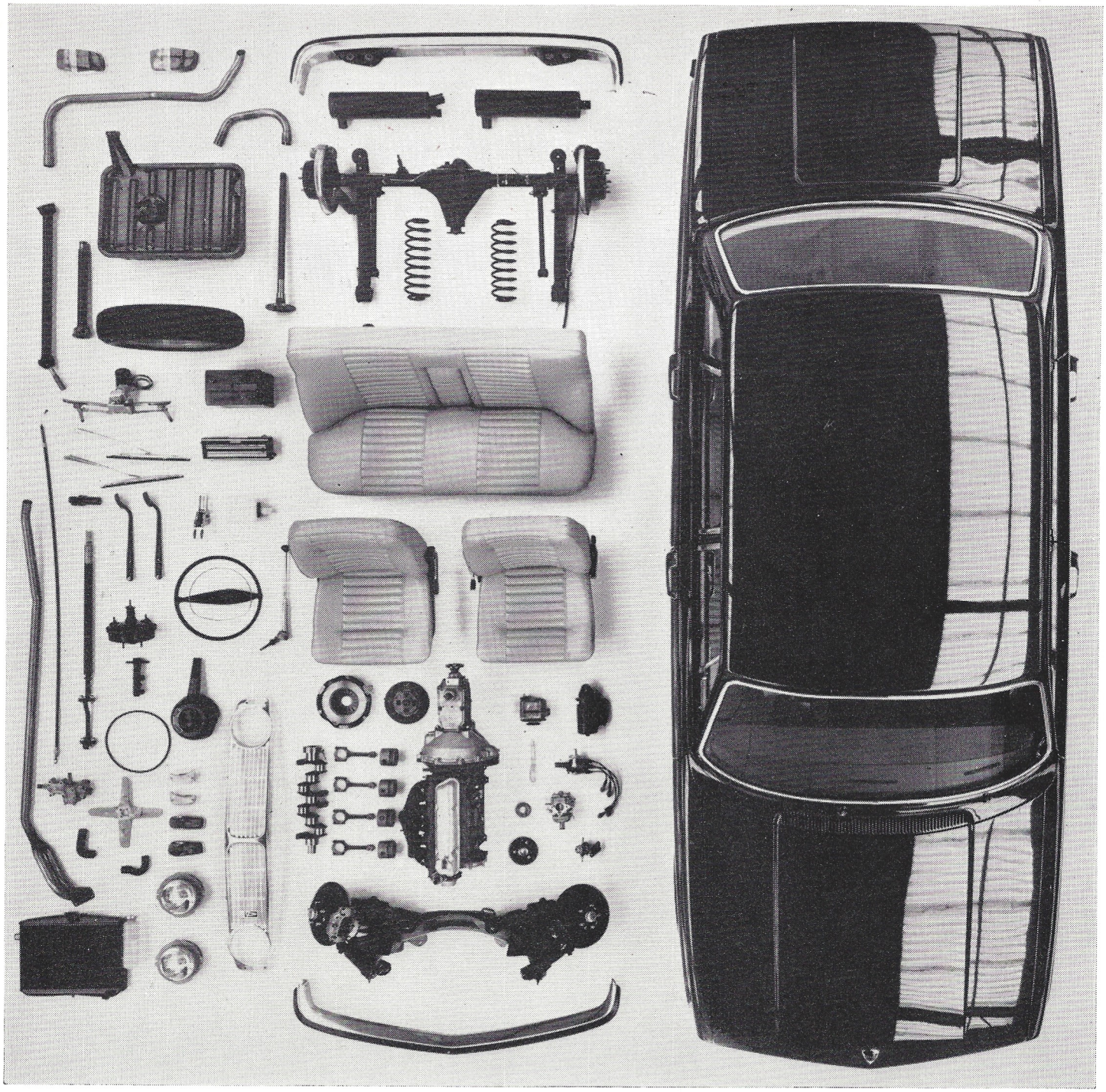
May 9 1969 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Spain to Stewart—Porsche's Targa Florio—Matra test





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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper 9 May 1969 Volume 38 Number 19

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Published every Friday by Autosport, Haymarket Press Ltd, Gillow House, 5 Winsley St, London W1 Tel: 01-636 7766/3600

Subscriptions 9 Harrow Rd, London W2 Tel: 01-723 0094

Annual subscription UK and Overseas (surface mail) £7 16s
USA and Canada $20.50

Direct from the publishers or all newsagents

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CALLING THE TUNE

SINCE the Belgian Grand Prix boycott, Formula 1 drivers, entrants and organisers have been getting a lot of bad—and often misinformed—publicity, and their threatened boycott of the Monaco Grand Prix has added fuel to the fire. Once again, however, having considered all the facts, AUTOSPORT's sympathy is with the F1 circus. Since *On the Scene* went to press (see page 22), the starting-versus-prize money haggle has been resolved, and the Monaco race will take place with starting money as usual, but once again the F1 men have had to call the tune, however unwillingly.

When the Formula 1 Constructors' Association were told of the plans to change all European Formula 1 races to a prize money system of remuneration, they had a meeting with several of the organisers in Frankfurt and pronounced themselves impressed in principle by the plans put forward by Herr Schmitz of the Nürburgring organisers. It was decided that such a system could be put into operation in 1970, subject to further discussions.

Then, however, the Monaco and Dutch GP organisers suddenly announced that they were going to run their races this year on a modified prize-money-only system—and, from the money being offered at Monaco, many felt that the AC de Monaco would save money on the deal. One of the club's motives was laudable—last year there were only five of the 16 starters still going at quarter-distance, and it was thought that this new deal would encourage drivers to keep going—but the clause that stated that drivers who retired before 30 per cent of the race had been run would get very little money did not endear itself to entrants and team managers who had to get cars, transporters, drivers and mechanics to the race, feed and house them all there, utilise extremely expensive personnel and equipment in the race and run the risk of a costly accident or blow-up with little remuneration at the end of it.

Surely nowadays no-one needs to be reminded of the unwelcome truth that Grand Prix racing is expensive, that there is no room any more for the enthusiastic amateur, and that people tying up six figures' worth of equipment cannot be philanthropists. Neither the GPDA nor the F1CA like to be connected with strikes and boycotts, but when such moves become necessary they cannot be blamed for acting.

our cover picture

Jackie Stewart hurls the Ken Tyrrell Matra MS80 through a left-hand hairpin on his way to victory in last Sunday's Spanish GP. Stewart only won when Rindt had crashed and Amon had retired with a blown engine.

Photo: David Phipps.



The famous Jim Russell International Racing Drivers School at Snetterton have again chosen Duckhams Q20-50 for their 1969 events.

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New F3 K2 makes race début

An interesting new car which appeared at the Magny-Cours and Dijon F3 races last weekend was the K2 monocoque, the prototype of a projected production F3 car, which has been bought by Albert Badan. Designed by the Canadian Max Boxstrom, the K2 features cantilever-type front suspension with inboard front springs and a very strong monocoque. The car has a short wheelbase and, although fabricated steel uprights have been used, it is just on the minimum F3 weight limit. The K2 was built in London by Tony Kitchener, who hopes to get production moving when the prototype has been fully sorted. Initially, before its first race, the car was tested with Badan's old Broadspeed engine by Mike Beckwith in the wet at Silverstone and then by Alan Rollinson, both at Silverstone and Snetterton. Both were impressed with the handling, and on Wednesday last week François Cevert tried the K2 at Magny-Cours, putting in some promising lap times with the car, which is now using an R69 Holbay engine and Dunlop 970 tyres.

Love wins at Kyalami

John Love scored his first victory in the 1969 South African Championship at Kyalami on April 27 with his ex-works Team Lotus Team Gunston Lotus 49—the other two Championship rounds held so far have gone to Basil van Rooyen's McLaren M7A. Van Rooyan led from the start but Love slipped by as they were lapping backmarkers at around half-distance in the 40-lap race, and pulled away to a 10-secs win despite losing all the oil from his diff towards the end after the plug dropped out.

In third, fourth and fifth places, all at least two laps behind, were the Formula 5000 cars of John McNichol (Lola-Ford), Bob Olthoff (McLaren) and Jackie Pretorius (Lola-Chevrolet), Pretorius dropping from third with pitstops to cure overheating, and Garth McGillewie's ex-Frank Williams Brabham-FVA BT23C was sixth.

Palmer's seventh saloon win

Jim Palmer, four times New Zealand racing car champion, scored his seventh successive production saloon car win in easy style before 20,000 people in his 5.5 Holden Monaro GTS 327 in the Canterbury CC's half-hour production race at the Ruapuna Park circuit, near Christchurch, on April 20.

This was Palmer's first appearance at Ruapuna Park and it was probably a lucky win for him as in the last three laps or so boiling brake fluid rendered the Monaro's brakes inoperative. Left without a Tasman car for the last series, Palmer has not made up his mind about 1970. He is toying with the idea of Formula A, which will be the national Gold Star and probably the Tasman Formula for next season, but also has ideas about G5 saloons. If he decides on the latter his mount will be a Monaro, almost certainly a 350 cu in engined version which GM are expected to introduce within the next couple of months.

Vallelunga—F3 and FF?

The Grand Prix of the Republic, the Formula 2 race scheduled for Vallelunga on Monday, June 2 (an Italian holiday) may not take place, because the Italian authorities feel that the circuit is too narrow and dangerous for anything more than F3.

The same meeting at the Roman circuit will now be the scene of the third round of the European FF Cortina Championship. The Belgian round scheduled as the supporting event to the Belgian GP at Spa on June 8 has now been replaced by an event to be held at Zolder on September 7. An additional race has been arranged at Zolder on June 8 to replace the Spa date, although this will not be a round of the FF championship.

F5000s at Brands

Brands Hatch on Sunday is the scene of the third round of the Guards F5000 Championship. Organised by the Maidstone & MKMC, the meeeting will be run on the short circuit. A good entry has been obtained, headed by Peter Gethin in the Church Farm McLaren M10A, Andrea de Adamich and A. N. Other (possibly Tetsu Ikusawa) in TS5s, Lola T142s for Frank Gardner (Sid Taylor), Keith Holland (Alan Fraser), Jonathan Williams (Paul Hawkins), Mike Walker (Alan McKechnie), Willie Forbes, Ulf Norinder and Doug Hardwick, and Carlos Avallone in his T140. Robs Lamplough and Jock Russell are in their Lotus 43s, while Tony Lanfranchi should be at the wheel of the 4wd Hepworth. Colin Crabbe's BRM-Ford, Reg Gubbings in the Nike Mk 5, John Dean's Cooper T66, the Lotus 24s of Chris Summers and Mike Panico and finally Bob Waters' rebuilt Lotus 30, now called the Conchord, complete the big capacity entry, and also on the list are Ian Mitchell's BRM P61 Mk 2 and Graham McRae's F2 Brabham BT23C. Supporting events cater for saloons, prod sports cars and Formula Ford. On Saturday Indy style qualifying will be used to determine grid positions. Sunday's racing is at 2.30 p.m.

The weekend's club racing at Oulton . . .

Oulton Park on Saturday is the scene of the MG CC's Abingdon Cup meeting. As well as the usual pre-war MGs, the Abingdon *marque* will be represented by the MGBs of Bill Nicholson and David Cleverdon, while other events cater for *formule libre*/F3, saloons, GT and sports cars, and clubmen's cars. First race is at 2 pm.

Castle Combe . . .

At Castle Combe on Saturday the BARC are organising a seven-race programme with rounds of the British FVee, Osram-GEC Saloon, MN GT and BARC Clubmen's championships. The entry is very similar to last Sunday's BARC Thruxton.

Mondello Park . . .

This weekend many members of the Formula Ford circus cross the sea for Sunday's MEC Mondello Park meeting, the first on the extended circuit, which features a round of Les Leston FF championship. Among those competing will be Tony Trimmer (Titan), Ian Ashley (Alexis), Sid Fox (Mistrale), Dave Walker (Lotus 61), and James Hunt and Ray Allen in Merlyns.

Mallory Park . . .

The Mid-Cheshire MRC will be at Mallory Park on Sunday, where two FF heats and a final, a Bob Gerard *libre* championship race, a single-seater/GT event and three saloon jousts form the programme. Busiest man of the day should be John Wales who is driving an FF BeeGee, the Aurora GT in the *libre* and single-seater/GT events and an NSU TTS in one of the saloon races. Racing starts at 2.30 pm.

. . . and Snetterton

Feature race of the East Sussex CC's Snetterton meeting on Sunday will be a combined FF/F4 event, which should provide an interesting comparison between the two categories. Other races are for clubmen's and 750 cars, prod sports and GTs, and saloons. The racing starts at 2 pm.

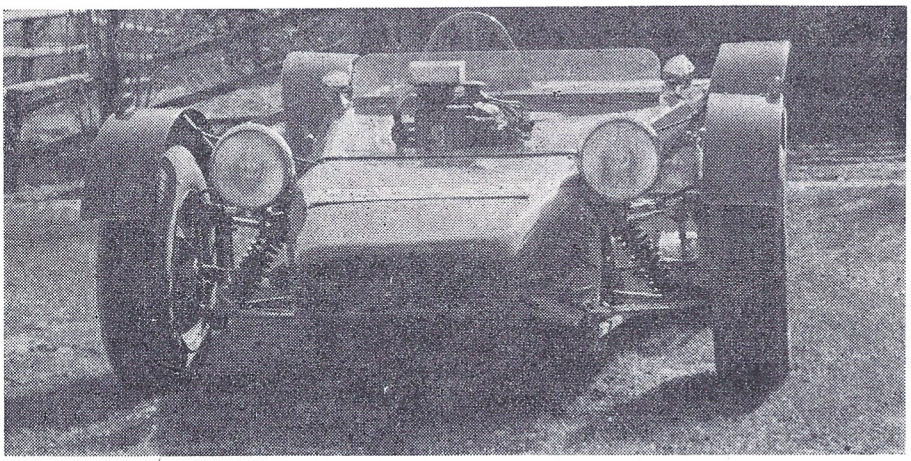
Briefly . . .

● Leda is the name of a new and very compact monocoque Formula 5000/F2 car designed by Len Terry of Design Auto. Terry, who designed the TS5 F5000 car built by John Surtees, intends to build the Leda himself at his Poole factory, although he might sell the complete design.

● Gianluigi Picchi won Sunday's F3 race at Monza with his Tecno finishing a few inches ahead of Claudio Francisci's Brabham BT21B after 120 kms. Vittorio Brambilla was third in the latest Birrel with Luigi Petri's Brabham fourth and Maurizio Montagnani's Tecno fifth.

● Roskilde, the Danish circuit which has several dates on this year's international calendar, has had to close down due to local troubles. A replacement circuit is to be built nearby.

● The SCCA are hoping for a two-car Ferrari entry in some of the later CanAm races this year, although this would presumably depend on how Ferrari's Grand Prix, Group 6 312P and Group 4 512S plans go during the season. The 512S now looks as if it is definitely go-



As well as being busy with production of clubmen's Mk 8 and FF Mk 9 U2s, Arthur Mallock has started production of the wider-cockpit road-going U2 Mk 10. This 1600 crossflow Ford-engined machine belongs to a German customer and has a top speed in the region of 130 mph.

ing to happen. The CanAm cars would be 6.3-litre machines similar to the car Amon had at Las Vegas last year.

● In our Editorial last week we contrived to say that the old Nürburgring lap record stood to Dan Gurney in 1 m 15.1 s, rather than 8 m 15.1 s. As Grahame White of the BARC pointed out, this is equivalent to an average speed round the 'Ring of 679.4 mph, and even Stewart isn't going to go that fast for a season or two.

● Peter Schetty scored a second victory with the flat 12 Ferrari 212P at the recent hill-climb at Ampus, beating Joannes Ortner's works 3-litre Abarth and Giampero Biscaldi's 2-litre Abarth.

● Regulations are now available for the International Brands Hatch Six Hours saloon race to be held on June 22. The race is a qualifying round of the European Touring Car Challenge, and will be preceded the previous day by a 2-hour race for the smaller capacity Challenge saloons. Regs are available from the BRSCC.

● Graham McRae, this year's New Zealand Driver to Europe, will in future have his early Brabham BT23C entered in F2 races by the Paul Watson Race Organisation, who also enter Bill Ivy. McRae was originally entered by Frank Williams Racing Cars.

● Continental magazines have published sneak pictures of two new future production Alfa Romeos: one a neat little 1-litre saloon, and the other a very exciting but practical mid-engined road-going GT car, which presumably uses a productionised version of the 2.5 litre or 3-litre Tipo 33 V8 engine. The GT looks rather like a bigger Lotus Europa, with square headlights and full-width grille.

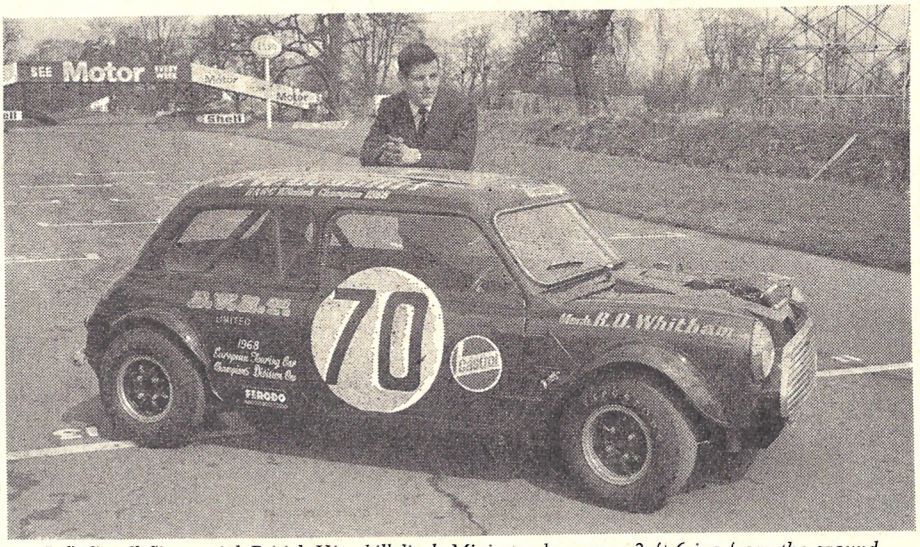
● Wayne Mitchell, the Canadian who did several European F3 races last year with a Brabham BT21B until he had a nasty accident at Chimay and damaged the car badly, has returned to England to do another F3 season. This time he has the backing of a rich Californian, to whom he sold his BT21B as a Formula Ford car, and has a new BT28 on order.

● An American rumour suggests that Roy Winkelmann has definitely decided to make his entry into Formula 1 in 1970.

● The Rheims 12-Hours meeting scheduled for June 28/29 has looked uncertain for some time, due not only to the inadequate width of the 160-mph start-finish straight which runs past the unprotected pit area, but also because of rumours that the circuit was to be sold to become a housing estate. This latter fate has now fortunately been averted, but as the pit area rebuilding programme will not get under way until July the 12-Hours will not be run this year. The other races planned for the weekend, the F2 and F3 events, are however still on.

● Tetsu Ikusawa's new F3 Lotus 59, which will use Holbay R69 engines, will run as part of the Mike Spence Ltd team together with Mike Beckwith's similar car, Gerry Marshall in a Formula Ford Lotus 61L (L for large!), and the Lotus 47 of Ted Bunce, the 23B GT of Peter Beaver and Peter Davies' rallying Ford Escort TC.

● Due to over-subscribed entries, an additional event for Group 4 cars up to 2-litres has been added to the programme for the AMOC Martini at Silverstone on Saturday week. This means that the F3 event will be reduced from 25 to 15 laps.



Jeff Goodliff's special British Vita hillclimb Mini stands a mere 3 ft 6 ins from the ground, weighs barely 9¼ cwt, has a solid rear axle and a Godfrey supercharged, eight port-headed engine, which churns out 165 bhp at the flywheel.

● Rootes have decided to cut back production of cars as from June because of falling home sales, caused, they say, by the government's home economic depression measures.

● The date of the second round of the Can-Am Series, at the Canadian Mont Tremblant-St Jovite circuit in Quebec, has been brought forward from June 29 to June 15—the same date as Le Mans, although this clash should not upset many drivers' schedules as few of the CanAm circus do the 24 Hours.

● On the free weekend between the last two CanAm rounds at Laguna Seca and Riverside on October 19 there is to be a CanAm drag meeting at a Californian drag strip for all CanAm Series contestants. It should be interesting to know how long a CanAm McLaren takes over a standing quarter.

● First details have been issued of the Irish round of the Guards Formula 5000 Championship, the Dublin Grand Prix over the extended 1.26-mile Mondello Park circuit on July 13. The race will take the form of two heats of 40 laps each, with the winner being decided on aggregate.

● Following the success of the Lotus 59B in F2, Lotus Components have announced that they are putting the model into limited production for this season.

● The last road-going Ford GT40, chassis number 101, was delivered to Sir Max Aitken last week by JW Automotive Engineering. This means that only 31 of these £5900 plus tax road GT40s were produced, 26 of them going abroad.

● Bob Robertson, who has not had his rapid clubmen's Lotus 7 out since an end of season accident in 1968, has rebuilt the car completely with a tubular frame and wider wheels, and he plans to reappear with the car, now fitted with a "demon" 1600 Holbay engine. John Moulds is another who is fitting a 1600 Holbay to his well-modified Lotus 7, and he will be selling his FF Merlyn. His brother Peter is selling his Ginetta G12, and between them they hope to buy a twin-cam Brabham for *libre* racing.

● During the Lotus factory's open days last weekend John Robinson of Lotus Components' assembly shop built a Lotus Super 7 in the record time of 4 hrs 38 mins 15 secs, and then he drove it around the Hethel test track just to show that it all worked!

● Martin Birrane has part-exchanged his iron-headed Falcon for Roy Pierpoint's Weslake-headed car, with which Roy had so much success last year. Birrane's mustard Falcon will be sold. Birrane made his first appearance with the car at Oulton Park last Saturday, but was forced out with a flat tyre caused by a leaking wheel rim.

● Roger Clark will be one of the 17 members of Ford's newly formed offshore power boat team. Several other members of the team, including rally driver Norman Harvey and Colonel Ronnie Hoare, chairman of Maranello Concessionaires, have motor racing backgrounds.

● Geoff Knights has resigned as Competitions Secretary of the BRSCC Northern Centre, and all future enquiries should be directed to Mrs Shirley Woods at the club office at York House, 21 Park Street, Leeds 1 (Tel: Leeds 28659).

● Richard Cardew's Sheridan Thynne-owned Titan Mk 4, which has been performing very well in club FF races recently, will in future be sponsored by Sheba World Travel.

● Graham Eden, the former club F3 driver who retired from racing a couple of years ago after a very nasty accident at Mallory Park and has now returned to the club scene with an F2-type Chevron B10 with 2-litre twin-cam, hopes shortly to fit it with a 5-litre Chevrolet V8 for F5000.

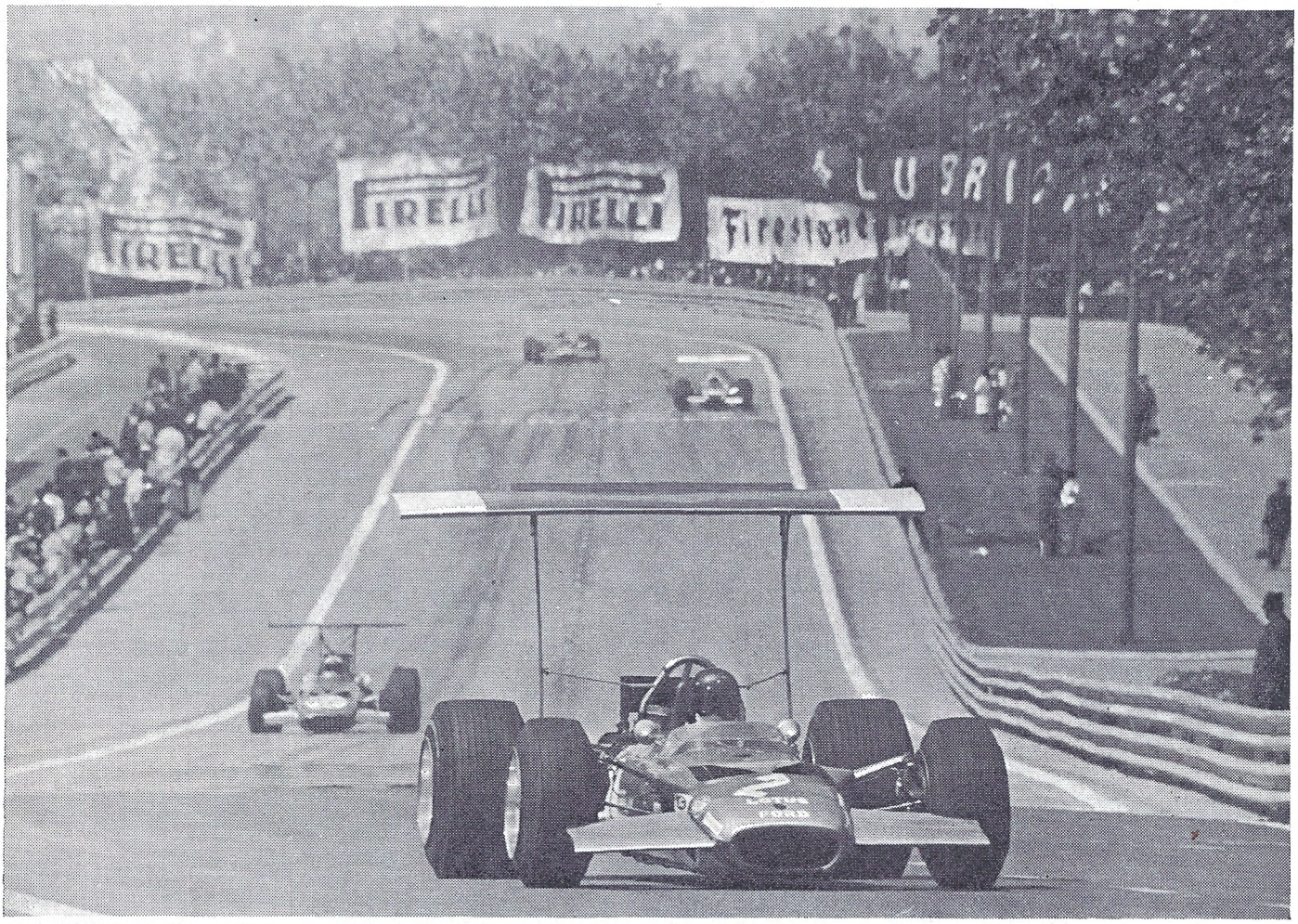
● Alan Goodwin and Don Loughlin, who were one of the first club racers to fit a Spridget with coil-spring suspension and an ultra-light body, have set up business as Aldon Automotive, and are designing a *formule libre* single-seater with twin-cam power. They also have a Group 6 design under way, and will market road and racing equipment under the Aldon banner.

