation than most other cars. It's a fact.

Through Dealer Team Vauxhall Sport Dealers you can buy the parts (and get the advice) to make your Vauxhall a really quick road machine. A serious rally contender. Or even a full-house racer.

So if you want to finish right, start right. With a Vauxhall.

Vauxhall VAUXHALL GM