● Club racing sponsors continue to come from strange places, and following Mother Wouldn't Like It shirts backing a team of Sprites, we hear that Dorset Mini racer Peter Vann now has the support of British Bacon. Vann wrote off his successful 1-litre Mini at Castle Combe earlier in the season and couldn't afford to rebuild it, but now it's going back together, preparation again being in the hands of Sigma Engineering of Gillingham. The colour scheme: smoky streaked, perhaps?

Stewart's Spanish serenade

Jackie gives Tyrrell second successive Grand Prix win — Accidents eliminate Lotuses — Rindt and Hill have miraculous escapes — Amon robbed of victory by engine failure — Guard rails prove their worth

By PATRICK McNALLY **Race data by ALAN PHILLIPS** **Photography by DAVID PHIPPS**



Jochen Rindt's Lotus 49B already has a sizeable lead at the end of the first lap over Chris Amon's Ferrari.

IN a race packed with incidents, Jackie Stewart in the Ken Tyrrell Matra MS80 inherited the lead of last Sunday's Spanish Grand Prix on lap 57 when Chris Amon's Ferrari failed yet again and allowed the Scotsman to cruise home to his second successive Grand Prix win. Jackie now leads the World Championship by 10 pts from Bruce McLaren, who finished in second place despite an engine which had started to break away from the chassis.

The two works Lotuses were both involved in spectacular accidents at almost the same spot; Hill escaped unhurt and Jochen Rindt, whose car was totally destroyed, had only minor injuries, although he was trapped upside down in the car. Fastest lap went to Rindt, who had qualified in pole position at an incredible speed. The much scorned guard rails showed their worth, and stopped both the Lotuses from smashing into trees and or into the crowd.

ENTRY

BARCELONA has traditionally been the city of Spain's great motor races. Before the war the Peña Rhin GPs were held here, either on the Pedralbes or the Montjuich circuits, the latter being the scene of this year's Grand Prix. In 1966 the Real Automovil Club de Cataluna reopened the Montjuich parkland circuit in the centre of the town, resurfacing much of the track and installing many protection barriers made necessary by the trees and concrete that surround the track. In the last three years the club has run International Formula 2 races, with wins to Brabham, Clark and Stewart, but this was the first time that the circuit has been used for modern Formula 1. Before this meeting the organisers had spent huge sums of money installing further barriers until the entire track was completely surrounded, which caused one wag to comment that Barcelona was the greatest slot racing circuit in the world, but which the race proved to have been a sensible move.

The entry for this year's Spanish Grand Prix was the smallest for many a long day—a mere 14 cars. The strongest team was undoubtedly **Gold Leaf Team Lotus,** with their two Ford-engined Lotus 49Bs for Graham Hill and Jochen Rindt; these were R6 and R9, last year's cars used both at Silverstone and in the South African GP. For the tight Barcelona circuit the Lotuses were fitted with the larger of their sets of wings and suspensions were set up similarly for Graham and Jochen. As at Silverstone both had Cosworth 9-series engines which rev to 10,000 rpm, 1000 rpm more than last year's mills, and this gives the driver a considerably wider torque band. The team had brought along some mammoth 17-ins rim wheels to try, but otherwise all was as before. Leo Wybrott was once again back in the Lotus fold after a year of retirement, with Billy Cowe looking after the Hill car and Eddy

Denning in charge of Jochen's machine—a strong and efficient team.

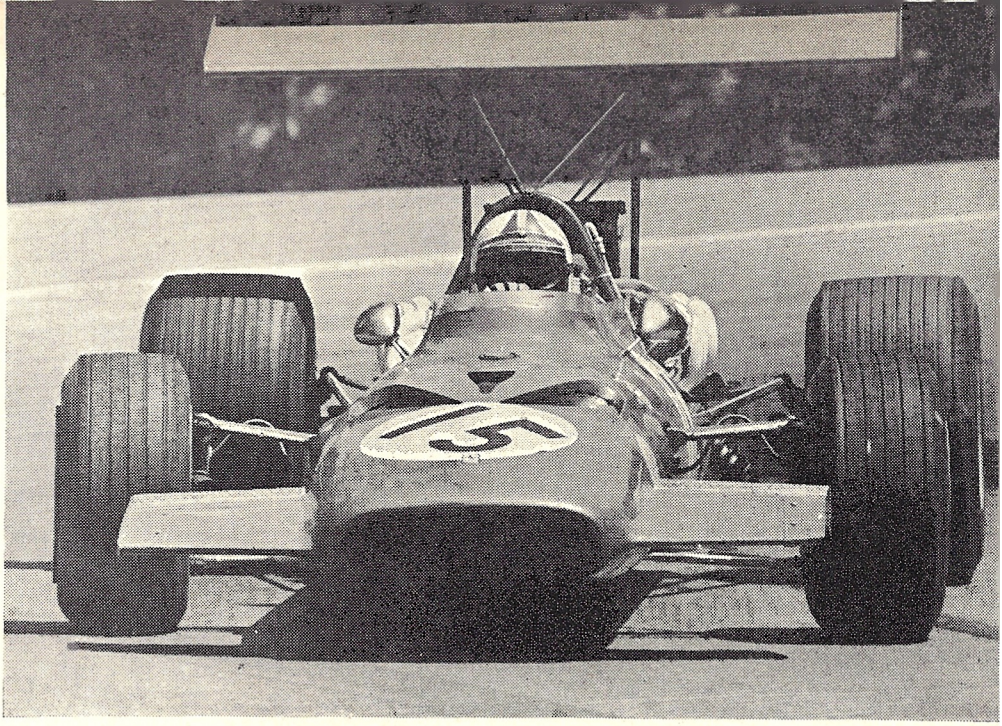
Matra International, still the most organised-looking team, arrived with three cars. Jackie Stewart and Jean-Pierre Beltoise both had the new MS80s, JPB's a brand-new car and Jackie's the one he had used at Brands and in practice in Africa and at Silverstone. Like Lotus, they had 9-series engines, the only other change being some new Girling AR Mk 4 calipers—which are inboard on the MS80 and therefore don't take advantage of the fact that this new ultra-light caliper will go inside a 13-ins wheel when operating on a 13/16 ventilated disc. The curvacious new Matra has a fixed position rear aerofoil, with front down-thrust coming from wings mounted on the side of a new, flatter nose; the top pick-up points on the front suspension are also far from the body, carefully cowled to afford a stabilising effect and keep the nose down. Matra also had some new front bottom wishbones which had provision for the mounting of a front aerofoil.

Bruce McLaren Motor Racing, like other teams, are still working on their four-wheel-drive car, and in consequence fielded the same cars they ran at Silverstone. They hoped to have the 4wd car—the M9A—ready in time for the Dutch Grand Prix. Bruce, who had never been to the circuit before, had the M7C, the F5000-based monocoque he raced at Silverstone, which has a stressed bulkhead in the cockpit area but is otherwise very similar to the M7A. Both cars had completely new front wheels with greatly reduced offset to alter the steering geometry, presumably to reduce the effort required to turn the wheels. Like Lotus and Matra they had the 1969 Ford engines and, in company with these two, had mounting points for aerofoils fore and aft.

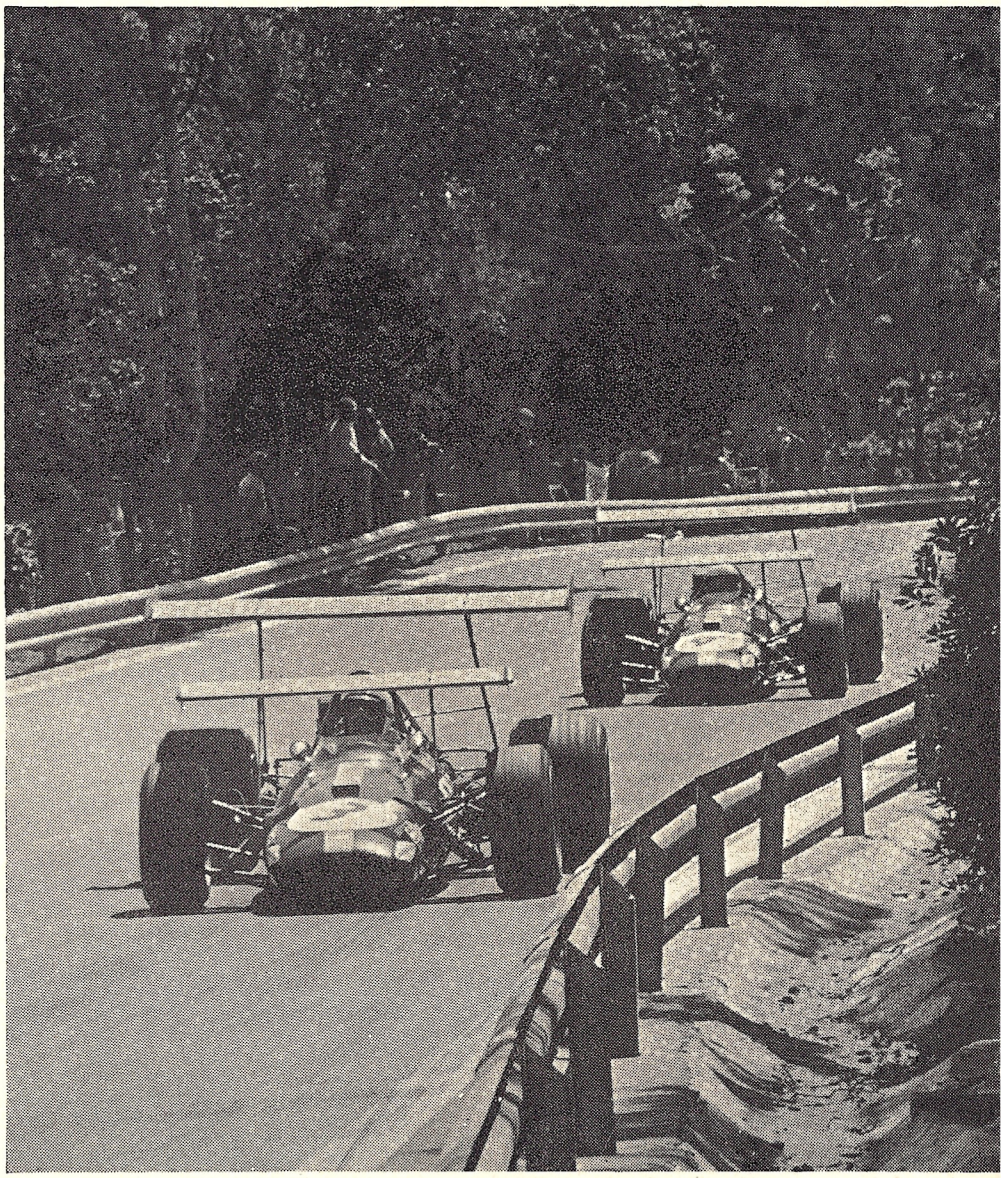
MRD's BT26 Brabham-Fords for Jack Brabham and Jacky Ickx had been fairly extensively modified to suit both this circuit and Monaco in two weeks' time. Both cars had gone back to the old DG Hewland gearbox, which is heavier than their usual FG, with stronger gears and cwp. In order to improve cooling the combined water/oil radiator at the front was now purely for water, the oil cooler being mounted in the airstream above the gearbox in a specially ducted housing. Ickx's car had modified front suspension to bring it up to the modified Silverstone specification of Brabham's car—this entails alterations to the steering to allow for larger front wheels with reduced offset—presumably for the same reason as McLaren have done it: to make the steering lighter. Both cars carried their familiar yellow wings front and rear, although these will probably be removed before Monaco.

Sefac Ferrari concentrated all their efforts on one car for Chris Amon. Using an old chassis, 0009 renumbered 0017, they had changed nothing drastically except the engine, yet there were minute improvements everywhere. The V12 Ferrari engine was designed to rev to 12,000 rpm, but last year Chris was only able to use 10,500 before valves started dropping; development over the winter now sees the V12 running up to 11,400 rpm, producing 435 bhp and affording its driver a much wider power band. Franco Gozzi is now running the team, with technical decisions coming from Jacoponi, while Roger Bailey seems to have become personal mechanic to Chris, looking after both the prototype and the F1 car when the New Zealander is driving. Roger was at one time with Coopers and then joined Alan Mann, but he only started with Ferrari after a successful season with Chris Amon in the 1968 Tasman Series.

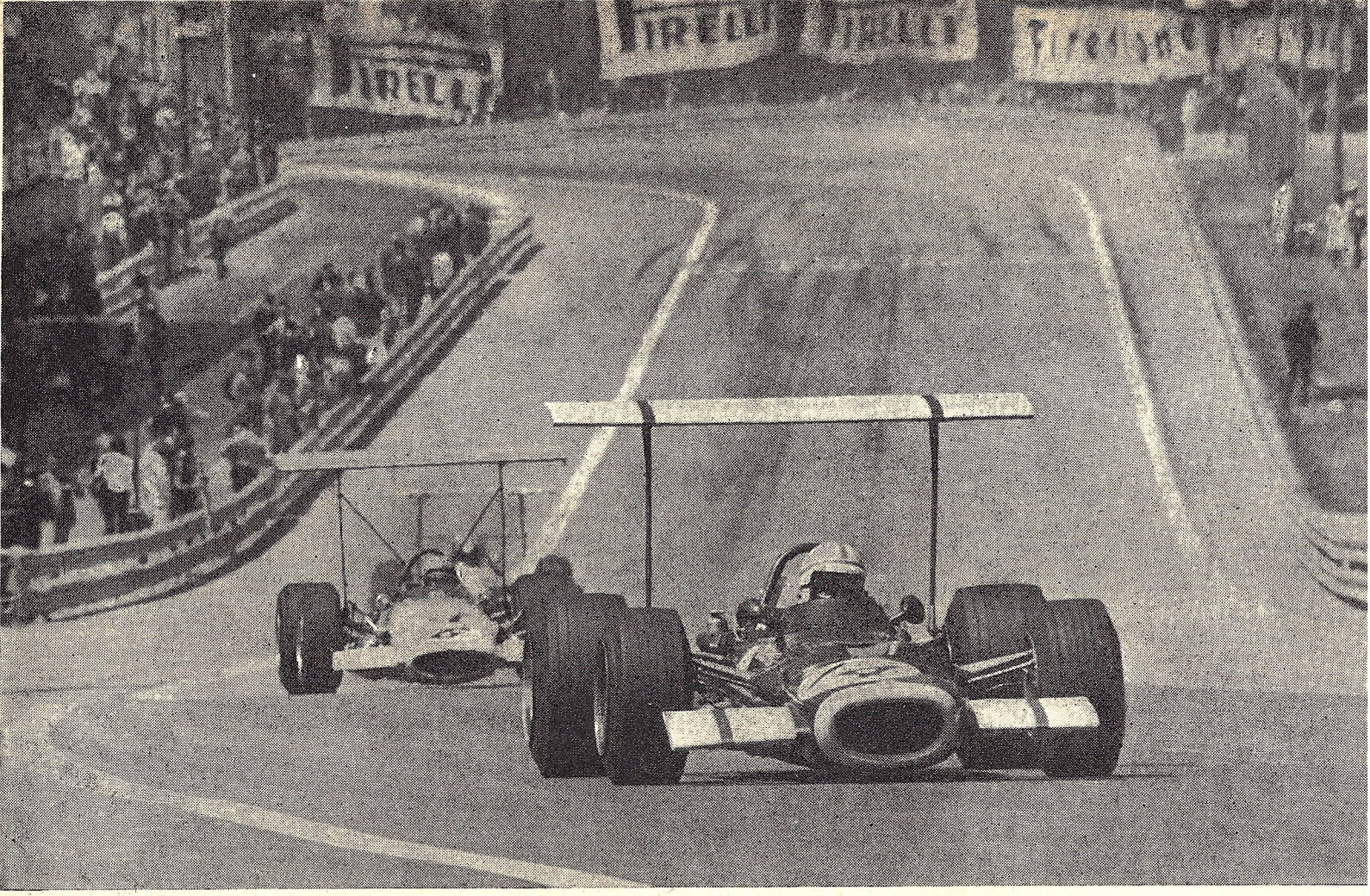
Despite the big shake-up heralded for **BRM** little seemed changed in their camp, although both the cars that the Organisation brought along for John Surtees and Jackie Oliver were fitted with the new four-valve engine. Surtees had a P138, which is the 1968½ car with the monocoque extended to the rear of the car and uses a BRM gearbox, while



Chris Amon suffered yet another engine failure, he held a healthy lead after Rindt's retirement until the Ferrari's engine seized with 34 laps to go.



Boss-man Jack leads team-mate Jacky until his engine blew up in a big way; Ickx too was unlucky, for a loose aerofoil dropped him down from second place before a broken wishbone caused his retirement.



John Surtees brought the four-valve BRM to the finish in fifth place after two early stops to cure misfiring. Here he leads McLaren up the hill beyond the pits.

Oliver had the older type 133 with its Hewland transmission. The cars had been fitted with special additional fuel tanks along the sides of the chassis, holding an extra 11 gallons.

The only three private entrants were Rob Walker, Tim Parnell and Frank Williams. The **Walker/Durlacher** Lotus 49B for Jo Siffert was in identical trim to the works cars: the team had even got a '69 engine, but in practice at Thruxton recently the oil system had pressurised and the resulting loss of oil had caused the engine to go. "Quickest thousand quid I ever spent," commented Rob. **Frank Williams'** new BT26-Ford was entered for Piers Courage, but Piers was restricted to 9600 rpm for he still had a '68 Cosworth which made his choice of gear ratios that much more critical. The fuel tanks in the Williams Brabham, which have been inclined to split, had been liberally coated with Araldite to try to cure the problem. The **Parnell** car for Pedro Rodriguez was the only two-valve car in the race, being the original P126 but with pickup points changed to bring it up to 133 spec, but its Mk 3 engine meant that Pedro was running with at least a 40 bhp handicap. It looks as if he has got a very raw deal from BRM, but at least driving for Tim keeps the Mexican's foot in the F1 door.

Ford's domination of the Grand Prix scene looks virtually complete, with only BRM and the solitary Ferrari using their own engines. This lack of variety has been criticised, but it's an ill wind . . . and it should make for closer racing.

PRACTICE

THERE were three practice sessions, in each case in the evening to give the Spaniards time for the all-important siesta. As the race was to start in the middle of the day it might have been an idea to have had at least one of these sessions at a similar time, when the atmospheric conditions were no doubt considerably different.

In the first session on Thursday, Amon, looking very neat and tidy, was the first to set any sort of a time, getting the Ferrari down to 1 m 28.6 s, a lot faster than Rindt's existing F2 record of 1 m 33.3 s. Jochen went out in the Lotus, and after a couple of warm-up laps all eyes were on the stop-watches, but the Austrian's chances were cut short when a dog got in his way at the hairpin—net result, one very bent front suspension unit and one very dead dog. Rindt wasn't the only one not to have a chance to show his mettle, Jacky Ickx only completing a quarter of a lap before a blockage in the Brabham's metering unit caused the engine to stop. Graham Hill seemed on very good form and was soon down to Amon's time, clipping 0.2 sec off it before coming in, and Colin Chapman was looking very content with his man's work. But Amon's chance came later.

Jackie Stewart, completely unruffled in the MS80, gradually reduced his time to 1 m 28.9 s, but obviously had more in hand, while team-mate Beltoise was finding his way round the new Matra and was 2.3 secs slower. Frank Williams, whose car hadn't arrived, was busy understudying Ken Tyrrell, watching every move the acknowledged expert made.

Jack Brabham tried some wider (16-ins) rear wheels and immediately went faster, but was still unable to break 1 m 30 s, while Denny Hulme was driving round the hairpins with gay abandon reminiscent of his drive at Monaco in 1967, although a cracked disc made braking a problem. The McLaren team seemed to have overcome their oversteering problem at last, but Bruce was not having such good fortune with the M7C, which didn't seem to handle as predictably as the older car.

BRMs, needless to say, were in trouble, both Oliver and Surtees unable to use first gear without blocking the steering wheel and in consequence being forced to use second gear coming out of the hairpins. With insufficient revs their four-valvers were coughing and spluttering like a couple of old two-strokes. At 1 m 31.1 s Oliver was 0.1 sec faster than Surtees, which was surprising, but both seemed pretty unhappy with the way their engines were running.

Among the independents Siffert once again shone, but it still took him a long time before he got down to 1 m 30.8 s, sixth fastest overall. Pedro Rodriguez was having plenty of trouble in his BRM, unable to get into first gear and then breaking a throttle cable before he could set any sort of time. But perhaps the most miserable of all was Piers, who just had to sit and watch.

Right at the end of practice Amon went out again, returning 1 m 28.1 s on his first flying lap, getting baulked the next time round, then putting in a 1 m 27.4 s to show he was very much in command. It was too late for Lotus to try again, but it sent them away with food for thought, and Chapman was to be seen peering at the suspension of the Ferrari later that evening.

Second practice

Conditions were again perfect for the second practice session the following evening. To start with no one seemed to be able to go any quicker than they had the previous day, but then suddenly the times came tumbling down, Hill equalling Amon's 1 m 27.6 s after a series of very high speed laps. The Lotus boys had changed some of the intermediate ratios overnight and the car was now absolutely as the Londoner wanted it.

Amon showed his previous day's best was no flash in the pan by equalling it to make the Ferrari joint fastest with the Lotus. Like Hill, his car seemed to suit him perfectly, and there were no unexpected pit calls, giving

him plenty of time to scrub in tyres and brake pads and allowing Jacoponi to make fuel consumption calculations. Rindt was trying as only he can, but couldn't better 1 m 28.3 s as the car was handling rather strangely, and it wasn't until the end of practice that the mechanics found a duff front shock absorber, a momento of his accident with the dog the previous day. However, it did give the Austrian the opportunity of trying his new gear ratios, and great things were expected of him in the final practice session.

Stewart did perhaps more laps than most people, eventually trying a front-mounted aerofoil operating on the outside edge of the lower wishbones to see if this would improve the car's roadholding. After only a few laps he came in, his gesticulations to Tyrrell suggesting that this addition made the car weave, and it was abandoned. In the last 15 mins Jackie was timed at 1 m 27.8 s by the Lotus, Ferrari and his own pits, but his fastest official time was 1.28 dead. The pattern was now formed with Hill, Amon, Stewart and Rindt separated only by 0.7 sec, and next man Hulme a full second slower. Denny seemed happy with the handling of his car as previously, but his engine was down on power and the electrical system received a very thorough check.

Young Ickx was a lot faster than his governor on this occasion, busily trying to make up the time he lost the previous day. He only just failed to join the five favourites who got below 1 m 30 s. McLaren, who had had tyre trouble the day before, seemed to be getting on much better with his F5000-chassised machine and equalled Ickx's time of 1 m 30 s.

The only French driver in the race, Jean-Pierre Beltoise, was driving the second Tyrrell MS80 very neatly indeed and, despite wasting the second half of practice in the pits after a loose fuel union was discovered, still managed 1 m 30.2 s—which in a brand new car is very quick indeed. Siffert recorded an identical time in the Walker Lotus, but the car was again suffering from a pressurised oil system which was giving the mechanics plenty of work and seriously restricting Jo's practice—they obviously didn't want a repeat of the Thruxton incident, which had cost them a crank and a pair of rods and pistons.

The works BRMs, despite their reputed 445 bhp, were still not fast enough and, although after moving the steering wheel back and the gear lever forward they were now able to get first gear, 1 m 30.9 s for Oliver, with Surtees again 0.1 sec slower, hardly had them in the hunt.

The Williams Brabham arrived in plenty of time for this session, but when a doughnut let go Piers Courage's time of 1 m 31.5 s reflected that he had only managed 16 laps. This was not helped by the fact that the organisers started practice 12 mins late which, when a session is only 75 mins long anyway, gives no time for anything but the simplest changes to the car. Both Tim Parnell and Pedro Rodriguez looked equally unhappy with the BRM P126, Pedro reckoning that the engine was producing less power than it did last year, and his time of 1 m 35.5 s made him the only one not to break Jochen's old F2 record.

Third practice

For the final day of practice Ferrari and McLaren changed to new engines. Once again it was Chris Amon who made the running with a lap in 1 m 27.1 s, but Jochen, with his car now handling properly, soon bettered this by nearly half a second—and it was Amon's turn again. The Ferrari screamed round and there was a great cheer from the grandstands when Chris was given a time of 1 m 26.2 s, and it seemed no one could possibly better this.

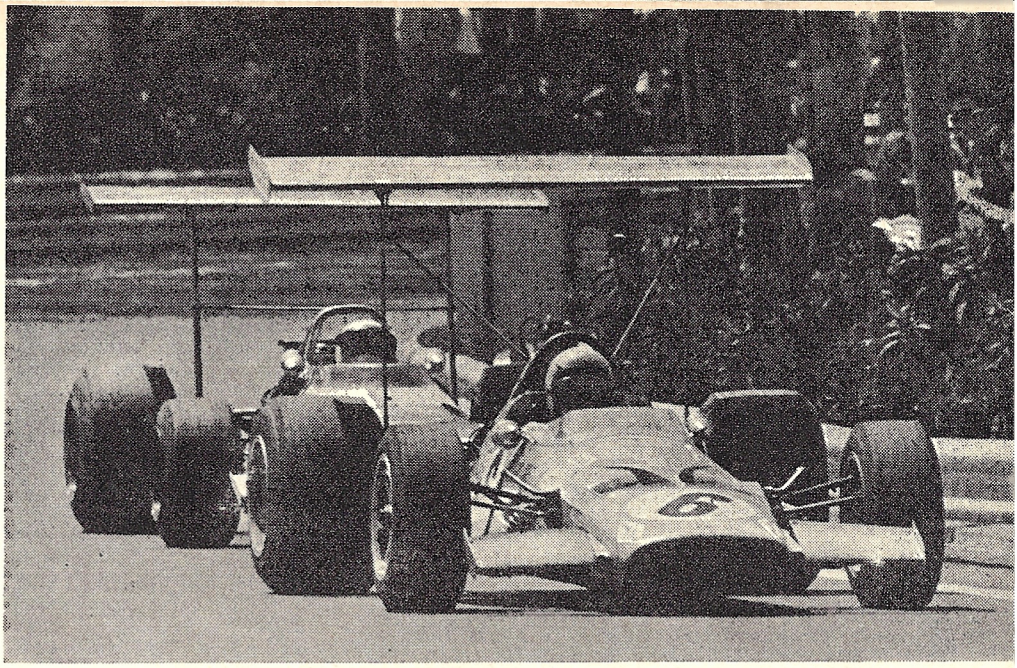
But Jochen was determined to be fastest and, after the mechanics had increased the size of the rear wing until it protruded beyond the wheels, they added a lip to give even more thrust and sent the Austrian out again. Whether the modifications to the wing made the difference or whether Jochen just tried harder is difficult to say, but his times quickly came down to 1 m 25.7 s, which gave him pole position.

Chris Amon felt the game had gone far enough and decided he would rest both the car and himself for the race itself, his time assuring him of a place on the front row. Graham Hill in the second Lotus was unable to better his previous day's time until they made the same modifications to his aerofoil as they had to Jochen's, but it wasn't until the last couple of laps of practice that he achieved 1 m 26.6 s to push Jackie Stewart's Matra onto an unaccustomed place on the second row.

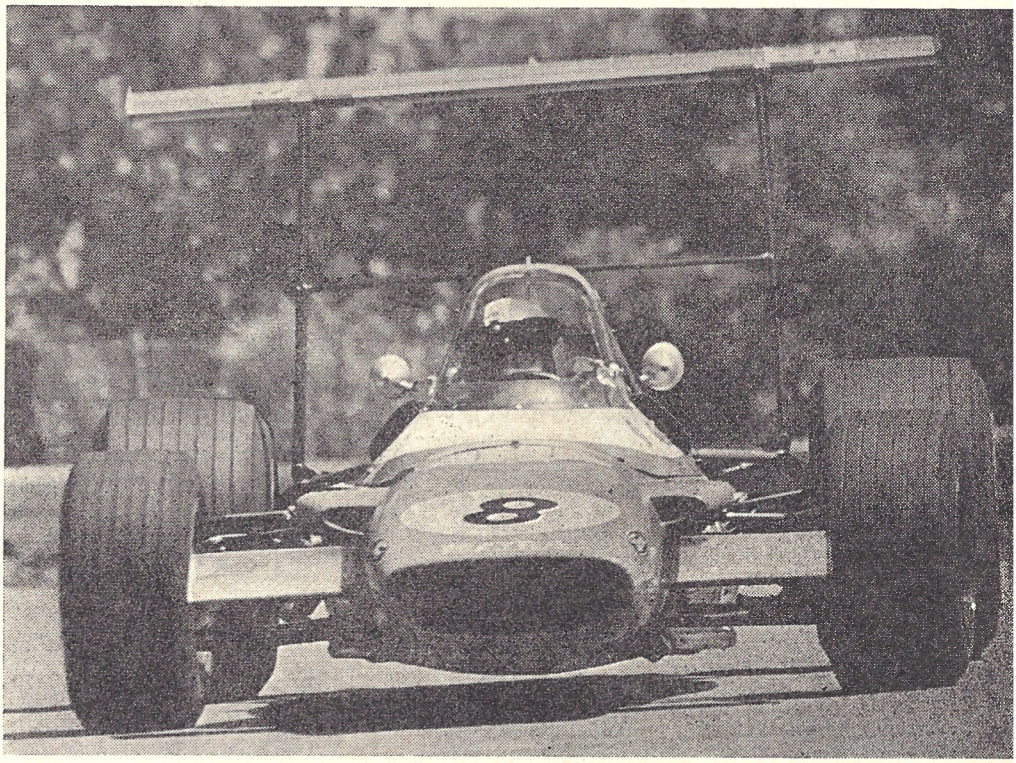
Stewart didn't even try the Matra's front wing on this occasion, being busy scrubbing in tyres. Obviously he would have liked to have been on the front row, but it didn't seem to worry him that he would be behind the two Lotuses and the Ferrari when the flag fell the next day. Jack Brabham, who had damaged a wheel against a barrier the previous day and got little practice as a result, got his Ford-powered car round in 1 m 27.8 s for the place next to Jackie.

Jo Siffert was on the third row, having had handling problems with the Lotus 49 which was understeering tremendously through the fast corners—they tried to adjust this on the rear anti-roll bar but ran into trouble with a stripped thread after one of the roll bars had broken. Ickx too was not happy with the handling of his Brabham and the mechanics were kept busy making a series of minor adjustments to try to improve it, but Denny Hulme had to work hard to get on the same row as them.

Surtees in the works BRM made a terrific last-minute effort and got down to 1 m 28.9 s, which put him on the fourth row with team-mate Oliver, who also reduced his time to 1 m 29.2 s. Courage and McLaren were on the fifth row with JPB; Piers' Brabham had



Jackie Stewart, a very lucky winner on this occasion, comes up to lap an equally fortunate second-placed Bruce McLaren.



Jean-Pierre Beltoise gave Ken Tyrrell's second MS80 Matra-Ford its first outing and finished a distant third after gear linkage delays.

been fitted with new springs and dampers and seemed to be handling a lot better. McLaren was still unhappy with his car, but the limiting factor may well have been tyres, for the only one able to go at all quickly on Goodyear tyres was Jack Brabham—the three fastest were on Firestones, with Stewart's Matra of course on Dunlop.

Beltoise discovered another fuel leak on the new MS80 (which was still running an updated 68-series engine) and wasted further time in the pits; when the car reappeared it had a front-mounted aerofoil, and Stewart did three laps in the car, best of which was 1 m 27.5 s.

RACE

RACE day dawned dark and overcast, but by the time the cars and drivers were presented to the crowd the sun was out and the threat of rain had passed. The cars did a warming-up lap, which was just long enough for an oil pipe from the scavenge pump to burst on Jack Oliver's BRM, coating the track liberally with oil. The organisers decided that a further exploratory lap was now indicated, but not before the police had caused a *fracas* in their efforts to stop the BRM mechanics from pushing Oliver off the grid. Thus the schedule was running some 20 mins late as the cars moved off from the dummy grid—with the exception of Piers Courage, whose engine wouldn't fire up; there was another scuffle when the same policemen tried to stop Frank Williams' mechanics from pushing the Brabham behind the protection of the pit rail.

From pole position Jochen Rindt made a superb start, the red and gold Lotus having over a length on Chris Amon's Ferrari as they went under the bridge. Jo Siffert made a terriffic getaway from the third row and was right with Graham Hill, in the second works Lotus, and Jack Brabham as they went into the first hairpin. Piers Courage was push-started on his way, joining the race nearly a lap in arrears, while poor Oliver got going shortly afterwards but managed only a single lap before coming in to post the first of a long series of retirements.

In a cloud of cement dust put down on Oliver's oil, Jochen Rindt came sliding through the right-hander before the pits to complete his first lap with a full 25 yds advantage on the Ferrari. Siffert had the Rob Walker Lotus up into third place going like a train ahead of Hill, Brabham, Stewart and Ickx. Denny Hulme was in ninth place leading another gaggle consisting of Surtees' BRM, McLaren, Pedro in the Parnell car and Jean-Pierre Beltoise, with Piers Courage right at the tail of the field.

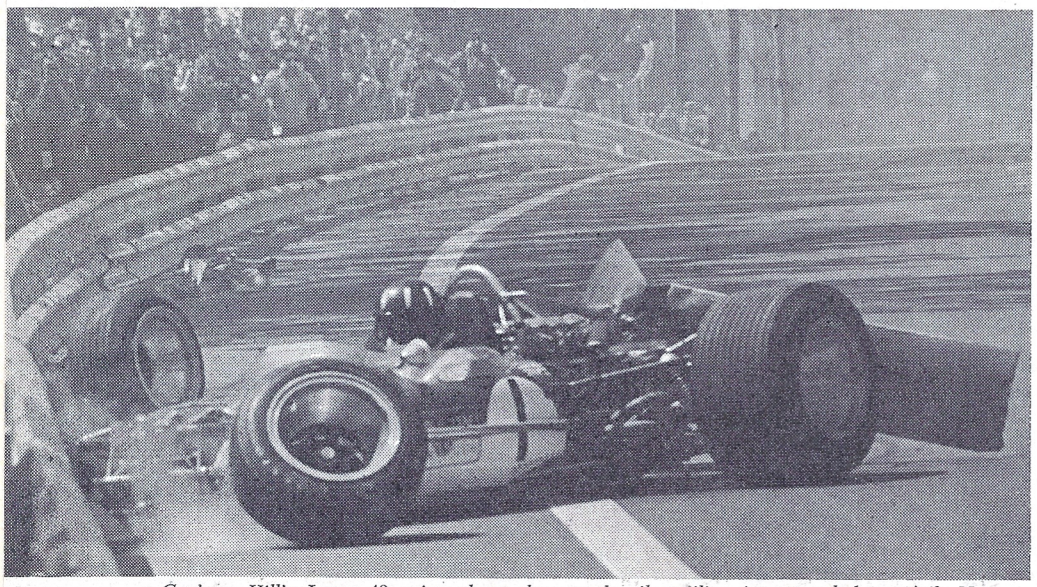
Very much in command, Rindt continued to build up his lead, already lapping in the 1.28 bracket despite full tanks. Amon was holding on grimly, the two of them drawing away from Siffert, who was finding the attentions of Graham Hill a little disturbing. In fourth place Brabham had problems of his own, for he was receiving the same message from Stewart. The Scot's Matra was down on power, the metering unit having had to be set one notch off maximum richness to get the engine to run at all; this was their original engine (number 802), but Jackie was still able to keep Brabham's mirrors very full.

By the fifth lap Jochen was 3 secs ahead of the red car, but Amon was not giving up and was still in furious pursuit. Hill had now closed right up on Siffert and was just waiting for his opportunity to pass the dark blue Lotus—it came two laps later, and the Londoner sped after the rapidly disappearing Ferrari. On the same lap Stewart disposed of Brabham to move up into fifth place. The only other place change in these first few laps was when JPB, who had made a poor start, passed the pathetically underpowered BRM of Rodriguez. Piers Courage, who probably would have been disqualified for his push-start anyway, stopped after only eight laps when he found his Ford engine wouldn't rev over 8000 rpm; they changed the plugs but still all was not well, and a broken valve spring was suspected.

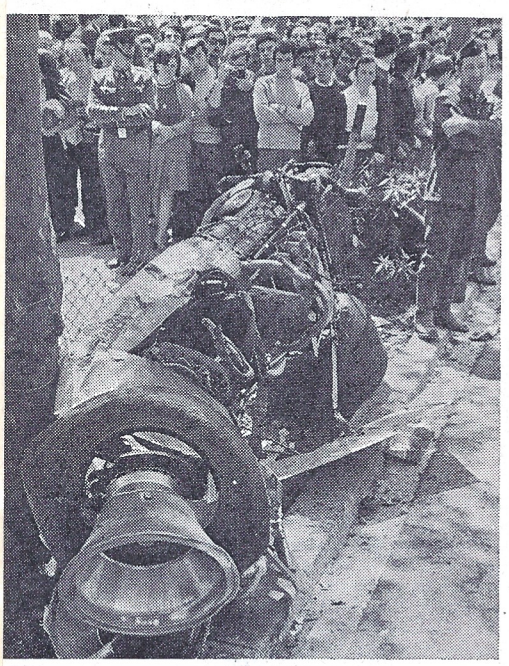
The first major drama of a dramatic race occurred as the leaders went into their ninth lap, Rindt still in command and now 5 secs to the good, and with Hill busy trying to get to grips with Amon. As the third place Lotus crested the two bumps before the hairpin it started to spin, clouting the guard rails heavily on both sides of the road and coming to rest a sadly crumpled heap, but Graham Hill was completely unharmed thanks to his seat belts and the retaining barriers. It was suggested that his aerofoil started to break up and this caused the car to go out of control. Amid a forest of madly waving yellow flags the field picked its way through the wreckage, while the Spanish crowd thronged to the scene of the accident, unaware perhaps that there was no blood and this was not a bull-ring.

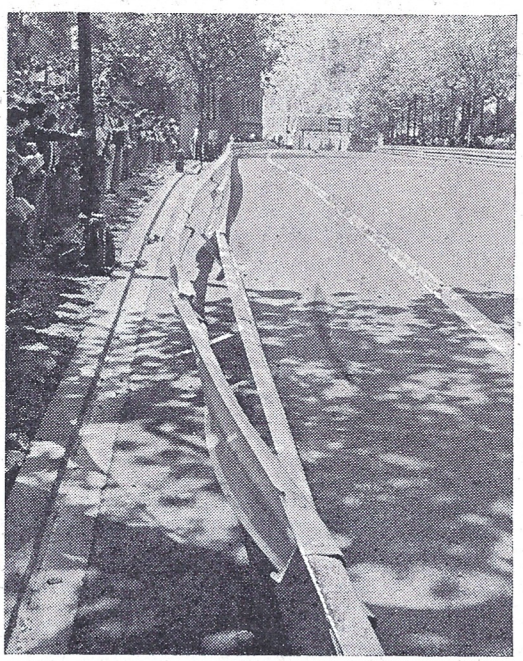
Poor John Surtees was having a disappointing race in the BRM down in ninth place, having just been passed by Bruce McLaren, but he dropped further back, well out of the running, with two pitstops to complain that his engine was misfiring; the second time they changed the transistor box and the plugs and off he went again, having lost four laps. Meanwhile out in the lead Jochen proceeded fast and furious, pulling out as often as not a second a lap on Amon, whose engine had suddenly gone off key due to a blocked injector; this problem cured itself after a few laps, but there still seemed no way that the Ferrari could stay with the Lotus. But then fate took a turn. . . .

At the beginning of Jochen's 20th lap the second disaster took place. As the leading Lotus, doing around 140 mph, crested the same bumps where its sister car had gone off a few laps earlier the aerofoil apparently started to disintegrate, spinning the car round and sending it into the inside guard rail. It careered across the road, shedding two wheels, and crashed into the outside guard rail in front of the crowd, who were shoulder to shoulder six deep. It then launched itself off the remains of Hill's car, the monocoque crashing onto

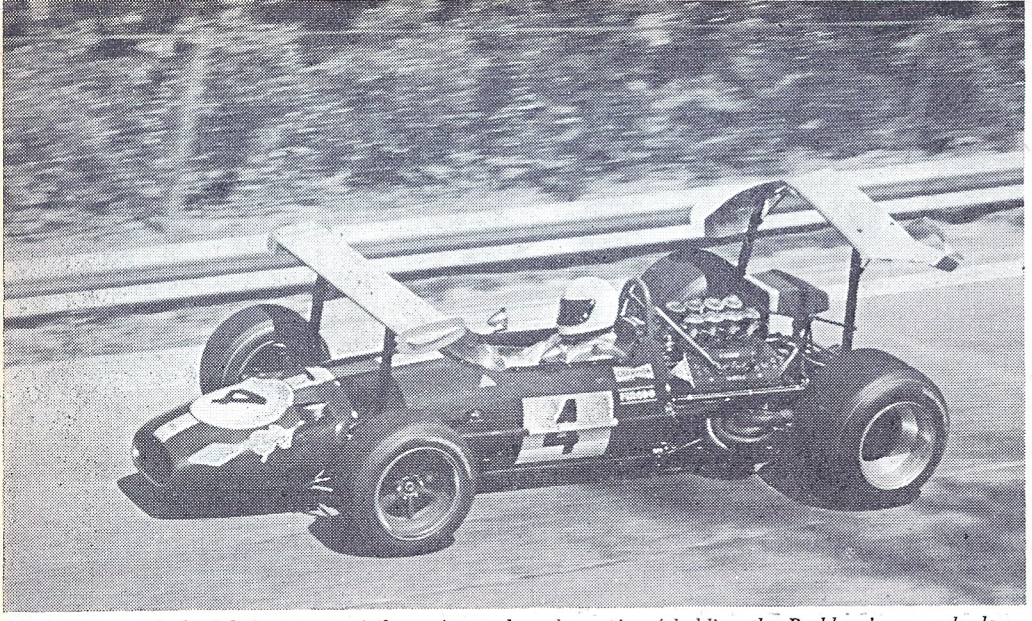


Graham Hill's Lotus 49 spins along the guard rail, trailing its crumpled aerofoil. Note the proximity and density of the crowd . . .





. . . while Jochen Rindt's completely destroyed car lies pathetically on the kerb where it had been manhandled out of the way (left). The guard rail took the 110 mph impact and kept Rindt away from lamp-posts, trees and the packed spectator enclosure (right).



Jacky Ickx's rear aerofoil wasn't equal to the strain of holding the Brabham's rear wheels down on the tortuous Montjuich circuit, and crumpled crazily.

the track upside down and trapping Jochen in a bath of petrol from both fuel tanks, which had ruptured. The monocoque was bent into a U-shape, and both Jochen's crash helmet and the car's roll-over bar had been worn away by their contact with the road. Jochen escaped with facial cuts and a broken nose and cheek-bone, and was expected to spend four days in hospital. He had a miraculous escape—his seat harness held during the impact, but its chassis mounts were distorted—and he was very fortunate to have Hill on hand to organise his extraction from the totally shattered remains. Few people who witnessed what happened could accurately record the sequence of events, but what is certain is that, had there been no guard rails, the Spanish nation would now be mourning one of the worst disasters ever.

Amon was fortunate not to be as close to Rindt at the time of the accident as he had been, but still he had to thread his way through wreckage and errant wheels which were still running down the road. His Ferrari was now leading the race, and he had a 26-secs lead over Siffert, who was still his nearest opposition. Stewart's blue Matra lay third, moving up to within striking distance by lap 25. Behind him came the Brabham biplanes, with Jack leading his young Belgian team-mate—no doubt showing him a trick or two. Hulme was firmly fixed in sixth place ahead of his boss until he stopped at his pit to make sure he hadn't picked up any bits from Rindt's shunt, and this dropped him three places, for McLaren, JPB and Pedro went by before he was going again.

While Amon continued to lead, his position seeming impregnable, a hard battle was being fought for second place, for Stewart was now right on the tail of Seppe's Lotus, but he never got the opportunity to out-manoeuvre the Swiss, for the Rob Walker car expired on lap 31. The extra oil pump on the gearbox of the car which pumps the lubricant back into the dry sump tank had shaken loose and the engine, out of oil, had come to a shuddering halt.

There were now only four cars on the same lap, the Ferrari comfortably in the lead with 42 secs' advantage over the new second place man Stewart. The Brabham pair were still running around in close company some 19 secs further back. Both McLaren and Beltoise had been lapped once, Pedro was two laps behind, and Hulme three.

For the next 15 laps the positions remained unchanged. Stewart was quite unable to make any impression on the leader, the gap between the two varying between 41 and 42 secs; Amon was having to feather his engine in the corners as he was suffering from fluctuating oil pressure and in consequence was lapping in around 1 m 31 s—which also seemed to be about the best Stewart could do with his old engine.

Beltoise came into the pits on lap 46 when the gear linkage in the cockpit came adrift; hasty repairs had the car on its way pretty rapidly, but not before Amon had come charging past to lap him for the second time. Tyrrell, on reflection, decided that JPB might find himself getting two gears at the same time, and called him in again two laps later when they made more permanent repairs, and this dropped him a further lap. The Frenchman didn't lose a place, however, but gained one, for while he was in the pits Jack Brabham, who was holding a very healthy third place, blew up his engine in a very expensive manner, complete with rods through the side.

But Chris Amon has always been a very unlucky driver, and fate was still against him in Spain. With 34 laps to go his engine suddenly tightened up as he came past the pits, and he quickly had to slip it out of gear and park it on the side of the track—cruelly robbed of victory by yet another engine failure.

This change of fortune presented Stewart with the lead, and a comfortable one at that, for there were only two cars on the same lap; and when Ickx's Brabham, which had been lying second, shed part of its aerofoil Jackie really had it in the bag. It wasn't Ickx's day, for even after the mechanics replaced the rear aerofoil he only got within seven laps of the finish, now in third place behind McLaren, before the right-hand bottom wishbone broke and put him out of the race for good.

After Ickx's first incident with the wing, Stewart was over a lap ahead of McLaren, who much to his surprise was in second place. Bruce had eased up considerably when one of the plates which hold the engine to the chassis had broken, causing the whole car to vibrate as if it were about to fall to bits at any moment. The field was depleted even further when Rodriguez stopped on lap 73, the BRM engine emitting a cloud of smoke due to suspected piston failure.

With 16 laps to go Stewart doubled McLaren again, and all was set for the Scot's second successive Grand Prix victory. A very happy Bruce McLaren took second place, with Jean-Pierre Beltoise third to add to Matra's joy, and Denny Hulme fourth despite a spirited attempt to oust the Frenchman in the final laps, which failed by less than 12 secs. John Surtees was rewarded for soldiering on in the BRM with fifth place and two championship points, while Ickx, despite retiring, was classified sixth and thus also picked up a point. In the tyre war Dunlop rather unexpectedly found themselves with their second GP win of the year.

Schenken wins F3

THE running battle that has been going on in international F3 between Reine Wisell's works Chevron B15 and Tim Schenken's Sports Motors Brabham BT28 continued at Barcelona, where the F3 event was a supporting race to the Grand Prix. Thanks to the clash with Dijon the entry, with the exception of these two, Mike Beckwith's Mike Spence Ltd Lotus 59, Jürg Dubler's Tecno, Mike Beuttler's Brabham BT28 and Peter Hanson's Chevron B15, was hardly top-line. In practice Schenken, Wisell and Dubler were all separated by 0.1 sec, Schenks snatching pole after the Swede had broken a camshaft. The Chevron team somehow scrounged what bits they hadn't got for a rebuild and there it was on the line, waiting for the flag the following evening—a good effort.

As the flag fell Schenken made the best start, the Brabham out-accelerating the Chevron into the first corner, with Beckwith and Hanson hard on their heels. Poor Dubler was already in trouble, pitting on the first lap with gear selection trouble after the third/fourth selector fork came loose.

Schenken and Wisell now started a dice which was to continue virtually to the end of the race, 40 laps later. Wisell had the advantage on the second and the fourth laps, but the Brabham driver was in front for a good share of the time. They would come past the pits nose to tail, with whoever was behind taking advantage of the slipstream to pull out and slip in front as they went over the hill and down to the hairpin. Behind them, 6 secs down after 10 laps, Beckwith and Hanson were still at it, emulating the leaders with Beckwith having the upper hand.

The field thinned out before half distance when Cyd Williams in one of the Goodwin Brabhams, Adam Potocki's Matra and fourth man Hanson, who looks as if he may make quite a name for himself, all dropped out. On lap 16 Wisell set a new F3 lap record of 1 m 37.9 s as he passed Schenken to hold the lead for six successive laps, but there was still nothing to choose between the two of them, and sure enough the Brabham held a similar advantage a few laps later.

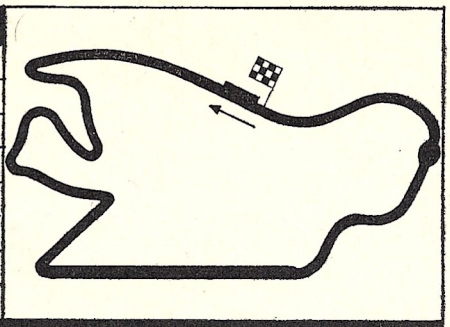
Without Hanson on his heels Beckwith had fallen back, and was now 25 secs behind the leaders, but still comfortably ahead of Beuttler's new Brabham. Peter Gaydon's new Tecno, which had been behind Beuttler at the start, spun and dropped two places on lap 7, and was now having a hard time trying to pass Max Bonnin's Matra, which was lying sixth behind Roger Keele's EMC, which was going surprisingly well.

Meanwhile the Brabham and Chevron battle continued unabated, and it wasn't until the penultimate lap that it was resolved, when Reine ran wide out of one of the fast corners coming back up the hill towards the pits and clipped the guard rail. A jubilant Schenken took the flag 1.3 secs ahead after the Swede's mistake. Beckwith came home third 47 secs behind the pair, with Mike Beuttler some 10 secs further down; Keele easily maintained fifth place, despite a last-ditch effort by Gaydon who, having disposed of Bonnin, had caught up a lot.

F3 race, 40 laps, 96 miles

1, Tim Schenken (Brabham-Lucas MAE BT28), 1 h 6 m 11.6 s, 137.44 kph;
2, Reine Wisell (Chevron-Felday MAE B15), 1 h 6 m 12.9 s;
3, Mike Beckwith (Lotus-Holbay 59), 1 h 7 m;
4, Mike Beuttler (Brabham-Holbay BT28), 1 h 7 m 10.9 s;
5, Roger Keele (EMC-Ehrlich), 1 h 7 m 35.2 s;
6, Peter Gaydon (Tecno-Northstar MAE), 1 h 7 m 40.2 s;
7, Max Bonnin (Matra-Belkechout MAE M55), 39 laps; 8, Mike Campbell (Titan-Lucas Mk 3), 38; 9, Natalie Goodwin (Brabham-Lucas BT21), 38; 10, Javier Juncadella (Brabham-Lucas MAE BT21), 38.

Race GRAND PRIX OF SPAIN



DATE and CIRCUIT. MAY 4.1969. MONTJUICH. BARCELONA. WEATHER WARM SUN. WIND

LENGTH 90 laps of 2.35 mile circuit. 211.98 miles.

CATEGORY FORMULA 1. WORLD CHAMPIONSHIP ROUND 2.

NUMBER of STARTERS 14 FINISHERS 5

WINNER J. STEWART MATRA-FORD av. speed 93.89 mph

FASTEST LAP: J. RINDT in LOTUS-FORD No. 2 on lap 15 in 1 min. 28.3 sec. 96.03 mph.

EXISTING LAP RECORD: J. RINDT in BRABHAM-FORD F2 in 1 min. 33.3 sec. 90.88 mph

PREVIOUS YEAR'S RESULT: (JARAMA) G. HILL in LOTUS-FORD at 84.41 mph

Entries

NO	DRIVER	CAR	ENTRANT	FUEL	OIL	TYRES	CHASSIS	
1	G. HILL	LOTUS-FORD	GOLD LEAF TEAM LOTUS	SHELL	SHELL	FIRE	R49-6	DFV 934. V8
2	J. RINDT	LOTUS-FORD	GOLD LEAF TEAM LOTUS	SHELL	SHELL	FIRE	R49-9	DFV 929. V8
3	J. BRABHAM	BRABHAM-FORD	MOTOR RACING DEVELOPMENTS	GULF	GULF	GOOD	BT26-2	DFV 930. V8
4	J. ICKX	BRABHAM-FORD	MOTOR RACING DEVELOPMENTS	GULF	GULF	GOOD	BT26-3	DFV 937. V8
5	D. HULME	McLAREN-FORD	BRUCE McLAREN MOTOR RACING	GULF	GULF	GOOD	M7A-2	DFV 928. V8
6	B. McLAREN	McLAREN-FORD	BRUCE McLAREN MOTOR RACING	GULF	GULF	GOOD	M7C-1	DFV 936. V8
7	J. STEWART	MATRA-FORD	MATRA INTERNATIONAL	ELF	ELF	DUN	MS80-01	DFV 802. V8
8	J-P. BELTOISE	MATRA-FORD	MATRA INTERNATIONAL	ELF	ELF	DUN	MS80-02	DFV 817. V8
9	P. RODRIGUEZ	BRM	REG PARNELL RACING	SHELL	SHELL	DUN	P126-01	101-004. V12
10	J. SIFFERT	LOTUS-FORD	R. WALKER-J. DURLACHER RACING TEAM	BP	BP	FIRE	R49-7	DFV 932. V8
11	P. COURAGE	BRABHAM-FORD	FRANK WILLIAMS RACING CARS	CAMPSA	CASTROL	DUN	BT26-1	DFV 824. V8
12	J. OLIVER	BRM	OWEN RACING ORGANISATION	SHELL	SHELL	DUN	P133-01	142-001. V12
14	J. SURTEES	BRM	OWEN RACING ORGANISATION	SHELL	SHELL	DUN	P138-01	142-002. V12
15	C. AMON	FERRARI	FERRARI AUTOMOBILI	SHELL	SHELL	FIRE	0017	(ex 0009) V12

Results

POS	NO	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS
1	7	J. STEWART	MATRA-FORD	90	2h. 16m. 53.99s.	93.89 mph	GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
2	6	B. McLAREN	McLAREN-FORD	88	2h. 17m. 40.0 s.	90.33 mph	LOCK FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
3	8	J-P. BELTOISE	MATRA-FORD	87	2h. 17m. 27.4 s.	89.45 mph	GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
4	5	D. HULME	McLAREN-FORD	87	2h. 17m. 39.2 s.	89.32 mph	LOCK FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
5	14	J. SURTEES	BRM	84	2h. 17m. 42.4 s.	86.20 mph	GIRL FER	ARM	BRM	CHAMP	LUCAS	LUCAS
6	4	J. ICKX	BRABHAM-FORD	83	NOT RUNNING AT FINISH		GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
7	9	P. RODRIGUEZ	BRM	73	NOT RUNNING AT FINISH		GIRL FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS

Retirements

NO	DRIVER	CAR	LAP	REASON
12	J. OLIVER	BRM	2	OIL PIPE BURST ON LINE. LOST OIL.
1	G. HILL	LOTUS-FORD	9	ACCIDENT.
11	P. COURAGE	BRABHAM-FORD	19	ENGINE. VALVE SPRING.
2	J. RINDT	LOTUS-FORD	20	ACCIDENT. WING BROKE.
10	J. SIFFERT	LOTUS-FORD	31	ENGINE BLEW UP DUE TO LOSS OF OIL.
3	J. BRABHAM	BRABHAM-FORD	52	ENGINE THREW ROD.
15	C. AMON	FERRARI	57	ENGINE SEIZED.
9	P. RODRIGUEZ	BRM	74	ENGINE. PISTON.
4	J. ICKX	BRABHAM-FORD	84	REAR WISHBONE FRACTURED.

Championship Points

J. STEWART	18
B. McLAREN	8
D. HULME	7
G. HILL	6
J-P. BELTOISE	5
J. SIFFERT	3
J. SURTEES	2
J. ICKX	1

AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY

Practice 1

DATE 1. MAY. pm. WEATHER WARM. DRY.

NO	DRIVER	CAR	TIME
15	C. AMON	FERRARI	1m. 27.6 s.
1	G. HILL	LOTUS-FORD	1m. 28.4 s.
7	J. STEWART	MATRA-FORD	1m. 28.9 s.
3	J. BRABHAM	BRABHAM-FORD	1m. 30.4 s.
5	D. HULME	McLAREN-FORD	1m. 30.6 s.
10	J. SIFFERT	LOTUS-FORD	1m. 30.8 s.
12	J. OLIVER	BRM	1m. 31.1 s.
8	J-P. BELTOISE	MATRA-FORD	1m. 31.2 s.
14	J. SURTEES	BRM	1m. 31.2 s.
6	B. McLAREN	McLAREN-FORD	1m. 32.6 s.
2	J. RINDT	LOTUS-FORD	1m. 39.1 s.
9	P. RODRIGUEZ	BRM	1m. 55.3 s.

Practice 2

DATE 2. MAY. pm. WEATHER HOT. DRY.

NO.	DRIVER	CAR	TIME
1	G. HILL	LOTUS-FORD	1m. 27.6 s.
15	C. AMON	FERRARI	1m. 27.6 s.
7	J. STEWART	MATRA-FORD	1m. 27.8 s.
2	J. RINDT	LOTUS-FORD	1m. 28.3 s.
5	D. HULME	McLAREN-FORD	1m. 29.3 s.
4	J. ICKX	BRABHAM-FORD	1m. 30.0 s.
6	B. McLAREN	McLAREN-FORD	1m. 30.0 s.
8	J-P. BELTOISE	MATRA-FORD	1m. 30.2 s.
10	J. SIFFERT	LOTUS-FORD	1m. 30.2 s.
12	J. OLIVER	BRM	1m. 30.9 s.
14	J. SURTEES	BRM	1m. 31.0 s.
11	P. COURAGE	BRABHAM-FORD	1m. 31.5 s.
3	J. BRABHAM	BRABHAM-FORD	1m. 32.3 s.
9	P. RODRIGUEZ	BRM	1m. 35.5 s.

Practice 3

DATE 3. MAY. pm. WEATHER OVERCAST. COOL. DRY.

NO	DRIVER	CAR	TIME
2	J. RINDT	LOTUS-FORD	1m. 25.7 s.
15	C. AMON	FERRARI	1m. 26.2 s.
1	G. HILL	LOTUS-FORD	1m. 26.6 s.
7	J. STEWART	MATRA-FORD	1m. 26.9 s.
3	J. BRABHAM	BRABHAM-FORD	1m. 27.8 s.
10	J. SIFFERT	LOTUS-FORD	1m. 28.2 s.
4	J. ICKX	BRABHAM-FORD	1m. 28.4 s.
5	D. HULME	McLAREN-FORD	1m. 28.6 s.
14	J. SURTEES	BRM	1m. 28.9 s.
12	J. OLIVER	BRM	1m. 29.2 s.
11	P. COURAGE	BRABHAM-FORD	1m. 29.3 s.
8	J-P. BELTOISE	MATRA-FORD	1m. 29.5 s.
6	B. McLAREN	McLAREN-FORD	1m. 29.7 s.
9	P. RODRIGUEZ	BRM	1m. 34.1 s.

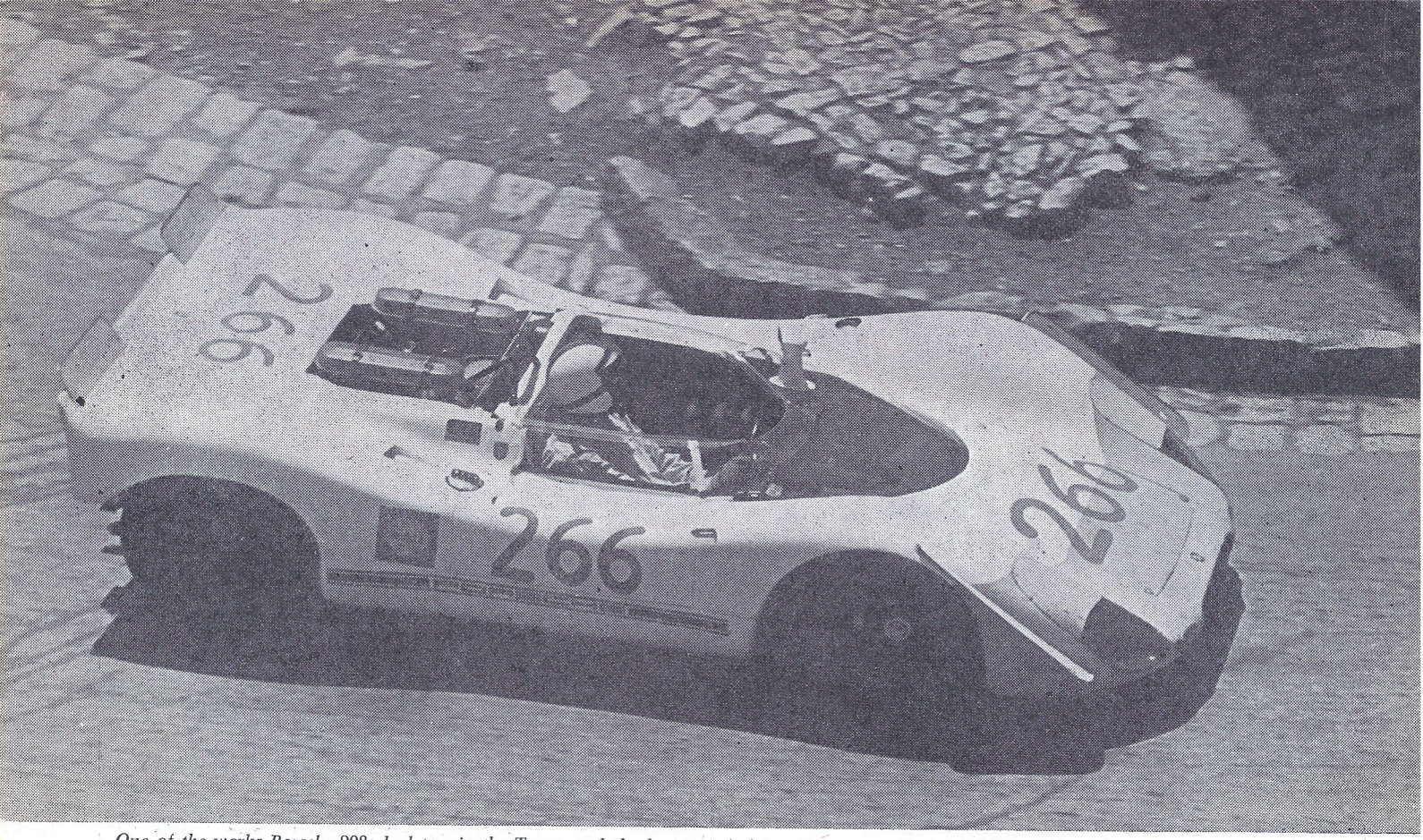
Starting Grid

	RINDT LOTUS-FORD 1m. 25.7 s.	AMON FERRARI 1m. 26.2 s.	HILL LOTUS-FORD 1m. 26.6 s.
	STEWART MATRA-FORD 1m. 26.9 s.	BRABHAM BRABHAM-FORD 1m. 27.8 s.	
	SIFFERT LOTUS-FORD 1m. 28.2 s.	ICKX BRABHAM-FORD 1m. 28.4 s.	HULME McLAREN-FORD 1m 28.6 s.
	SURTEES BRM 1m. 28.9 s.	OLIVER BRM 1m. 29.2 s.	
	COURAGE BRABHAM-FORD 1m. 29.3 s.	BELTOISE MATRA-FORD 1m. 29.5 s.	McLAREN McLAREN-FORD 1m. 29.7 s.
	RODRIGUEZ BRM 1m. 34.1 s.		

LAP CHART

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
2	J. RINDT	Lotus-Ford	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
15	C. AMON	Ferrari	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	10	10	10	10	10	10	10	10	10	10	10	7	7	7	7	7	7	7	7	7	7
10	J. SIFFERT	Lotus-Ford	10	10	10	10	10	10	1	1	10	10	10	10	10	10	10	10	10	10	10	7	7	7	7	7	7	7	7	7	7	7	3	3	3	3	3	3	3	3	3	3
1	G. HILL	Lotus-Ford	1	1	1	1	1	1	10	10	7	7	7	7	7	7	7	7	7	7	7	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4
3	J. BRABHAM	Brabham-Ford	3	3	3	3	3	3	7	7	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6
7	J. STEWART	Matra-Ford	7	7	7	7	7	7	3	3	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	6	6	6	6	6	8	8	8	8	8	8	8	8	8	8
4	J. ICKX	Brabham-Ford	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9
5	D. HULME	McLaren-Ford	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	8	8	8	8	8	8	(5)	9	9	9	9	5	5	5	5	5	5	5	5	5	5
14	J. SURTEES	BRM	14	14	14	14	14	14	14	14	14	14	8	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9	5	5	5	5	14	14	14	14	14	14	14	14	14	14
6	B. McLAREN	McLaren-Ford	6	6	6	6	6	6	6	6	8	8	(14)	11	11	11	11	11	11	11	(11)	9	14	14	14	14	14	14	14	14	14	14										
9	P. RODRIGUEZ	BRM	9	8	8	8	8	8	8	8	11	11	11	14	14	14	14	(14)	9	9	14																					
8	J-P. BELTOISE	Matra-Ford	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	14	14																						
11	P. COURAGE	Brabham-Ford	11	11	11	11	11	11	11	11																																
12	J. OLIVER	BRM	(12)																																							

			41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90
15	C. AMON	Ferrari	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
7	J. STEWART	Matra-Ford	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	4	4	4	4	4	4	(4)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
3	J. BRABHAM	Brabham-Ford	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	6	6	6	6	6	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	(4)	8	8	8	8				
4	J. ICKX	Brabham-Ford	4	4	4	4	4	4	4	4	4	4	6	6	6	6	6	6	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	5	5	5	5				
6	B. McLAREN	McLaren-Ford	6	6	6	6	6	6	6	6	6	6	8	8	8	8	8	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	14								
8	J-P. BELTOISE	Matra-Ford	8	8	8	8	8	(8)	8	8	8	(8)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	(9)	14	14	14	14	14	14	14	14	14								
9	P. RODRIGUEZ	BRM	9	9	9	9	9	9	9	9	9	9	5	5	5	5	5	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14																		
5	D. HULME	McLaren-Ford	5	5	5	5	5	5	5	5	5	5	14	14	14	14	14																																			
14	J. SURTEES	BRM	14	14	14	14	14	14	14	14	14	14																																							



One of the works Porsche 908s had to win the Targa, and the honour of doing it went to Gerhard Mitter/Udo Schutz, who led from the second lap to the end. Neither driver had won the event before.

Porsche pushover in Targa

Mitter/Schutz win Targa Florio from Elford/Maglioli—Porsche 908s fill first four places after Alfa Romeo challenge fails —New record for Elford

By QUENTIN SPURRING

ONLY once since the war have Dunlop not won the Targa Florio, and the 53rd Targa last Sunday was no exception, for the Porsche 908s which filled the first four places were equipped with Dunlops. After Vic Elford lost more than six mins in the pits when in the lead, Gerhard Mitter/Udo Schutz won the race, with Elford/Umberto Maglioli second, Hans Herrmann/Rolf Stommelen third and Karl von Wendt/Willi Kauhsen fourth. Four Alfa Romeo T33s started the race, but only one finished and the Porsches, as expected, had it all their own way. The lap record was broken many times, but Elford retains it having knocked almost 54 secs off his last year's time.

ENTRY

NOT ONLY is the Targa Florio just about the sole surviving road race, it is also the oldest motor race on the Continent. It was first held on May 5, 1906, just seven weeks before the first French GP; in its 63-year history it has not been held 11 times, because of the war years. The *marques* Alfa Romeo and Porsche until last Sunday shared the honour of having won the event most times with eight wins each, to the six of Ferrari and the five of Bugatti, with two more Italian makes, Maserati and Lancia, both having scored four victories.

Porsche, of course, were anxious to gain their fourth win on the trot in the 53rd event, round 5 of the 1969 FIA Group 4 and 6 Constructors' Championship and the second big sports car race in Italy in two weeks. The Stuttgart entry was, as usual, very formidable indeed, and especially so in the absence of the works Ferrari 312Ps and notwithstanding the absence of Jo Siffert, in both cases of course due to commitments in Spain. The cars were Sebring Spyder open versions of the 3-litre flat-8 908s, all equipped once more with Dunlop tyres, with thicker sidewalls than usual to cope with the rough, and sporting a bulge in their noses to carry a spare tyre—essential equipment for the tough 71.9 kms Targa circuit. Driver pairings were last year's winners Vic Elford/Umberto Maglioli (the veteran Italian is one of the only two drivers to have won the event three times, in 1953, 1956 and 1968—the other is Oliver Gendebien), Brian Redman/Richard Attwood, Gérard Larrousse/Rudi Lins, Gerhard Mitter/Udo Schutz, Karl von Wendt/Willi Kauhsen, and Hans Herrmann with 1967 winner Rolf Stommelen.

Opposing his mighty onslaught was one solitary Alfa Romeo T33, the 2.5-litre Autodelta car for the Sicilians' hero Nino Vaccarella and Andrea de Adamich, and two 2.2-litre 907s, driven by Hans-Dieter Dechent/Gerhard Koch and Corrado Manfredini/Luciano Selva.

The 2-litre G6 class provided more variety if less excitement, and was headed by a couple of Porsche 907s: Jonathan Williams, whose 3-litre Serenissima drive with Manfred Mohr failed to materialise because the car was not ready, was codriving for Antonio Nicodemi, and Frenchmen Dominic Martin/Jean-Claude Killy were down to drive Martin's. Mark and Gabriel Konig were giving the attractive 2-litre Nomad-BRM Mk 2 its first outing, and Peter Jackson/Clive Baker were in the 1500 cc Mk 1, now owned by Julian Hasler. A pair of Squadra Lancia 1.6 Fulvias, open cars specially built for the event, were entered for Sandro Munari/Rauno Aaltonen, and Claudio Maglioli/Rafaele Pinto. Giorgio Alberti's Alfa Romeo T33 was shared with Pinto's better known brother Enrico, and Dieter Spoerry/Pauli Toivonen had a works Porsche 911R. There were two more British entries in the class, the 1.3 Unipower for Andrew Hedges/Piers Forester and Jack Wheeler's veteran 1293 Sprite Mk 1 for Wheeler and Martin Davidson.

Heading the 1-litre G6 entry was the Jolly Club Abarth 1000 SP of Ugo Locatelli/Maurizio Zanetti and the pretty "Shangri La"/"Hoga" ATS-Cosworth, with the Mike Dickin/Lubysil Mk 1 997 Sprite for Tony Bending/Alan Capell and the Racing Developments Nathan-Imp of John Markey/Terry Hunter the only British runners here.

The Group 4 cars were split at 1300 cc and 1600 cc. The only big banger was a brand new Traco Lola-Chevrolet T70 Mk 3B entered by Scuderia Filipinetti for twice Targa winner (1960 and 1963) Jo Bonnier and 1966 winner Herbert Müller, with Masten Gregory as reserve driver; the car had beefed up suspension to cope with the strains and stresses of the Targa course. Its main opposition came from a pair of 2-litre Autodelta Alfa Romeo T33s, driven by Mario Casoni/Spartaco Dini and Ignazio Giunti/"Nanni" Galli, and Antonio Zadra's T33. Two Porsches were entered, the 910 of "Nomex" co-driven by Giampiero Biscaldi and the Carrera 6 of "Taurinova," who was paired with Giuseppe Tacci, and two Chevron-BMW B8s, the JCB car for Peter Brown and Roger Enever, not

over enthralled with his first Targa, and Angus Clydesdale's brand new one, which was codriven by Frenchman Edgar Berney, the former Ferrari driver having been co-opted at the last minute in the absence of Peter Taggart. Erich Bitter/Helmut Kelleners preferred the brand new German IGFA Racing Team Abarth 2000S to the team's GT40 for the Targa, and the class was completed by a local Simca Abarth. The two small G4 classes consisted entirely of local Alfa SZs and TZs, various Abarths, and a pair of Fiat Oscas.

The over 2-litre G3 section contained the Triumph TR5 PI entered by Alan Smith/Nick Faure, whose only opposition came from a very slow locally entered roadgoing Ferrari 330GTB. The 2-litre G3 category was as usual utterly dominated by Porsches 911s and 911Ss, notable among which were the cars of Italians "Ypsilon"/Liber. Marchiolo, Frenchmen Claude Haldi/Jacques Rey and Britishers Dan Margulies/Rob Mackie..

The sole British driver in the two small G3 classes (1300 and 1600) was Tony Fall, who was paired with Ruiz Jminez in one of the three Jolly Club Lancia Fulvia Zagatos in the 1300 section, which was made up almost entirely of similar cars. The rest of the field consisted of Alfa Romeo Duetto Fiat 124s and three Porsche 356s.

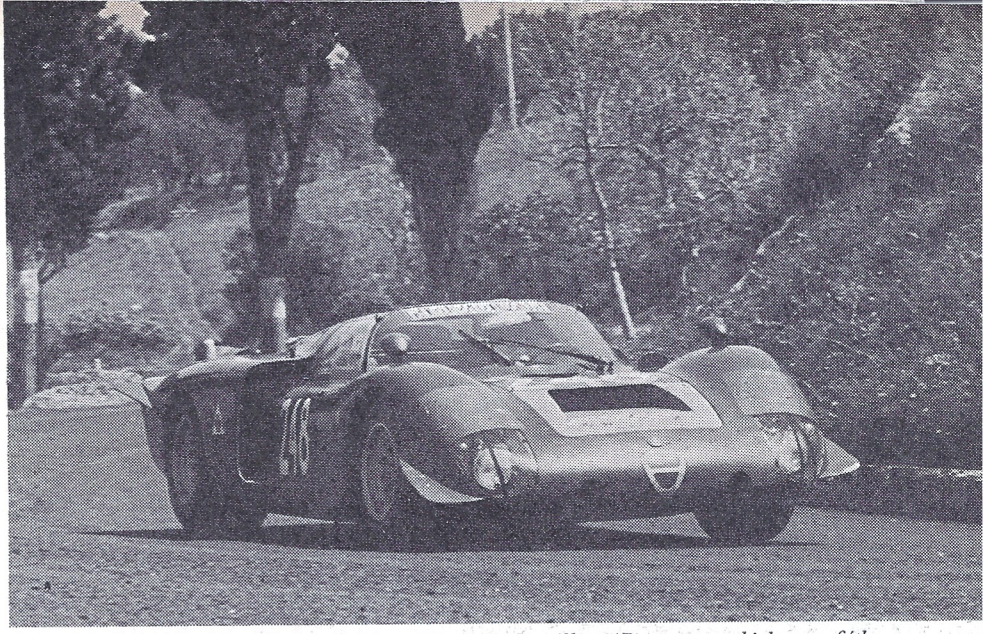
PRACTICE

As always at the Targa, most of the teams put in a lot of practice laps before the event in various cars, but on the Friday there was a short official session, although practice times were to bear no relation to the starting order. For the first time, this year the cars were to be sent off at predetermined intervals with the fastest (3-litre G6) at the front, which makes things much easier for the 500,000 or so spectators, as well as for the drivers.

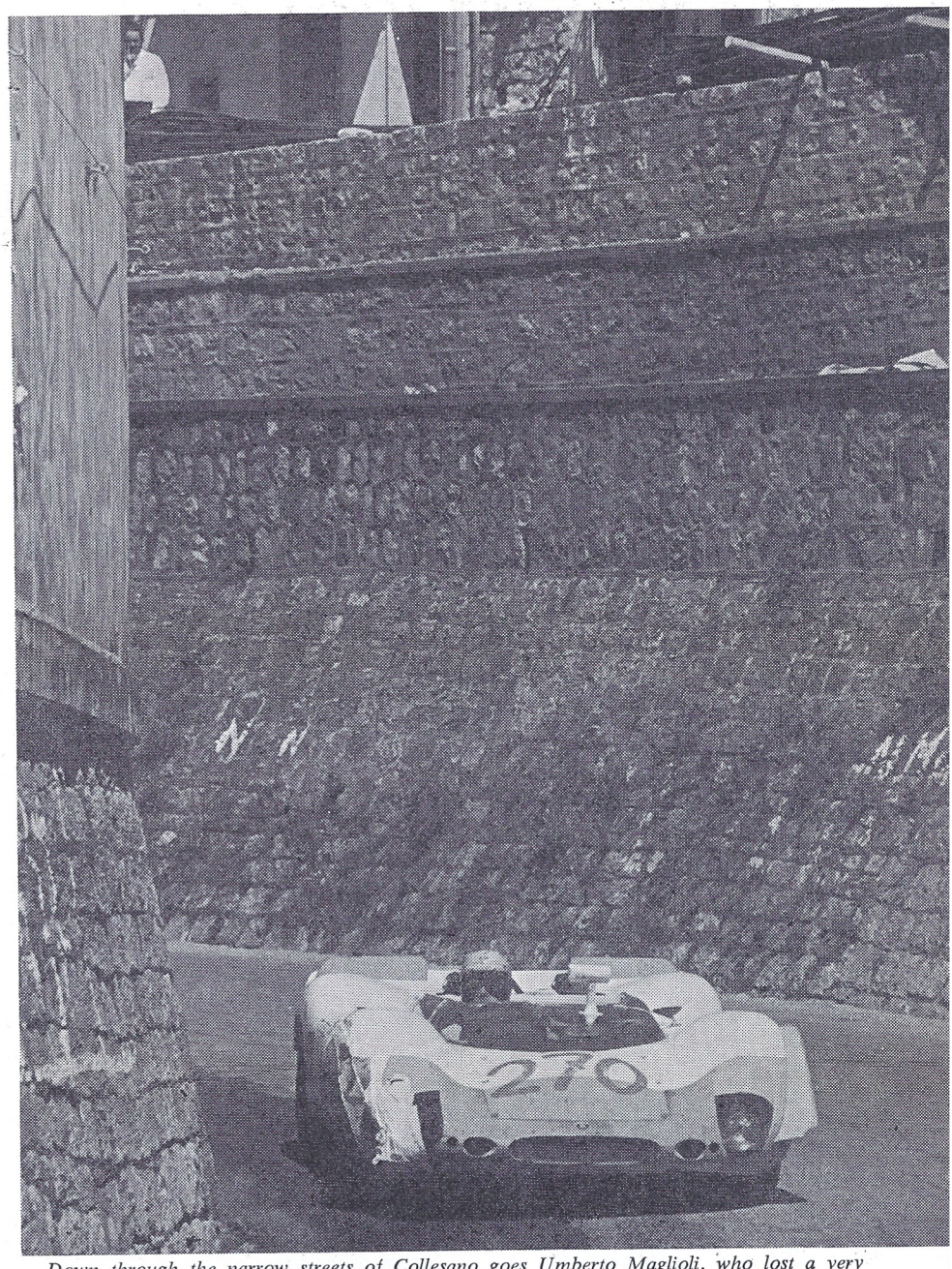
The target in the official session was Elford's 1968 lap record of 36 m 2.3 s, and Elford was the only driver to beat this time. However, his 35 m 54.7 s was set in a training car which, taking it round on Firestones, he later put pretty comprehensively into an Armco barrier. Redman also went off, damaging the left front corner of his car, which had to be rebuilt for the race. Officially fastest was Stommelen. The fastest 12 times are given below; not many drivers completed more than one standing start lap, but the Porsches demonstrated their obvious superiority.

1, Stommelen (Porsche), 36 m 22.2 s; 2, Mitter (Porsche), 36 m 25.1 s; 3, Maglioli (Porsche), 36 m 33.5 s; 4, Elford (Porsche), 36 m 34.0 s; 5, Müller (Lola), 37 m 8.7 s; 6, Vaccarella (Alfa Romeo), 37 m 16.0 s; 7, Schutz (Porsche), 37 m 21.0 s; 8, Giunti, 37 m 21.0 s; 9, Attwood (Porsche), 37 m 46.0 s; 10, Larrousse (Porsche), 38 m 55.0 s; 11, de Adamich (Alfa Romeo), 39 m 3.0 s; 12, Williams (Porsche), 39 m 5.0 s.

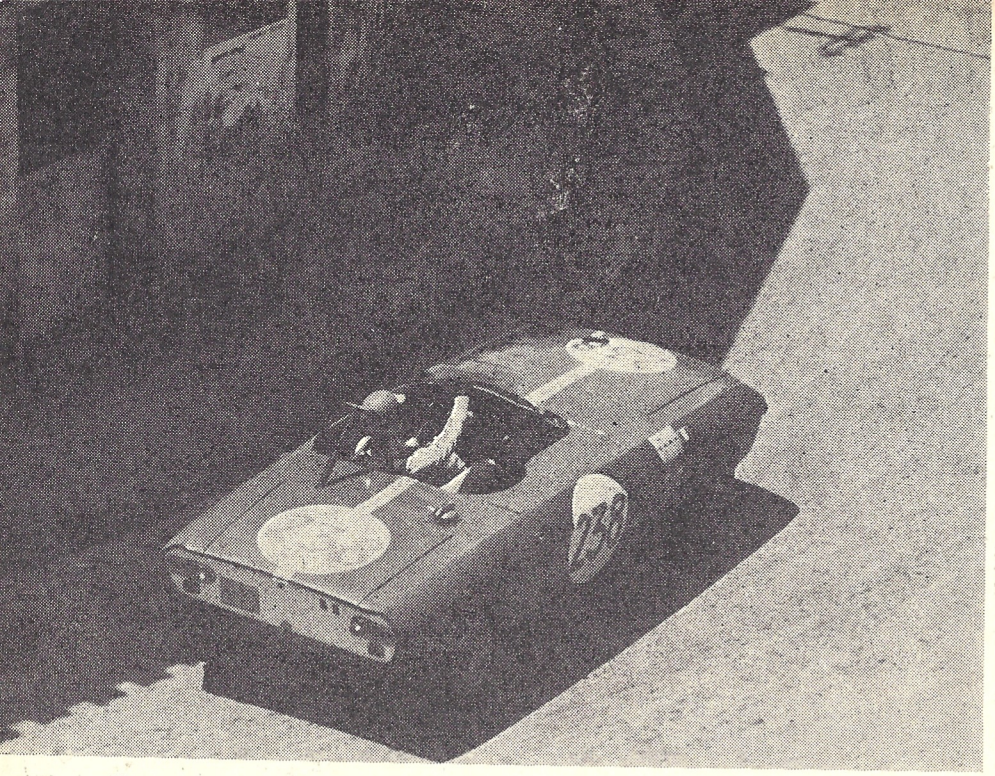
There were several non-starters for the race, including the 2-litre Casoni/Dini Autodelta Alfa, which was crashed and badly damaged by Dini on the Wednesday; Casoni got a drive in Antonio Zadra's similar car. "Nomex" put his 910 Porsche backwards into a bridge parapet and had to scratch, but he got a ride in a 911. The Martin/Killy 907 failed to arrive in Sicily until the Saturday, but both had qualified, and Martin got a drive in the Nathan-Imp as Hunter had not turned up, and Killy was a reserve in the French 911 crewed by Claude Haldi/Jacques Rey. Poor Andrew Hedges/Piers Forester found themselves without a drive when they woke up on race morning, for their unfortunate mechanic had gone off the road in the yellow Unipower while testing during the night, and after Clive Baker had just put in a very promising lap in the Nomad Mk 1, Peter Jackson hit some milestones in a big way and this pair non-started too.



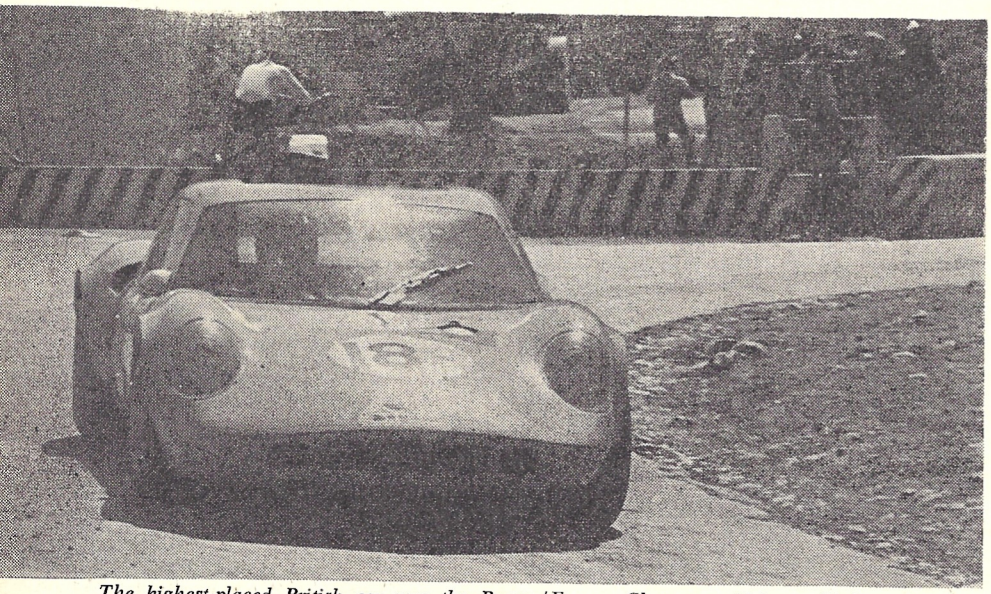
The only Alfa Romeo T33 to last the race was the Alberti/Pinto car, which was fifth overall and winner of the 2-litre G6 class.



Down through the narrow streets of Collesano goes Umberto Maglioli, who lost a very good chance of becoming the first man to win the Targa four times because of an early pitstop. The taped up wing on the Porsche tells the tale of a contretemps *Elford had with an Alfa.*



Not very pretty, but practical. Rauno Aaltonen corners his open 1.6 Lancia Fulvia in Collesano during a very impressive drive—he was the only quicker driver to go five laps without a break.



The highest-placed British car was the Brown/Enever Chevron, which would have been 10th overall were it not for a last-lap oil-pipe failure; they were classified 15th but still second in class.

RACE

RACE day was hot, but the *Ghibli* was blowing very hard, which necessitated the removal of all the flagpoles which adorned the grandstands opposite the pits and added to the delay caused by the general chaos. A surprise for everybody, particularly the Porsche drivers, was the appearance of Nino Vaccarella on the front row, which had in fact been agreed by Dr Ing Ferry Porsche in the interests of the *senso sportivo* although not strictly following the entry list.

At 8.25, 25 mins late, Vaccarella provided the excuse for tremendous jubilation by the crowd as he led the race away, followed at intervals which were almost observed by the Porsche 907s of Manfredini and Koch, and then came the works 908s of Stommelen, Kauhsen, Attwood, Mitter and Lins in a disorganised rabble; after them, all the organisers' plans for an orderly start came to nothing, and it took less than 6 mins for the 79 cars to start in huge gaggles.

Incredibly, Elford (whose comment when told of the decision to allow Vaccarella to start first was "Well, it's our job to see that he isn't in the lead at the end of the first lap") was the first to speed at 140 mph through the main street of the town of Cerda, only about 8 kms from the start. Vic was in the lead both in time and on the road when he completed his first tour, which took him 36 m 28.4 s, coming into view in between the grandstands with a bit of a twitch on through the fast curve across the startline and a thumbs-up sign for the Porsche pit. About half a minute later Mitter followed him through, with Stommelen close behind, and then another huge cheer greeted Vaccarella, who was being harried by Attwood. Koch and Kauhsen came through as a pair, followed by Giunti, going very quickly in the 2-litre Alfa, and Lins, chased by Pinto in the other 2-litre Alfa T33 and Jonathino in the Niodemi Porsche 907.

Although this was the order on the road, the race order on time was slightly different because of the fantastic effort of Müller in the big red Lola. The German was due to start in 22nd place, but he had ignition trouble, and he finally got away about 2 mins after the last little Duetto had left. He overtook 60 cars on his first lap. His time of 37 m 13.1 s was 24 secs slower than Mitter's and this meant that he was running in third place ahead of Stommelen, Lins, Giunti, Attwood and Kauhsen, with Vaccarella and Koch making up the first ten. Müller's time is all the more impressive in view of the dense traffic through which he carved and the comparatively clear runs of the works Porsches.

At the end of lap 2 Elford, only 12 mins behind the backmarkers, shot straight into the pits with a broken alternator belt, and there were tense minutes while it was replaced. In fact, more than 6 mins were lost, and Mitter passed into the lead, with Stommelen not very far behind. Attwood made the first scheduled stop to hand over to Redman, and the superbly driven Giunti Alfa came past in front of Vaccarella. Lins in his 908 stopped for a driver change, but the car stayed in the pits for some time with gear selection difficulties, the same trouble as the 908s had at Monza a week before; the stop put them right out of the running. Kauhsen, Koch and Williams came through next, Koch pitting to hand over to Dechent, but Müller was missing. The Lola had punctured a tyre and crawled round to the pits on the rim for a replacement, whence it was taken out again by Bonnier. Sadly, the Swede only did one lap, for he had a big 204 mph moment on the very fast but horribly bumpy 7-kms straight, and cruised in to retire with handling disorders. Travelling at full chat along this straight early on was not funny, but the wind died down as the race progressed.

Stommelen was still in third spot ahead of Giunti, now leading the big G4 class, Attwood, Lins, Vaccarella, Williams' class-leading Porsche, Pinto, less than 4 secs slower than Williams, and Kauhsen. At the end of the next lap the three cars then leading the race, Mitter, Stommelen and Giunti, all made their routine stops, and Andrea de Adamich took over the 2.5-litre Alfa, which was sounding a little rough. Williams and Pinto both handed over their cars to their owners Nicodemi and Alberti, while next up was Casoni, who had taken over the G4 Alfa T33 from its owner Zadra and was doing great things with it.

These pitstops elevated Elford and Redman to third and fourth both on the road and in time, but after doing four laps Elford came in for his driver change, as did sixth man Kauhsen. Elford's Porsche had a damaged right front corner which told the story of an unfortunate retirement. Trying to make up time after his stop, Elford had been stuck behind "Nanni" Galli in the 2-litre Autodelta Alfa, and when he tried to get past at a hairpin after 5 kms of frustration the cars touched: the Alfa was shunted into a wall, and the two left-hand tyres deflated. The Italian staggered on to a service point and had them replaced, but after a few more miles something in the suspension, weakened in the shunt, broke and sent him spinning into another wall and out of the race.

At half-distance, then, the leading ten cars were as follows:

1, Mitter/Schutz (Porsche), 3 h 2 m 54.7 s; 2, Redman/Attwood (Porsche), 3 h 7 m 20.2 s; 3, Stommelen/Herrmann (Porsche), 3 h 7 m 22.7 s; 4, Elford/Maglioli (Porsche), 3 h 8 m 11.4 s; 5, Vaccarella/de Adamich (Alfa Romeo), 3 h 12 m 1.8 s; 6, Kauhsen/von Wendt (Porsche), 3 h 15 m 4.1 s; 7, Pinto/Alberti (Alfa Romeo), 3 h 19 m 40.9 s; 8, Munari/Aaltonen (Lancia), 3 h 26 m 2.9 s; 9, Manfredini/Selva (Porsche), 3 h 29 m 4.1 s; 10, Koch/Dechent (Porsche), 3 h 29 m 8.9 s.

After Schutz had gone by to begin his sixth lap, Herrmann and Redman made the Porsche pit crew leap about a bit when they stopped simultaneously, Redman to hand back to Attwood, but Herrmann with a steering fault which took some time to correct. The

remarkable and noisy little Lancia 1600 of Munari/Aaltonen, which was holding eighth overall, finally stopped, after Aaltonen had put in five very hard-working laps, for Sandro Munari to carry on the good work and retain second in class behind Alberti.

During the course of the fifth lap another leading retirement came when Nicodemi crashed his 907 when leading his class by 4 mins. Gabriel Konig, on her second lap in the Nomad Mk 2 after three by Mark rather low down the field (their position had not been helped by a couple of bolts coming out of the steering column just before their changeover stop), had punctured a tyre and was creeping back round the circuit in an effort to make it back to the pits. Apparently there was a misunderstanding about which side Nicodemi was going to pass, and in avoiding the Nomad he went off, bending the Porsche's chassis. Mrs Konig, too, retired when the wheel failed to convey her back to the pit area.

Schutz held onto his lead on lap 6, but Maglioli moved up to second place ahead of Attwood, Herrmann and von Wendt. Sixth spot was occupied by de Adamich's Alfa, but then loud Sicilian groans were heard when the car's engine blew, although this moved Alberti up a place in his Alfa. Behind him, a battle had developed between the Bitter/Kelleners Abarth, the Aaltonen/Munari Lancia and the Manfredini/Selva Porsche 907, which after the 1.6 Fulvia's pitstop were close together both on the road and on time. The only other car not to have been lapped was the Koch/Dechent 907, behind whom the Brown/Enever Chevron was being very smoothly driven in 12th place overall and second in class to the Abarth.

Next time round, the order on the road throughout the field was more or less the race order on time, and Schutz stopped to hand over to Mitter for his final stint with almost 5 mins in hand over Maglioli, who was only 20 secs ahead of Attwood. Herrmann, von Wendt and Alberti all made their routine final changeover stops, as did Brown in the yellow Chevron. With two laps to go Mitter had a lead of 4¾ mins, and Maglioli handed his Porsche back to Elford in 23 secs including refuelling. Attwood had gone missing somewhere out on the circuit and, although Redman stood around for an eternity with all the gear on, he was never seen again: the trouble was driveshaft failure.

Only six cars were now on the same lap, Stommelen, Kauhsen and Pinto all holding station, while the Koch/Dechent Porsche had repassed the Manfredini/Selva 907, the Bitter/Kelleners Abarth and the Aaltonen/Munari Fulvia, now in that order after Munari had been delayed with a slow puncture and had to get some spectators to help him change the wheel.

As the leaders started their final lap, Elford was just under 4½ mins behind Mitter, who had now lapped Koch as well. The British driver was obviously still having a go for the outright win (it did seem at one point that the 1969 Targa could be a repeat of last year's, when Elford/Maglioli won after losing time in an early pitstop), but he had no hope of managing it, although a little softshoeing by Mitter helped him to get within 2 mins 40 secs. The Porsche pit went wild when Mitter took the flag after an absolutely trouble-free run (although the crowd were not over-enthusiastic); they had now won the Targa more times than any other manufacturer and had consolidated their already formidable lead in the FIA Championship.

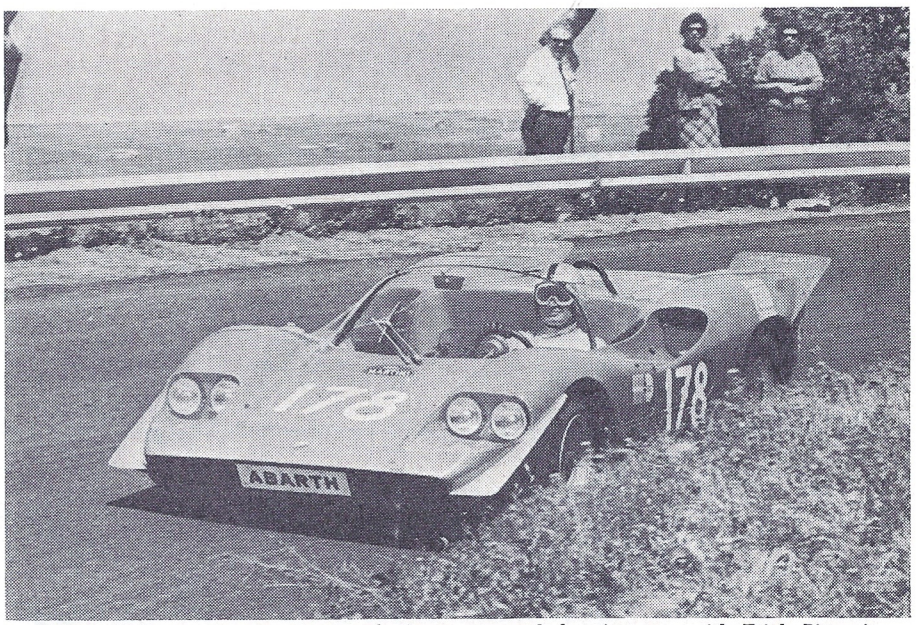
The Pinto/Alberti Alfa just avoided being lapped and provided the crowd with an excuse to cheer when it finished 40 mins later, all on its own, to a huge welcome for winning its class and coming fifth overall behind Elford, Stommelen and Kauhsen.

Sixth and seventh places went to the Porsche 907s of Koch/Dechent and Manfredini/Selva, with the trouble-free Abarth 2000S of Bitter/Kelleners 75 secs behind and 47 secs ahead of the Aaltonen/Munari open G6 Fulvia. Tenth place should by rights have gone to Brown/Enever in the B8, but on the last lap an oil-line split and Enever spun on his own oil, slightly damaging some fibreglass against a wall and stranding him out on the circuit with no oil pressure. Behind the Chevron the best race of the event had been in progress for the 2-litre G3 class, and 10th position went to the winners of this, Ennio Bonomelli/Cesare Guzzi in a Porsche 911; this pair had had a race-long tussle with the similar car of Everardo Ostini/"Nomex," which was only 36 secs slower at the finish, with two more Italian 911s not far behind. This class might not have been so closely fought had not "Ypsilon"/Marchiolo retired their 911 early on with rear end damage after a shunt.

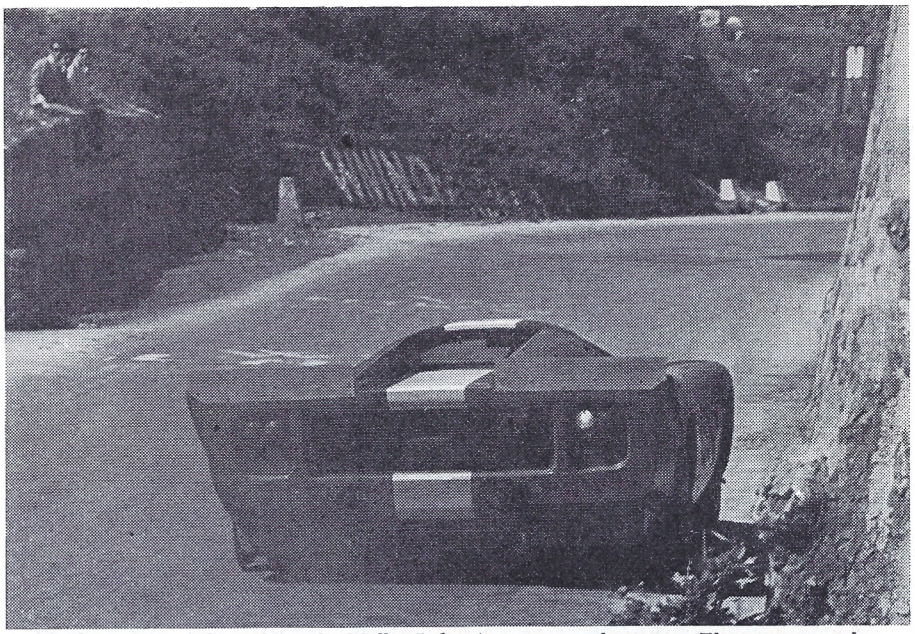
Of the other British drivers, the most successful was Tony Fall, who had a lot more to say for his codriver Ruiz Jminez after the Spaniard had overtaken the similar Fulvia Zagato of Rafaele Restiva/"Mister X" on the last lap to win the class, despite a pitstop beforehand to secure a damaged passenger door and a much longer stop earlier on. Dan Margulies/Rob Mackie had a reasonable run to 21st overall in their 911, sixth in class, but Alan Smith/Nick Faure were not so lucky: when they were certain of a class win if they just kept going, following the retirement of the Ferrari 330 with a dinged front, a lead to the battery vibrated loose and finally came adrift in the middle of a fast curve, leaving Faure with no power and causing him to go off down a steep embankment; the car was not badly damaged, and Faure was quite unhurt.

Angus Clydesdale/Edgar Berney were 25th overall, albeit with some bodywork damage after Clydesdale had clobbered a spectator's car on a recently resurfaced piece of road which was breaking up, and third in a class which featured a lot of retirements. Mario Casoni, driving Antonio Zadra's Alfa T33, received minor burns on his limbs and a cut face when the car inexplicably caught fire and was destroyed, and after a long delay he was

Continued on p 19



Helmut Kelleners, here at the wheel, drove a smooth but fast race with Erich Bitter in the IGFA Racing Team's new Abarth, easily winning their class.

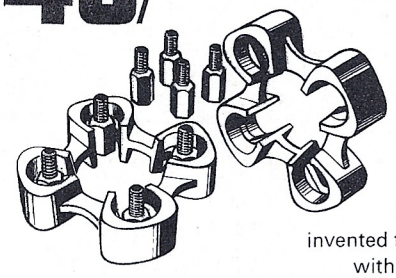


The beginning of the end for the Müller Lola after a tremendous start. The camera catches the right rear indicator in mid-wink, signalling that he will keep out of the way as he crawls round to the pits on the left rear rim.

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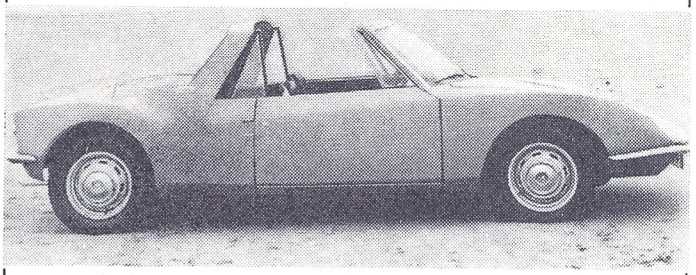
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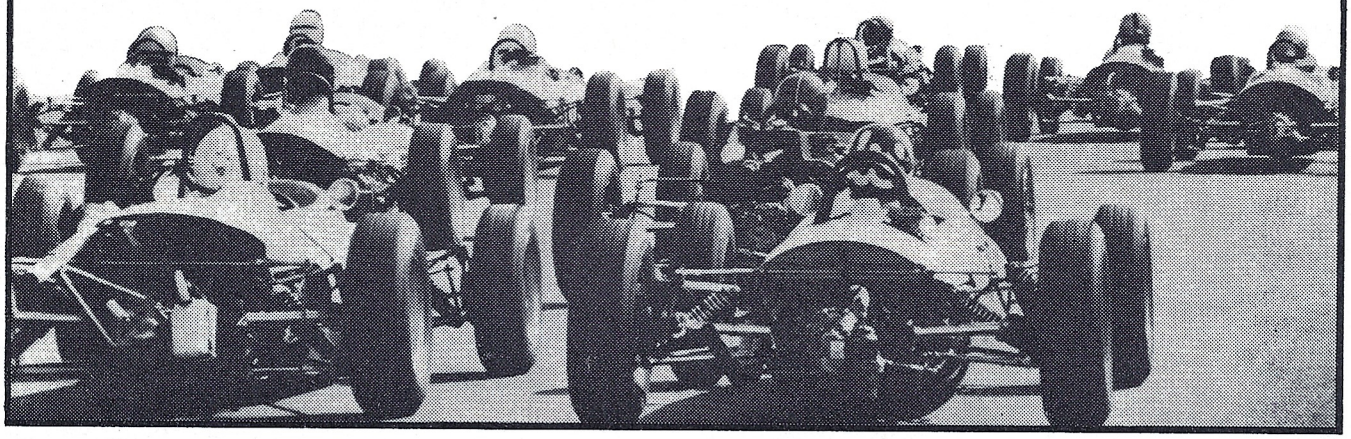
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flown to hospital, where his burns were stated to be not serious; the Carrera 6 of "Taurinova"/Giuseppe Tacci also failed to finish.

The 1-litre Sprite of Tony Bending/Alan Capell was rolled by Bending and written off, although Bending was unhurt. Their class was won by a Sicilian Abarth 1000SP after the Lacatelli/Zanetti Abarth and the "Shangri La"/"Hoga" ATS had retired, as well as the John Markey/Dominique Martin Nathan, which had gearbox trouble. The other Sprite, the Jack Wheeler/Martin Davidson car, picked up a piece of paper litter in its radiator grille and was thereafter plagued with overheating, eventually blowing a head gasket. This also happened to the second open Fulvia of Maglioli/Pinto, which was going very nicely for five laps before retiring, and one of the 3-litre Porsches got caught up with a cement bag. But the most disappointing retirement here was that of the Toivonen/Spoerry works 911R, which caught fire on lap 3 when Toivonen was lying 12th on the road and third in class.

Several of the quick drivers achieved laps under Elford's 1968 record, but after his pit-stop Quick Vic set the fastest lap of the race at 35 m 8.2 s.

53rd Targa Florio
Sicily, May 4
FIA Groups 4 and 6 Constructors' Championship, round 5
10 laps 719 kms

1, Gerhard Mitter/Udo Schutz (3.0 Porsche 908), 6 h 7 m 45.3 s, 117.469 kph*; 2, Vic Elford/Umberto Maglioli (3.0 Porsche 908), 6 h 10 m 34.0 s, 116.577 kph; 3, Hans Herrmann/Rolf Stommelen (3.0 Porsche 908), 6 h 21 m 26.7 s, 113.253 kph; 4 Karl von Wendt/Willi Kauhsen (3.0 Porsche 908), 6 h 35 m 33.5 s, 109.212 kph; 5, Enrico Pinto/Giorgio Alberti (2.0 Alfa Romeo T33), 6 h 46 m 35.3 s, 106.249 kph*; 6, Gerhard Koch/Hans-Dieter Dechent (2.2 Porsche 907), 9 laps, 105.245 kph; 7, Corrado Manfredini/Luciano Selva (2.2 Porsche 907) 9 laps, 102.899 kph; 8, Erich Bitter/Helmut Kelleners (2.0 Abarth 2000S), 9 laps, 102.899 kph*; 9, Rauno Aaltonen/Sandro Munari (1.6 Lancia Fulvia HF), 9 laps, 102.684 kph; 10, Ennio Bonomelli/Cesare Guzzi (2.0 Porsche 911), 9 laps, 100.137 kph*; 11, Everardo Ostini/"Nomex" (2.0 Porsche 9 laps; 12, S. Calascibetta/V.. Ferlito (1.0 Fiat Abarth), 9 laps, 98.600 kph*; 13, Gianfranco Banetto/Danzel Moras (2.0 Porsche 911), 9 laps; 14, Erik Sindel/Dieter Benz (2.0 Porsche 911), 9 laps; 15, Peter Brown/Roger Enever (2.0 Chevron-BMW B8) 8 laps; 16, G. Virgilio/A. Banaccàrsi (1.3 Fiat Abarth), 8 laps; 17, E. Buzzetti/W. Dona (1.3 Fiat Abarth), 8 laps; 18, "Amphicar"/"Black & White" (2.0 Porsche 911S), 8 laps; 19, Tony Fall/Ruiz Jminez (1.3 Lancia Fulvia Zagato), 8 laps, 93.725 kph*; 20, Rafaele Restivo/"Mister X" (1.3 Lancia Fulvia Zagato), 8 laps; 21, Dan Margulies/Rob Mackie 2.0 Porsche 911), 8 laps; 22, Gérard Larrousse/Rudi Lins (3.0 Porsche 908), 8 laps; 23, P. de Luca/F. Jemma (1.6 Alfa Romeo Duetto) 8 laps, 91.034 kph*; 24, "Poretti"/"Genta" (1.3 Lancia Fulvia Zagato), 8 laps; 25, Angus Clydesdale/Edgar Berney (2.0 Chevron-BMW B8), 8 laps; 26, "Cinno"/Turillo Barbuscia (2.0 Ferrari Dino), 8 laps; 27, P. La Piccolo/I. Serse (1.6 Alfa Romeo TZ2) 8 laps, 87.458 kph*; 28, Antonino Reale/Mirto Randazzo (1.5 Porsche 356 SC), 8 laps; 29, S. Mantia/G. La Jacono (1.3 Lancia Fulvia Zagato), 8 laps; 30, "Sancho"/"Zorba" (2.0 Fiat Dino), 8 laps; 31, "Ramon"/M. Calabrò (1.3 Lancia Fulvia Zagato), 8 laps; 32, E. Tondelli/"Mici" (1.0 Fiat Abarth) 8 laps; 33, F. Cosentino/"Walfrido" (1.6 Fiat 124 Sport), 8 laps; 34, Brian Redman/Richard Attwood (3.0 Porsche 908), 7 laps; 35, S. Scigliano/G. D'Amica (1.3 Alfa Romeo SZ), 7 laps; 36, "Wilson"/"Patti" (1.5 Porsche 356) 7 laps; 37, G. Mercadante/S. Barraco (1.6 Alfa Romeo SS) 7 laps; 38, G. Ferraro/S. Valenza (1.3 Simca Abarth), 7 laps; 39, R. Rusina/E. Re (1.3 Racer Bertone), 7 laps; 40, Nino Vaccarella/Andrea de Adamich (2.5 Alfa Romeo T33), 6 laps.

39 cars finished.

53 cars classified.

Fastest lap: Elford, 35 m 8.2 s, 122.948 kph **(record).**

Busy Bourgogne Trophy

By GÉRARD CASTOR

WITH many of the top GT drivers otherwise occupied, Paul Hawkins Racing had a very successful series in France last week at Magny-Cours on Thursday and at Dijon on Sunday. Mike Hailwood took the team's CanAm Ferrari P4 to victory in the Magny-Cours race from Paul Hawkins' Lola, while at Dijon Hawkins took the honours from Picko Troberg's Lola. Jean-Pierre Jaussaud won the Magny-Cours F3 event with his Tecno, while at Dijon François Mazet gave the Italian *marque* another victory; Jean-Pierre Jabouille's Alpine-Renault was second in both.

THE AC de Bourgogne Trophy series usually takes the form of three closely-spaced F3 races at Montlhéry, Magny-Cours and Dijon. However, elections on April 27 meant that the F3 race at Montlhéry was cancelled, being replaced by an event organised there for assorted GT cars on April 20. The entry for the two remaining races was virtually identical at both meetings. Tecno was the most numerous F3 make with prominent entries for Jean-Pierre Jaussaud, Bernard Baur, Cliff Haworth, François Mazet, Jean Blanc, Alain Franceschi, François Libert and Hermann Unold. Barrie Smith had his Chevron B9 and René Ligonnet his '69 B15, while Patrick Champin took delivery of his MRE Merlyn Mk 14A just before the event. Jean-Pierre Jabouille and Patrick Depailler were in the works Alpines, Jean-Pierre Cassegrain his new Brabham BT28, Jean Max the works Grac, Hervé Bayard his Matra MS5 and John Gillmeister his Lotus 35.

The G4/6/7 entry was led by Mike Hailwood in the Hawkins Ferrari P4, with team leader Paul in his Lola T70 Mk 3B and Picko Troberg and David Piper in similar Lolas. David Prophet brought out his new McLaren-Chevrolet M6GT, while Barrie Smith had his Chevron-FVA B8 and Jean-Pierre Jaussaud the Alfa Romeo France 2-litre Tipo 33.

Magny-Cours

A CROWD of around 30,000 spectators turned out on the Thursday—a French holiday—to the Jean Behra circuit at Magny-Cours. Hailwood and Hawkins immediately went into the lead and stayed there; they battled wheel to wheel for some of the distance, but Hailwood eventually eased away, making good use of the Ferrari's superior acceleration. Piper struggled to keep up but gradually fell back to circulate a lonely third, while Barrie Smith in the diminutive Chevron was doing a mighty job fending off Prophet's McLaren, Troberg's Lola and Jaussaud in the Alfa. Prophet retired, but Troberg got by to leave Smith a fine fifth ahead of Jaussaud.

Following the F3 heats, which were won by Depailler and Jaussaud, the Alpine and Tecno lined up for the final with Jabouille in the second works Alpine alongside. Jabouille took the lead from Blanc's Tecno with Mazet, Depailler, Jaussaud and Champin following close behind. Mazet took Blanc on lap 3, and soon afterwards Depailler in the more powerful of the Alpines also went by the talented Swiss. Mazet was pressing on in fine style and by lap 8 he was past Jabouille and chasing Depailler, who had gone by his team-mate into the lead on lap 12. Jaussaud and Blanc were right with them, having left Champin some way behind.

Then on lap 20 Jaussaud made his bid; he passed Mazet, and a lap later he was past Jabouille and into the lead as Depailler pulled off with a blown engine. Jabouille tried desperately to hold onto him, but the Tecno took the flag 2.6 secs ahead. Behind came Mazet and Blanc to add weight to the Tecno victory, and then Franceschi's Tecno, which had made up for an earlier spin and passed Champin just near the end.

Dijon

FOLLOWING up his fine efforts at Magny-Cours on the Thursday, François Mazet brought his Tecno home to victory in the Dijon F3 race last Sunday, with Jean-Pierre Jabouille once again second in his works Alpine. Bernard Baur in another Tecno was third, with Cliff Haworth's similar car fourth, René Ligonnet's Chevron B15 fifth and Patrick Champin sixth in the MRE Merlyn Mk 14A.

The race featured another fine three-car dice between Mazet, Jaussaud (Tecno) and Jabouille, and there were dices all the way through the field. Jean Max was seventh with the wedge-shaped GRAC MT8, followed home by Boudier's Tecno, Hervé Bayard's Matra MS5 and then François Libert's ex-Cevert Tecno. John Gillmeister was classified 11th with his Lotus 35 after a fine dice with Jean-Pierre Cassegrain's Brabham BT28, which was listed as 12th. However, both of them had troubles in the closing stages of the race and were slowed. Patrick Depailler was well up with the second works Alpine but he, like Jaussaud, retired, as did Patrick Dal Bo with the works Pygmée.

Paul Hawkins took his Lola to a comfortable victory in the GT event after his team-mate, Mike Hailwood (Ferrari P4), had made a pit-stop. Picko Troberg brought his Lola home second ahead of David Piper's similar car, while Barrie Smith completed a very successful weekend, despite retiring in the F3 race when well-placed, by bringing his Chevron-FVA B8 home in fourth place. Michel Martin was fifth with his Ford France GT40, followed by Fritz Leinenweber's Porsche 910 and Hulmut Leuze's Abarth.

Magny-Cours, May 1
Formula 3, 70 kms

1, Jean-Pierre Jaussaud (Tecno), 29 m 55.2 s; 2, Jean-Pierre Jabouille (Alpine-Renault); 3, François Mazet (Tecno); 4, Jean Blanc (Tecno); 5, Alain Franceschi (Tecno); 6, Patrick Champin (Merlyn Mk 14A); 7, Cliff Haworth (Tecno); 8, Hermann Unold (Tecno); 9, Jean-Pierre Cassegrain (Brabham BT28); 10, François Libert (Tecno).

Fastest lap: Jaussaud and Patrick Depailler (Alpine-Renault), 49.6 s, 145.161 kph **(record).**

Heat 1: 1, Depailler; 2, Jabouille; 3, Blanc; 4, Mazet; 5, Lionel Nogues (Tecno); 6, Deutsch (Brabham).

Heat 2: 1, Jaussaud; 2, Franceschi; 3, Haworth; 4, Champin; 5, Libert; 6, Unold.

Groups 4/6/7, 70 kms

1, Mike Hailwood (4.4 Ferrari P4), 25 m 3.1 s, 143.703 kph; 2, Paul Hawkins (5.0 Lola-Chevrolet T70 Mk 3B); 3, David Piper (5.0 Lola-Chevrolet T70 Mk 3B); 4, Picko Troberg (5.0 Lola-Chevrolet T70 Mk 3B); 5, Barrie Smith (1.6 Chevron-FVA B8); 6, Jean-Pierre Jaussaud (2.0 Alfa Romeo T33); 7, De Boissieu (2.0 Porsche Carrera 6); 8, A. Mathiot (1.8 WM-Peugeot).

Fastest lap: Hawkins, 47.9 s, 150.313 kph **(circuit record).**

Dijon, May 4, F3

1, François Mazet (Tecno); 2, Jean-Pierre Jabouille (Alpine-Renault); 3, Bernard Baur (Tecno); 4, Cliff Haworth (Tecno); 5 René Ligonnet (Chevron B15); 6, Patrick Champin (Merlyn Mk 14A); 7, Jean Max (GRAC MT8); 8 Boudier (Tecno); 9, Hervé Bayard (Matra MS5); 10, Francois Libert (Tecno); 11, John Gillmeister (Lotus 35), DNF; 12, Jean-Pierre Cassegrain (Brabham BT28), DNF; 13, Patrick Depailler (Alpipe-Renault), DNF; 14, Patrick Dal Bo (Pygmée), DNF.

Groups 4/6/7

1, Paul Hawkins (5.0 Lola-Chevrolet T70 Mk 3B); 2, Picko Troberg (5.0 Lola-Chevrolet T70 Mk 3B); 3, David Piper (5.0 Lola-Chevrolet T70 Mk 3B); 4, Barrie Smith (1.6 Chevron-FVA B8); 5, Michel Martin (4.7 Ford GT40); 6, Fritz Leinenweber (Porsche 910); 7, Helmut Leuze (2.0 Abarth).

Tulip Rally:

Stapelaere all the way

By RODNEY SPOKES

THE Ford Belgium Escort Twin Cam of Gilbert Stapelaere/André Aerts dominated the Tulip Rally last week, only the BMW 2002TI of Rob Slotemaker/Ferry van der Geest giving it any serious opposition. A particularly creditable performance was that of the Belgian girl crew "Christine"/Gaby Arendt, whose 1750 SV Alfa was very fast on some of the later tests and finished second in the Group 3 category and tenth overall.

RUMOURS that there would be no Tulip Rally in 1969 were not without foundation, because it was only eight weeks prior to the event that sufficient sponsorship was obtained. One of the reasons for not starting at Nordwijk this year was that the Rotterdam Chamber of Commerce were joint sponsors with Esso and Algemeen Dagblad. Scrutineering was held in the British-manufactured AHOY exhibition hall on Sunday. As always with the Tulip, the pre-event scrutineering was thorough, and Mike Hofman/Sally Gould had to replace the fibreglass bonnet on their Escort because this is not yet homologated. The Austin-Healey 3000 of Peter Smith/Graham Bryant, which had required a change of gearbox, arrived in Holland on Monday morning and was scrutineered only a few hours before the start. The East German team of Trabants had withdrawn when they were only permitted a one-week exit visa, as this would allow them no time to recce.

The Ferrari 275GTB of Stanley Palmer/Rodney Spokes led the 88 starters on the easy run to the first eliminating test at **Zolder.** Only 3 kms of the circuit were used, but from here on the order of the rally was immediately evident. Gilbert Stapelaere/André Aerts put up fastest time in 1 m 29 s in their Escort Twin Cam, followed by Sobieslaw Zasada/Zenon Leszczuk in a Group 3 Porsche 911S in 1 m 30 s, and Rob Slotemaker/Ferry van der Geest in a BMW 2002TI in 1 m 32 s.

The great problem with the Tulip is that it is a long way from Holland to anywhere where competitive motoring can be organised. On the boring 600 kms between Zolder and Sarrebourg the only concern was to keep below the maximum average speed permitted. It was apparent that some competitors thought that, if the average speed could be exceeded by one-third, you could do a liaison section in two-thirds of the time allowed, instead of three-quarters which is correct. The results show that the organisers did not enforce this obligatory regulation.

Darkness and the first signs of fog came to competitors as they approached the first special stage at **Saint-Odile.** Eight cars covered the 5 kms in under the bogey of 4 m 17 s. Soon after the stage the Escort Twin Cam of Margaret Lowrey/Alice Watson retired with regulator trouble, leaving "Christine"/Gaby Arendt the only competitors for the *Coupe des Dames.*

The **Col de Fouchy** had a bogey of 6 m 36 s for 7.7 kms, and with the added hazard of fog no cars were clean. Stapelaere was fastest with 12 penalty secs, followed by Slotemaker with 26, and the Escort Twin Cam of Leo Bertorelli/Martin Evans was fifth fastest with 40. Zasada was towed away from the end of the stage with mechanical trouble, and the Hofman Escort retired having rolled. Harry Cooper/Frank Radford, who were in a Lotus Cortina, handed in their control card at the neutral control before the start of the stage, but when they came to start it had disappeared. They were excluded, but have been offered a free entry for next year's event.

The liaison sections at night were at an average of 60 kph instead of 55 kph, and these were now interspersed with time checks at distances of 10 kms or more. Competitors felt that the idea of timing these to the second was good, but the clocks were not on view and it was a slow process to get a time recorded. The organisers would do well to think of using Longine printing clocks. Stapelaere lost 11 secs behind other competitors on a narrow road, while Bertorelli lost over 20 mins when he was forced off by an oncoming car and this, combined with later trouble with a radiator hose, made it impossible for him to regain a class position. Harry Kallstrom/Gunnar Haggbom, who had put up fastest time on the Saint-Odile stage in their Lancia Fulvia, retired. The fog was making a marked effect on the field, and the last of the 850 cc cars ran out of time.

The **Ballon d'Alsace** stage, starting from St. Maurice-sur-Moselle, was 8.9 kms long, with a time allowed of 7 m 7 s, and in spite of the fog five cars were without penalty. Roy Edwards/Drummond Walker were unable to get their car back onto the road after an excursion.

Only 60 cars started the **Lac d'Alfeld,** which this year was run downhill for 3.3 kms. On this very twisty road the best time was by Stapelaere, 16 secs over the bogey of 2 m 50 s. Slotemaker had a penalty of 28, and the 1100 cc DAF of Jean-Louis Haxhe/Christian Delfereier a penalty of 32. On the next stage, **Route Joffre,** only Slotemaker and Stapelaere covered the 12.3 kms in the required 10 m 33 s. With dawn and dry weather the pace slackened for the long run south beyond Geneva. On the very steep 4.2 kms of **La Croisette** Stapelaere added another 8 secs to his lead over Slotemaker. However on **Le Salieve** Stapelaere was only fifth fastest, giving 43 secs to Slotemaker.

Fifty-eight cars arrived for the nine-hour rest halt in Annecy. The provisional results showed the expected placing of Stapelaere and Slotemaker, but the latter had lost nearly 3 minutes down a wrong road in the fog during the night, making the relative positions 182 and 351 penalties. The clear leaders of the GT class were now Kees van Grieken/Bob de Jong in an Alfa Romeo 1750 SV.

The 400 kms loop to the north and east of Annecy started in the evening. There were no special stages, and the 60 kph average should have been easy for most of the remaining cars. However the fog again caused penalties for all the competitors. The controls, although having good advance marking, were themselves not very well illuminated, just being a car by the side of the road. The leading car often found these without any lights at all. It was interesting to note on one section, where the route had been amended at the last moment and no crews had notes, that the Swedish Rallye Kadett of Hans Lannsjö/Hans Sundin were penalty free and both Slotemaker and Stapelaere were late. Graham John/Henry Dodd lost second in class when they stopped for eight minutes too many to help another competitor who had crashed.

At the Rumilly control there was time for 1½ hours' servicing and breakfast before the **Mont-Clergeon** stage. This is the longest on the event, 18 kms in a time allowed of 15 m 26 s. Stapelaere gained another 6 secs from Slotemaker here, and another 8 secs behind was the Datsun Sport 2000 of Rob Jansen/Jaap Dik. The Group 2 Porsche 911L of Jovica Palikovic/Bozo Kovacic, which had been placed high in its class, went off just before the end of the stage.

The fastest time on the **Col de la Faucille** was by "Christine," who had over a minute to spare. This promising girl, who drives under a pseudonym because when she first rallied her parents didn't know, won the *Coupe des Dames* last year as a co-driver. The more experienced drivers all cleaned this stage without exerting their cars to this extent. The **Cote de Bienne,** 5.7 kms in 4 m 17 s, was only cleaned by the two leaders; the two Alfas of van Grieken and "Christine" were next fastest.

The **Ballon d'Alsace,** this time with the start at Malvaux, was again foggy but seven cars covered the 9.1 kms in under the 7 minutes allowed. The positions were now Stapelaere leading with 448 penalities, Slotemaker second with 657, and third van Grieken with 694 leading the GT class. All these cars were penalty free on the **Col du Brabent** and **Col de Kreuzweg,** but van Grieken lost 15 secs on the **Col de Fouchy.**

From Sarrebourg in the evening the route continued northwards to the Belgian border, where the average speed was again increased to 60 kph. The navigation on these liaison sections was easier than expected, and all the leaders were unpenalised except for van Grieken. The Alfa went off on a relatively easy section and lost 25 mins and the lead in the GT class. This night driving through a densely populated area seemed only to be included so that the next eliminating test could be held in daylight.

In previous years the eliminating test at the army driving school of **Vlasakkers** had been almost a driving test, but this year it was much improved. Slotemaker was the fastest over the 7 kms in 5 m 57 s; Stapelaere took 6 mins and "Christine" was 1 sec slower.

Forty-eight cars arrived on the Thursday morning at the finish at Rotterdam. It was not made clear whether competitors who did not wait until Saturday to compete in the last eliminating test at **Zandvoort** would be classified as finishers. This test was run as a five-lap race for each class, and the total time was then divided by five to give a penalty. Slotemaker, who has a skid-pan nearby, gave a demonstration of how well he knew the circuit, putting up fastest time with a penalty of 115.0. Stapelaere had a penalty of 129.1, but "Christine" beat him with 127.2, although half her race was in the rain. The Opel GT 1900 of Carl Syberg/Borge Pedersen broke a con-rod, and this resulted in one of the two changes of classification after this test. The cars that did not complete this test received the highest penalty in their class plus 10 per cent.

The prizes were presented to the procession of finishing cars outside the Town Hall. Most prize winners were sorry to receive cups and prize money in the place of the traditional silver tulips, which have been such outstanding reminders of this event. The party was a more modern affair than in previous years, which was certainly enjoyed by the competitors if not by some of the organisers.

This year the Tulip seemed to please fewer competitors because it fell between two requirements. Some remember it as and wish it to return to an easy tour south interspersed by hillclimb tests, the others require an event on which there are no easy sections.

Tulip Rally, April 28-May 2
European Rally Championship, Constructors' round 3

1 G. Stapelaere/A. Aerts (Ford Escort TC), 764.1 penalties.*
2, R. Slotemaker/F. van der Geest (BMW 2002TI), 952.0.*
3, M. Lannsjö/M. Sundin (Opel Kadett Rallye), 1306.5.
4, J. L. Maxhe/C. Delfereier (DAF 55), 2039.3.*
5, C. Laurent/J. Marché (DAF 55), 2087.7.
6, M. Gudladt/H. Henneking (Alfa Romeo 1750), 2191.9.
7, T. Koks/R. Wiedenhoff (DAF 55). 2228.3.
8, T. Schoonderbeek/M. de Jong (BMW 2002TI) 2341.4.
9, W. Pöltinger/L. Mayer (Porsche 911T), 2406.5.*
10, "Christine"/G. Arendt (Alfa Romeo 1750 SV), 2558.2.*

* Class winners.

Victory 1969. APRIL

East African Safari
1st Robin Hillyar/Jock Aird Ford 20 MRS

Circuit of Ireland Rally
1st Roger Clark Ford Escort T/C

Snetterton 1
International Saloon Car Race
1st Roy Pierpoint Ford Falcon
2nd Terry Sanger Ford Falcon
3rd Frank Gardner Ford Escort S/C
plus 2 class wins

Snetterton 2
Lombank Trophy Formula III
1st Reine Wisell Chevron Ford
2nd Tim Schenken Repco Brabham

Snetterton 3 Guards Int. Trophy
Group IV Sports Cars
1st Paul Hawkins Lola T70GT

Thruxton International Meeting
1 Saloon Cars
1st Roy Pierpoint Ford Falcon
2nd Frank Gardner Ford Escort S/C
3rd Terry Sanger Ford Falcon
plus 3 class wins

2 Wills Embassy Trophy
for Group IV Sports Cars
1st Lola T70 Chevrolet Entered by Sid Taylor Racing (driver B. Redman)

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ON THE SCENE

"Once a present-day F1 car starts to spin, everything happens so fast that suddenly you find yourself just a passenger."

Patrick McNally talks to Jackie Stewart on safety



Soft—or common sense?

THE recent cancellation of the Belgian Grand Prix at Spa has highlighted the problem of safety, which over the last couple of years has grown into quite a controversy. The GPDA have inspected the various GP venues and suggested to the circuit owners several modifications to make the tracks safer. In most cases everything that could be done has been done, but there are unfortunately some circuits where relatively inexpensive modifications have not been made where an obvious hazard exists.

Denis Jenkinson of *Motor Sport* and Innes Ireland of *Autocar* have been writing in their respective columns that the current crop of F1 drivers are getting soft—what was good enough for drivers of yesteryear should be good enough for them. The whole problem was headlined once again when the Spa organisers, after refusing to place some crash barriers at particularly dangerous spots, then refused to make any provision to delay the start should it rain. Take a look at a current F1 rim and tyre with its 15 ins or more of rubber flat on the road, and remember that even your average family saloon will aquaplane on a badly drained road when it is going as slow as 50 mph. Ask yourself, would you expect today's F1 drivers to drive at speeds approaching 200 mph on roads which don't drain as well as the average back yard?

Jackie Stewart, the loudest spokesman for safety, has commented that the only reason why he can speak so forceably on the subject is that he is in the happy position of having won races like the German Grand Prix last year, which was run in the most appalling conditions. If it were otherwise people would just say he was chicken. With regard to his own safety recommendations, he points out that he hopes to be a professional driver for at least the next ten years, and if he didn't take advantage of every possible precaution for his own safety it would be irresponsible. Last week he spent six days out of seven in a racing car, and now when he is practising Ken Tyrrell insists that the track is marshalled and a doctor is on hand, and that both fire truck and ambulance are in constant attendance. He mentioned Chris Williams' fatal accident in private practice at Silverstone recently; a doctor wasn't on the scene until nearly an hour after the incident, and in other circumstances this could have made the difference between life and death. Surely for Stewart to make every possible provision for personal safety is common sense—not being soft.

If you talk to the average layman on the subject he can't understand what all the fuss is about, for to him the drivers' requirements seem normal, and he can't understand that these standards of safety don't already exist. Jackie points out that a present-day F1 car is so sophisticated that, once it starts to spin, everything happens so fast that you suddenly find yourself just a passenger. This is not the case with an average sports car or sports-prototype—nor was it the situation that existed in F1 a few years ago when Innes Ireland was driving. Jackie says quite rightly that the only people in a position to speak on the subject are those who are currently driving in F1. Among those present at Barcelona last weekend I heard not a single voice disagreeing with the Scotsman's view.

The way Jackie's critics speak, you would think that guard rails were pampering the drivers, and the facility to remove a driver as fast as possible to hospital was being hypercautious. (*McNally sent us this copy the night before the Spanish Grand Prix at Barcelona. In that race accidents occurred which surely provided the ultimate proof, if further proof were ever needed, that guard rails are valuable*—ED.) The argument that the monstrous Auto-Unions and Mercedes-Benzes of the late 1930s used to race at Spa and the Nürburgring and their drivers didn't complain is less valid when one considers that they weren't expected to race on the same roads as the racing cars which ran 20 years before them—or when one considers their average race speeds. It will indeed be a pity if we see the demise of circuits such as Spa and the 'Ring, but such is the cost of progress.

Filthy lucre

It would seem that F1 is going through a difficult period for, as well as the Belgian Grand Prix being cancelled, it looks as if that annual institution, the Monaco Grand Prix, may also be in danger of cancellation—but for quite different reasons. The organisers are refusing to pay starting money, having adopted the CanAm system of payment by results even down to 16th place. Fair enough, but there is a great difference between the purse offered at a CanAm race and the prize fund at Monaco—even before one considers the instability of the franc. Usually when a situation like this occurs there is always one entrant who does a deal behind the others' back and, once this split occurs, the promoters have their way. But on this occasion it looks as if they are presenting a united front, and it will be interesting to see who backs down—certainly there were many hurried consultations at Barcelona. In the past Ferrari has tended to disagree with any decision taken by anyone other than himself, but on this occasion, Franco Gozzi assures me, the Commendatore is 100 per cent with the other entrants.

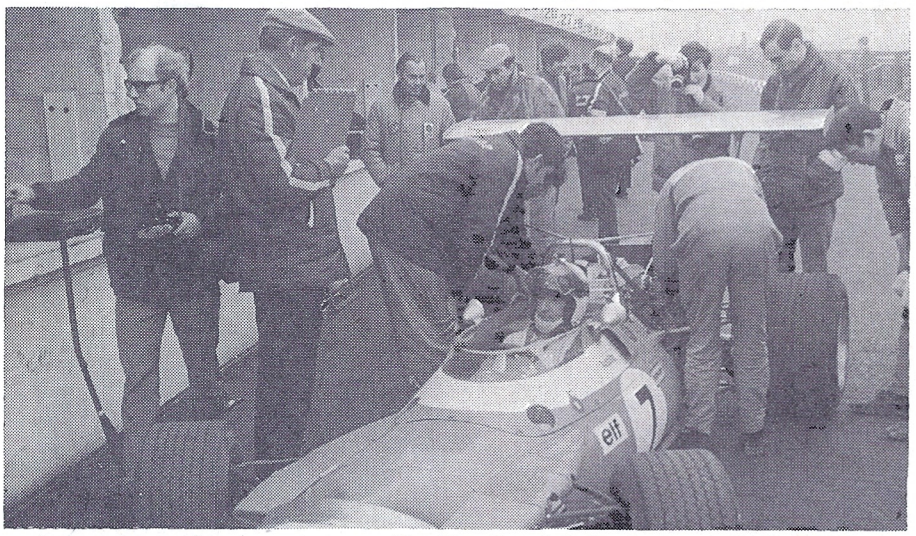
Bravo Pedro

It's not only the entrants who sometimes get a bad deal. At the Mexican Grand Prix BRM had already decided on Surtees and Oliver as their drivers for this year, yet they didn't have the common courtesy to tell Pedro Rodriguez he was free to drive for someone else. Apparently Sir Alfred Owen was given to believe that the Mexican had signed for Ferrari, which perhaps accounts for why this was allowed to happen. Poor Pedro now finds himself in the unenviable position of driving a completely outclassed car—as uncompetitive as the Coopers were last year. Let us hope that Sir Alfred takes it upon himself to make sure that the Parnell team are at least provided with a four-valve engine before they are sapped of all the enthusiasm which in the past has been their trade mark.

Pedro's racing career has been saved by Ferrari, who have signed him to drive their prototypes along with Chris Amon. Pedro's 312P performances at Brands Hatch and particularly at Monza showed that the Italian firm have made a wise decision—even the Italian Press approved. In the latter part of the year, perhaps for the American Grands Prix, one might perhaps see the little Mexican in a Formula 1 Ferrari—for I am sure that Tim Parnell will not stand in his way if he gets the offer.

High life

After most races at Monza you always find one or two well-informed *bon viveurs* who tell you they are staying out at Lake Como, and one wonders what could be worth a 50-kms drive. Now I know the answer: it's a hotel called the Villa D'Este, which is actually on the shores of the lake in one of the most beautiful settings imaginable. I was having dinner there after the Monza 1000 Kms with Masten Gregory, who was regaling me with his usual collection of fascinating tales. He mentioned he would probably be driving a Ferrari for Luigi Chinetti's NART team again at Le Mans this year and, although it would probably be the old LM, he didn't mind, for if he drives anything other than a Porsche or Ferrari at Le Mans he always packs his bag and checks out of his hotel on the morning of the race, as he knows he will be back in Paris by midnight!



A team that studies common sense: Ken Tyrrell and Jackie Stewart with the MS80 in the Brands Hatch pits.

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BRANDS HATCH

SUNDAY MAY 11 2·30 P.M.

Organised by the Maidstone & Mid-Kent Motor Club

For list of entrants see page 42

Other events – **Redex Gold Cross** saloon car and the **Amasco Production Sports Car** Championships, also the **Townsend Ferries Trophy Race** in 2-5 lap heats and a 10 lap final for Formula Ford.

Sunday
Reserved enclosures—Adults 12/6, Children 5/-, Stands 5/- extra, Open seats 2/6 extra, Paddock transfer 5/-, Parking Free!

Practice on Saturday May 10 from 1-30 p.m. includes the Indy-style qualifier of 1 warming-up lap and 2 timed flying laps.

Saturday
Adults 5/-, Children 2/6. Stands and Paddock Free!

RALLY RECORD

"I can't help wishing that perhaps Richard Harper or John Brown might be given a chance to organise it next time"

John Davenport on the National Caravan Rally



George Best for Rootes . . .

. . . And Andy Cowan may start training under Matt Busby if the proposed **World Cup Rally** comes off next year. No details of the event have yet been published but what its organisers, the *Daily Mirror*, are intending to do is to run it as a joint promotion with the World Cup Soccer series in Mexico next summer. The London start would be at Wembley and the European route would embrace other famous football stadiums such as that of the Moscow Dynamos, terminating in Lisbon.

From Lisbon there would be boats which go to Rio de Janeiro, and—this sounds familiar—the trip takes about nine days and there is room for about 70 cars on board one ship. After the re-start in Rio, the route would head south before crossing the Andes and going through Chile north along the west coast. At present no one knows for sure whether the road goes all the way, and this will be one job for the recce crews to discover, as otherwise perhaps another boat trip is necessary before arriving at Mexico.

The rally would finish just before the start of the World Cup series, and probably the winning car would drive into the stadium with the World Cup on its bonnet to symbolise the link between the two events. Almost certainly it will be another two months before it is decided to go ahead with the event, and only then will regulations become available and requests for entries accepted, so be patient.

Caravan Rally

IN my career as a rally codriver I have been called upon to perform the art in some strange events and strange cars, but I really treated myself a few weeks ago when I interrupted my training for the Novara Rally and came back to England to have a go in the **Caravan Rally.** This is an on-the-road event organised by the Caravan Club and is one of the few privileged events specially recognised by the laws governing rallies. It is in complete contrast to the normal "rally" organised by the club, which is just an assembly of vans and their occupants for a social weekend.

As it is unique as a competitive event within the caravanning fraternity, the manufacturers of caravans take a great interest in it and enter what amount to works teams. I was in the Bessacar team with Tony Fall, while our team-mates included Vic Elford/David Stone, Anne Hall and Ted Masheder as well as the Bessacar rally boss, Tom Wilkinson. As the road sections were run on highly navigational lines, Tony and I decided to take David Fawcett in the back with us, and I for one was very glad that we did, for on the regularity section timing was on sight and timekeeping was highly complicated. Also at each normal time control, if the navigator got out of the car to check the clock, he had to be back in the car when it moved, so that David is now several pounds lighter from having walked about one mile in the course of the night.

The sections were all quite easy, with the route plotted in Northamptonshire and the average never going much above 24 mph, so Tony found the going very easy, and apart from the regularity section we were usually waiting outside time controls for a considerable time, during which we made and ate sandwiches in the van. There was more tricky stuff to come, though, for when the rally got back to Mallory Park there were driving tests laid out on the circuit, and here we didn't fare so well. I think that out of eight tests we had five maximum penalties, and one of these was obtained when I opened the door of our Triumph 2000 to see where the front wheels were. Part of the trouble for the non-caravanning drivers were the regulations and instructions for the tests, which left a bit too much to the assumption that you did it last year and so you should know what you can't do. Despite the depression of the manoeuvrability tests and the long delay that preceded the high speed towing test, it was worth waiting to see Vic Elford storming round 5/6ths of a lap with his Porsche 911E plus caravan to make fastest time. Anne Hall was also very quick with a Rover 3500, and John Barnes' Escort Twin Cam was one of the few cars to get under one minute.

The road sections were very well organised, even route checks being laid out with a couple of caravans in attendance, and controls and distances were very accurate, even if you couldn't say quite the same for the clocks. Most of the trouble came from the fact that the road sections were too fast for the average set, so that any driver who was not restrained by his codriver fell prey either to travelling marshals who were checking that you didn't go over the 40 mph limit, or to the 3/4-time rule which meant that you couldn't go more than 33 mph between controls calculated as an average. Several people were given a fail for this, and I gather that Tony Peatfield lost the rally because he had a higher than 33 mph average between two *non-consecutive* time controls. Other things like this reminded one of rallying during the early 1950s, when the organisers went to almost any length to catch out competitors instead of giving them a straightforward test of man and machine. Another AUTOSPORT employee competing in this event was advertisement manager Colin Martin, who is an old caravan campaigner; he got done for arriving back at Mallory Park with his headlamps not properly adjusted for dazzle on the Lotus Europa loaned to him and Stuart Gray for the event. Vic Elford got penalised for this as well, but he explained that as his was a German registered car it did not have to comply with English lighting law. Shades of the Monte 1966!

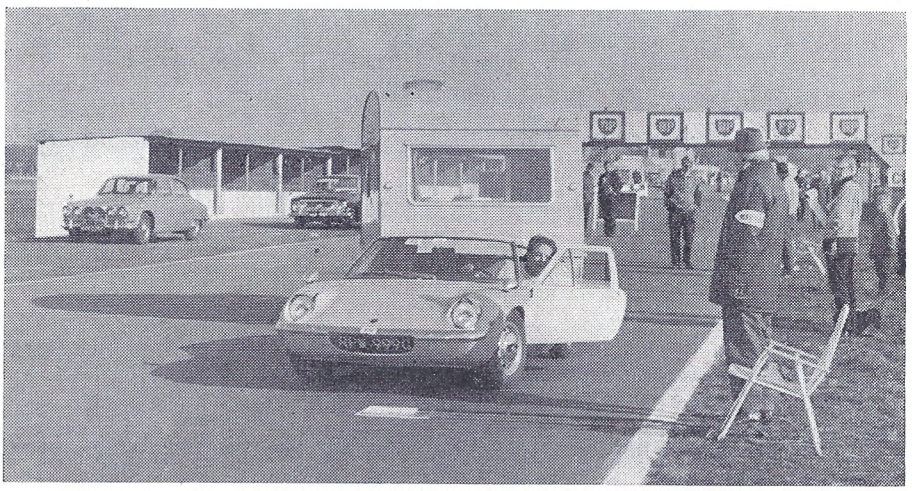
All in all, it was a rally I shall not forget, and largely I think it will be a happy memory. I would go back and do it again as it is, but I can't help wishing that perhaps Richard Harper or John Brown might be given a chance to organise it next time. That would really see something for the caravan boys to get their teeth into.

By the way—just in case anyone is interested—we finished 30th overall after being equal fourth on the night section, and the eventual winners were Martin Lumby/Roger Kempton towing a Bluebird Europe with a Renault 16 TS.

Forthcoming

THE **Welsh** is almost upon us, but I have not yet seen an official entry list, though Fords have announced that Ove Andersson and Gunnar Palm will be their challenger in a Ford Escort. Up against them will be Roy Fidler (BMW 2002TI) and Tony Chappell (Ford Escort), plus two Lancia Fulvia 1300 HFs from Oliver Speight for John Bloxham and David Friswell. At the time of writing one further Fulvia was under negotiation for Pat Moss, and one can only hope that it comes in time.

Next on the international scene will be the **Austrian Alpine,** where the confrontation will be between four lone cars from four factories. Ford are sending Hannu Mikkola and Mike Wood in a Twin Cam Escort, Lancia have Harry Kallstrom and Gunnar Haggbom in a Fulvia 1300 HF, and Porsche will have Zasada in his 911T, while Paddy Hopkirk/Tony Nash will be at the wheel of a 2.5PI Triumph from British Leyland. Main local opposition will be from Walter Roser (Renault Gordini) and Walter Poltinger in his newly acquired Porsche 911T.



Colin Martin, AUTOSPORT'S *Advertisement Manager, manoeuvres the Lotus Europa/Bluebird outfit during one of the Mallory Park tests during the Caravan Rally.*

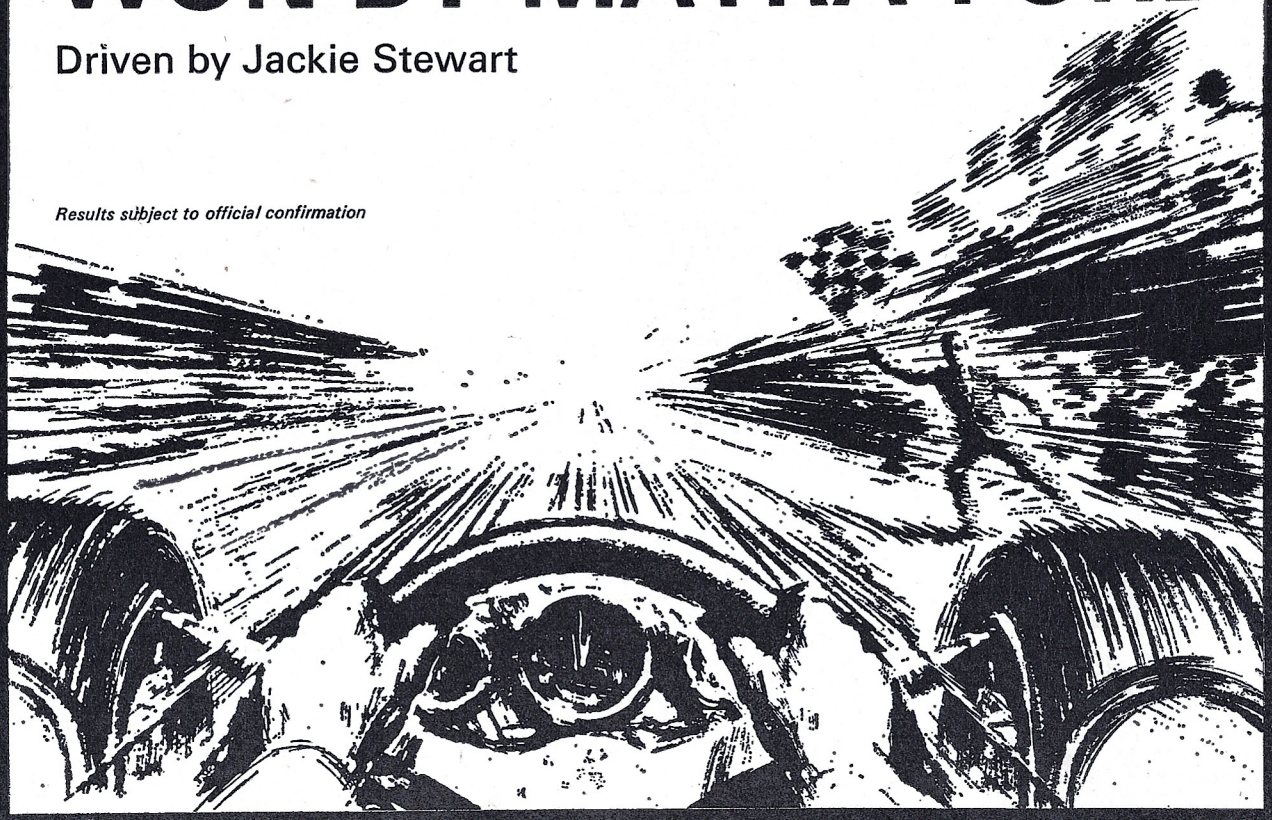
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WON BY MATRA-FORD

Driven by Jackie Stewart

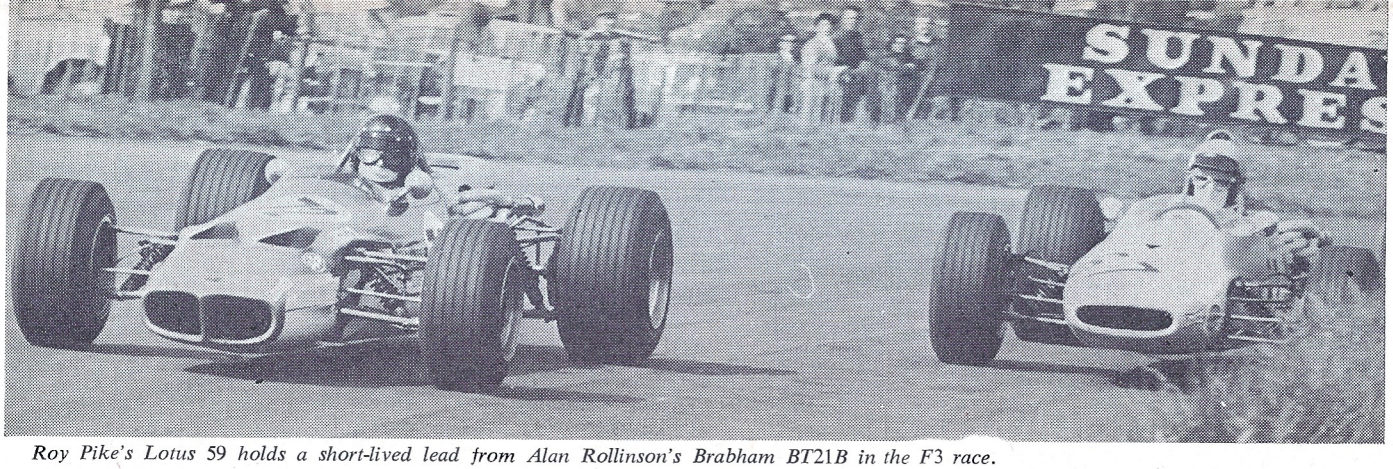
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Roy Pike's Lotus 59 holds a short-lived lead from Alan Rollinson's Brabham BT21B in the F3 race.

Oulton: Rollinson again

By IAN TITCHMARSH

FOR their only Oulton Park meeting of the year, the Lancs & Cheshire CC laid on a busy programme of seven races last Saturday in their usual efficient and friendly manner, and with points at stake in various championships the crowd was rewarded with some good racing on a warm afternoon. The only new record of the day came from the Monoposto men, returning North after too long an absence, when Jim Yardley took no less than 6.2 secs off the old figure.

With most of the Leston points-chasers absent, Ian Ashley seemed set to dominate the opening Formula Ford race, having lapped 3.4 secs quicker than anyone else in practice. It was not to be, however, for the starter motor of the works Alexis failed and he was push-started in pursuit of the rest, now led by Tony Broster (Titan Mk 4). Broster got no further than Cascades before spinning and taking off the third front-row man, Ken Bailey, who retired his Alexis on the spot with damaged front suspension. So at the end of a lap yet another Alexis emerged in front, John Lain leading from local star John Moulds in his Merlyn.

It took Moulds until half distance to displace young Lain, while Broster moved up into a challenging position, so that by lap 8 the three leaders were nose to tail. But it was not Broster's day, for he spun again at Cascades leaving the race to Moulds, who won from Lain. Ashley worked his way up to third place on the road, but seventh in the results, and Harry Gilbert brought the smart Beattie FF in behind Ashley after his close rivals Chris Oates (Lotus 61) and Frank Green (Merlyn Mk 11A) had retired their slightly damaged cars after a moment at Esso.

The newly-instituted STP GT Championship got off to a quiet start with a motley mixture of GT and sports cars taking the grid. The two Chevron-BMWs of Jeff Hodgson and Phil Silverston fought over the lead for six laps, but just as Phil took the lead all the water blew out of his engine, the cockpit filled with steam and he hastily withdrew. This left the race to Hodgson from the one-gear ex-Bradley Porsche Carrera 6 of Richard Shardlow, with Ernie Blackadder (Nathan-Imp) and Nick Cussons (Aston Martin Zagato) also escaping unlapped and winning their classes. Robin Darlington had had his E-type ahead of Cussons for much of the race, but fell back and then retired with a lack of brakes.

From an entry of 17, only 10 F3 cars made the start for the longest race of the day, with Alan Rollinson's Brabham BT21B taking pole by 1 sec from Roy Pike in the still unique GLTL Lotus 59, while Mo Nunn could only watch as his old 41 in the capable hands of Welshman Mike Watkins completed the front row; Barrie Maskell (Chevron B9) and Richard Scott (Brabham BT21) made up the second line. Pike had the best of the start, but at Esso Championship-leader Rollinson took the front and, although Pike found a way past at Lodge on lap 2, this was the only lap he led, for the Brabham retook the lead and eased away to victory. In the closing laps Pike pulled out all the stops but, although he closed the gap considerably, a missed gear-change on the last lap spoilt any chance he might have had.

Maskell and Bev Bond (Brabham BT21B) stayed with the leaders until troubles beset them, first the Chevron retiring with a broken camshaft and then Bond falling back with his brake fluid leaking away. The others followed in the order Scott, Watkins (who had a brief spin at Lodge), Ken Crook (battling away with his Lotus 41 on Dunlops) and Andy Sutcliffe, whose Merlyn Mk 10 seemed reluctant to select gears. Guy Edwards retired his Lola T62 without third or fourth gear, and David Martell backed his Brabham BT18 into the bank at Cascades to the detriment of the rear uprights.

A vast collection of saloons soon sorted themselves out into their own private, crowd-pleasing dices, but up front no one could touch George Whitehead's very fast pushrod WRA Ford Anglia, which led from start to finish in immaculate style. Martin Birrane, driving the Pierpoint Falcon instead of his usual car, might have approached the Anglia, but he muffed his start and came round in seventh place at the end of lap 1; then as he was preparing to challenge for the lead a tyre deflated, and he spun gently into the bank at Old Hall. Gerry Marshall fought off the very persistent 1.3 Mini-Cooper S of Hugh Denton to take second place in the Shaw & Kilburn 2-litre Viva, while in fourth place Ian McDougall saw off a challenge from Geoff Wood's 1.0 VitaMin, which at last seems to have found its form. Several of the faster entries had to retire, including John Myerscough's Westune Anglia t/c with a broken camshaft when fifth, and Bill McGovern's Sunbeam Imp with a broken cam follower, while John Chappel's 1-litre Cooper S became sufficiently involved in Bernard Farthing's accident at Esso to have to retire, Farthing leaping over the banking but escaping with both car and self unharmed.

Brian Toft's work on the front-engined Anco over the winter has made it into one of the fastest Monoposto Formula cars around, and with Jim Yardley having to start his Beagle from the 10-secs mark, Toft was able to chalk up another win for his cross-flow-headed, Brabham-wheeled device. Yardley worked his way through to a fine second, passing Peter Wright's Emeryson on lap 4 but was unable to make up enough time on Toft despite his record-breaking lap. Fourth place saw a dice between several Lotus 20s and 22s, with Sean Ross's 1.5 Ford-engined 22 emerging in front of Alan Gorsuch, whose Nova Lotus 22 was the first 1-litre car home, and Alan Joy in a 1.0 22/31. The current champion, Eddie Heasell, was a disappointing seventh in his wide-wheeled 20/22, while Neil Commerford in his 1-litre Lotus 20, who had led the small class on the first lap, damaged his car quite severely against the bank at Knickerbrook but escaped unhurt.

The meeting closed with two rather uninspiring events. The first, for clubmen's cars, was a gift for the Chevron B2 of Don Hulme, with Derek Walker's Ladybird second overall (and first 1-litre home) after Rob Cochran's Bladon U2 had blown up most comprehensively. A dice for third behind Walker went the way of Robin Cowing's 1-litre Terrier Mk 2 after Howard Done's 1.0 Lotus 7 had suffered a faulty fuel pump and Roger Hetherington's brand new U2 Mk 8 had boiled and blown a head gasket. The *formule libre finale* was Dave Berry's all the way, the yellow Brabham BT16 t/c just failing to lap the second and third men, Hulme in the Chevron and Jim Charnock's Brabham BT21A, by 11.5 secs. For fourth place the Formula Fords of Dick Barker (Alexis) and John Moulds had a good clean scrap which went to Moulds by 2 secs.

Formula Ford (10 laps): 1, J. M. Moulds (Merlyn-Steele Mk 11A), 18 m 58.8 s, 87.28 mph; 2, J. Lain (Alexis-Alexis Mk 15); 3, H. Gilbert (Beattie-Steele P6000F). **Fastest lap:** I. H. G. Ashley (Alexis-Alexis Mk 15), 1 m 49.4 s, 90.86 mph.

STP GT Championship round up to 1150 cc, 1151 to 1600 cc 1601 to 2500 cc and over 2500 cc (10 laps): 1, J. Hodgson (2.0 Chevron-BMW B8), 18 m 37.6 s, 89.37 mph; 2, R. Shardlow (2.0 Porsche Carrera 6); 3, E. Blackadder (1.0 Nathan-Imp GT). **Fastest lap:** P. Silverston (2.0 Chevron-BMW B8), 1 m 48.6 s, 91.52 mph. **Class winners:** Blackadder, P. Wilson (1.5 Lotus-Ford 7), Hodgson and L. N. Cussons (3.8 Aston Martin DB4GT Zagato).

Lombank Formula 3 Championship round (15 laps): 1, A. W. Rollinson (Brabham-Holbay BT21B), 25 m 38.8 s, 96.88 mph; 2, R. G. Pike (Lotus-Holbay 59); 3, B. Bond (Brabham-Holbay BT21B); 4, R. Scott (Brabham-Holbay BT21); 5, M. Watkins (Lotus-Broadspeed 41); 6, K. Crook (Lotus-Broadspeed 41C). **Fastest lap:** Rollinson, 1 m 40.8 s, 98.61 mph.

Redex Saloon Championship round up to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1, G. Whitehead (1.9 Ford Anglia), 19 m 25.8 s, 85.26 mph; 2, G. D. R. Marshall (2.0 Vauxhall Viva GT); 3, H. M. B. Denton (1.3 Mini-Cooper S). **Fastest lap:** M. Birrane (4.7 Ford Falcon), 1 m 53.6 s, 87.50 mph. **Class winners:** G. Wood (1.0 Mini-Cooper S), Denton and Whitehead.

Monoposto Formula Championship round up to 1000 cc and 1001 to 1500 cc (10 laps): 1, G. B. Toft (1.5 Anco-Ford), 18 m 33.0 s, 89.30 mph; 2, J. Yardley (1.5 Beagle-Ford); 3, P. W. Wright (1.5 Emeryson-Ford). **Fastest lap:** Yardley, 1 m 48.0 s, 92.03 mph **(record). Class winners:** A. Gorsuch (1.0 Nova Lotus-Ford 22) and Toft.

Clubmen's cars up to 1000 cc and 1001 to 1600 cc (10 laps): 1, G. D. Hulme (1.5 Chevron-Ford B2), 20 m 29.2 s, 80.86 mph; 2, D. Walker (1.0 Ladybird-Ford Mk 7); 3, R. A. Cowing (1.0 Terrier-Ford Mk 2). **Fastest lap:** Hulme, 1 m 55.2 s, 86.28 mph. **Class winners:** Walker and Hulme.

Single-seaters, sports-racing and GT cars (10 laps): 1, D. Berry (1.6 Brabham-Ford BT16 t/c), 17 m 7.8 s, 96.70 mph; 2, G. D. Hulme (1.5 Chevron-Ford B2); 3, J. L. Charnock (1.6 Brabham-Ford BT21A t/c). **Fastest lap:** Berry, 1 m 41.0 s, 98.41 mph. **Class winners:** Berry and Hulme.

Close racing at Lydden Hill

By ALAN HENRY

WITH typical efficiency, the Thames Estuary AC organised one of their excellent club meetings at Lydden Hill on Sunday. The small grids provided close racing, and a large crowd had an enjoyable afternoon's entertainment under warm and sunny skies.

With a small entry and further non-starters after practice, the Clubmen's and 750 Formula events were combined. The 1.5 U2 and Lotus of John Masters and Malcolm Roberts dominated the event from start to finish, taking the flag at least a lap ahead of all the other runners with the exception of the 1.0 DRW of Ken German. Masters led from the hairpin on lap 1 and, except for a brief period on lap 8 when Roberts slipped the Lotus ahead, never relinquished his position. German challenged hard initially, but gave the bank at the Elbow at hefty wallop on lap 7 and, although he continued at undiminished speed, had to settle for a safe third one lap ahead of David Coombs, whose Reliant Special won the 750 class with ease from the similar powered machines of George Hurst and Andrew Nimmo.

The Mini-Se7en saloon race looked like providing a panel beater's paradise for, although only seven cars came to the line, the battle for the lead was extremely intense. Geoff Gilkes led on lap 1, but Chris Tyrrell went ahead on lap 2 to pull out a slight advantage which he held to the flag, while Gilkes fell back to dispute second place with Mick Jones. On lap 4 Jones had a big moment at the Elbow, dropping to fifth, but by dint of some ragged-edge motoring he regained his third place just behind Gilkes at the end of 12 laps. Martin Mouncey followed in fourth place after an equally spirited dice with Peter Shepherd, who gave him no peace for the entire distance.

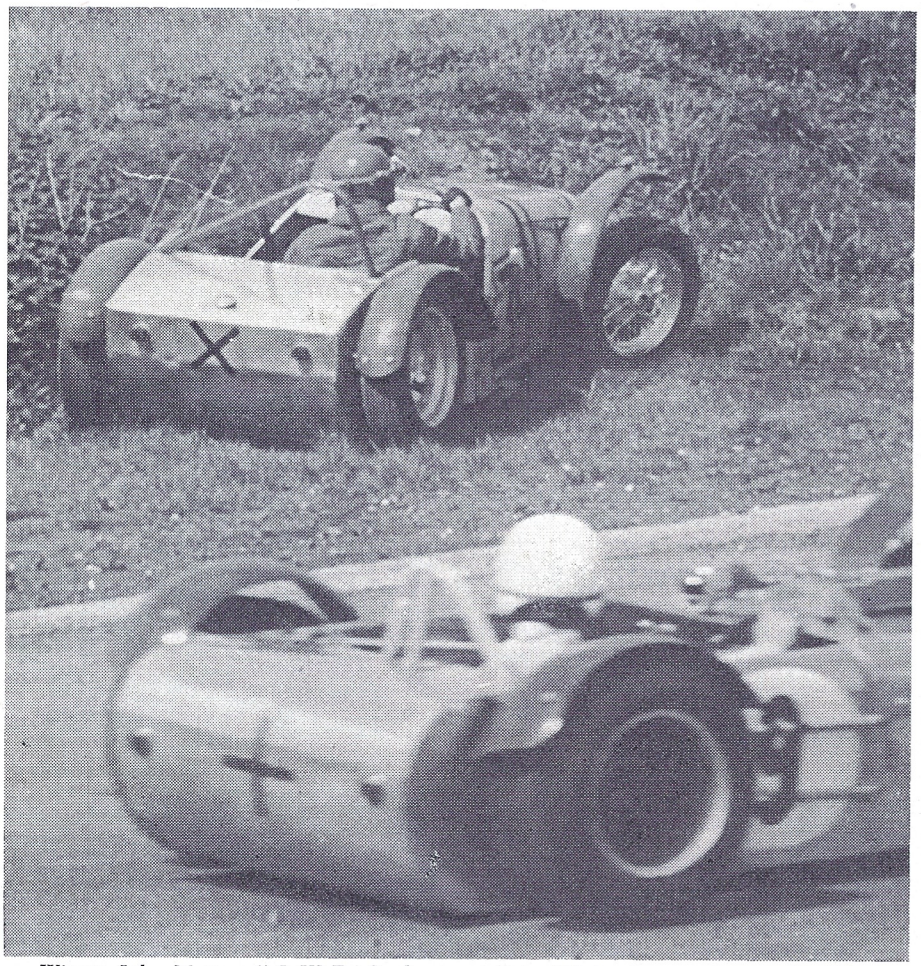
Colin Hawker continued his run of bad luck with the V6-engined Escort, which was pushed off pole position in the second saloon event when it started dropping oil on the warming-up lap. D. Hearne's 1.3 Cooper S led for the first two tours from the similar car of Holman Blackburn, but then Blackburn slipped past to enjoy a two-lap stint at the head of the field. Despite a misfire and a loose wheel arch, Hearne regained the lead on lap 5 and pulled away to win by over 4 secs. Behind Blackburn Gordon Dawkins ran a consistent race to a class win in his 1330 cc Cooper S ahead of B. Walters' 1.3 version. David Stacey and Graham Bores finished fifth and sixth in similar machines despite colliding at the hairpin on the penultimate lap.

The prod sports event provided something of a Turner renaissance, with Geoff Daryn leading John Nunn home after the 1.1 Sprite of John Elvers hit a bank on the way down from the hairpin while challenging for the lead on lap 6. David Hawkes drove his MGB smoothly into third place just 2 secs behind Nunn, while Peter Beach went very well in the ex-Southend Racing Partnership Midget from the back row of the grid to finish fourth on the road; but a 1-min penalty for a push start relegated him to the back of the field and gave the position to Ivor Jauncey's Sprite.

A very close contest for the lead of the last saloon event was split up on lap 2 when Geoff Stone spun out of third place at the hairpin, badly holding up the rest of the field and leaving Mike Weston and Bob Mandry to get well clear in their first-place battle. Mandry led from the start until lap 5, when Weston slipped past at the hairpin, but he was relegated to second place on the next tour when Mandry nipped past at the hairpin. Weston got in front again, though, and won by the scant margin of 0.6 sec ahead of a hard-trying Mandry. The third place battle was led after the *debâcle* on lap 2 by the sole Rootes interloper, the Imp of Bill Keppler, but a couple of wild slides at the Elbow allowed the Minis of Jon Mowatt and Nick Cole to close up on the last two laps, making him work very hard for his place.

After practice incidents had eliminated four cars, including current FF record holder Chris Lee, it was left for James Hunt to dominate the FF event in his MRE/Team Hughes Merlyn-Steele, stroking it home to be a comfortable 7 secs ahead of the similar car of Mike Fraser at the finish. The Brabhams of Clarke Sturdgess and Mike Sirett were third and fourth for the entire distance, and the only incident of note was when Sirett lost contact after a spin on lap 10, but his place was not in jeopardy from George Shiffner's Merlyn Mk 11 which finished fifth.

The last race of the day was by far the best, and it looked as though it would be another Turner benefit with John Nunn taking the lead on lap 1 after Mike Hallet's Lotus 7 spun at the Elbow. Mike Rawlings' Rawlson initially challenged hard, but got too close on lap 5 and revolved, letting Nunn pull away to an ever-increasing lead. The whole position looked settled until lap 11, when Nunn pulled off just before the hairpin with no gears, and Bob Cornes in Geoff Daryn's Turner found himself holding a slight lead from Doug Price's ex-Mike Fraser Lola-Climax Mk 1. In a tremendous last-lap effort Price got the old Lola alongside but, although both cars were given the same race time, he was second by less than a length. Mike Rawlings recovered well to finish third, while Peter Beach paid the penalty for another push start, his fourth place on the road being relinquished to the well-driven Marcos-Volvo of David Saville-Peck.



Winner John Masters (1.5 U2-Ford) glances at Peter Winks, busy sorting out hs 750 cc Potentia-Austin during an off-course excursion in the combined Clubmen's and 750 Formula race

Clubmen's cars up to 1000 cc and 1001 to 1500 cc, and 750 Formula (12 laps): 1, J. Masters (1.5 U2-Ford), 10 m 29 s, 68.68 mph; 2, M. Roberts (1.5 Lotus-Ford 7); 3, K. German (1.0 DRW-Ford). **Fastest lap:** Masters, 49.8 s, 72.29 mph. **Class winners:** Masters, German and D. Coombs (Reliant Spl).

Mini-Se7en saloons (12 laps): 1, C. Tyrrell (Mini), 11 m 11 s, 64.38 mph; 2, G. Gilkes (Mini); 3, J. Jones (Mini). **Fastest lap:** Tyrrell, 54.8 s, 65.69 mph.

Saloons 1001 to 1300 cc and over 1300 cc (12 laps): 1, D. Hearne (1.3 Mini-Cooper S), 10 m 22.2 s, 69.43 mph; 2, H. Blackburn (1.3 Mini-Cooper S); 3, G. Dawkins (1.4 Mini-Cooper S). **Fastest lap:** Hearne, 50.6 s, 71.15 mph. **Class winners:** Hearne and Dawkins.

Production sports cars up to 1150 cc and 1151 to 3000 cc (12 laps): 1, G. Daryn (1.6 Turner-Ford), 10 m 30 s, 67.57 mph; 2, J. Nunn (1.1 Turner-Ford); 3, D. Hawkes (1.8 MGB). **Fastest lap:** Daryn and J. Elvers (1.1 Austin-Healey Sprite), 50.8 s, 70.87 mph. **Class winners:** Daryn and Nunn.

Saloons up to 1000 cc (12 laps): 1, M. Weston (1.0 Mini-Cooper S), 10 m 33 s, 68.25 mph; 2, R. Mandry (1.0 Mini-Cooper S); 3, R. Keppler (1.0 Hillman Imp). **Fastest lap:** Mandry, 51.4 s, 70.04 mph.

Formula Ford (12 laps): 1, J. Hunt (Merlyn-Steele Mk 11A), 9 m 54.2 s, 72.70 mph; 2, M. Fraser (Merlyn-Steele Mk 11A); 3, C. Sturdgess (Brabham-Meadspeed BT15). **Fastest lap:** Hunt, 48.8 s, 73.77 mph.

Sports-racing cars up to and over 1150 cc (12 laps): 1, R. Cornes (1.6 Turner-Ford), 10 m 58.8 s, 65.57 mph; 2, D. Price (1.1 Lola-Climax Mk 1); 3, M. Rawlings (1.1 Rawlson-Ford). **Fastest lap:** Rawlings, 51.4 s, 70.04 mph. **Class winners:** Cornes and Price.

There's a little bit of Scotland just 38 Geneva.



Jackie Stewart is at home

It's not really too different from certain parts of Jackie's native land. This tiny hilltop village of Begnins in Switzerland, where Jackie spends his few days off. The mountain peaks that tower in the background are the Alps, not the Grampians. But the effect is pretty much the same.

For Jackie this hilltop fastness represents a welcome haven of quiet after the roar of the race-track. We met him during a brief break in the hectic preparations for the coming season. Pretty, auburn haired Helen does a good job of maintaining the quiet home atmosphere for Jackie and the kids, but it's obvious Jackie doesn't find it easy to relax, and his mind is still thinking ahead: 'You can never say how well you're going to do, of course. But I think we have a competitive car. In fact, it will be rather unusual, in that I have four cars available to me. One completely new car. One fairly revolutionary. Two from last season.'

He expects it to be an interesting season technically. 'I think we're going to see much more stress on the aerodynamics of the thing. You can see this from the aerofoil activity. We were using wings last season. In addition, four-wheel drive will be here very soon. In time for this season. But I don't think this will eliminate aerofoils. They give much greater adhesion, because they press the car so hard on the road, and so allow much greater cornering speed. Up till now, they've been rather Heath Robinson affairs, but I think by the end of the season we'll see much more sophisticated forms of aerodynamics being involved.'

Hot Stuff in South Africa

Grand Prix races are won or lost on the corners, and with this in mind Jackie recently completed an exhaustive series of tyre tests, in preparation for this year's South African Grand Prix. (Which, of course, he went on to win.) In the blazing heat of South Africa's hottest spell for 40 years he did 500 laps on the Kyalami circuit—more than six times the length of the Grand Prix race. 'If you have a tyre that isn't competitive' he says, 'you can lose at least a second a lap in cornering. In an eighty-lap race, that means you've lost eighty seconds before you start. So Ken Tyrrell and I work very closely with the Dunlop tyre team. Actually, I'd worked with Dunlop a lot even before I joined Matra. And we've always got on very well. In fact, every Grand Prix I've won I've won on Dunlop.

'On this last test we were testing eighteen variations of pattern and compound, and changing tyres every eight or ten laps, as soon as they'd bedded in. You have to do this if the technical people are to get meaningful results. We were using a kind of 'black box' measuring device on this test, to give a record of tyre temperatures, acceleration, braking forces, and sideways forces. In the heat, we practically went off the graph, because at its highest the track temperature was 143 degrees Fahrenheit. But I think we've got some interesting results out of it, particularly in the area of dry compounds, on which Dunlop have been working very hard.'

Wet-Weather Friends

Apart from the brilliant hot-weather win at Watkins Glen of course, Jackie's most memorable 1968 victories were in the wet. He recalls his dramatic victory on the Nurburgring in last year's German Grand Prix, in torrential rain and mist. 'The worst weather in my experience. On a very difficult circuit at the best of times. The biggest problem was visibility. The fog was so bad we just couldn't see where we were.

'And then there was spray from the cars ahead of you. Also there were literally rivers running across the road. And you



kilometres outside

Exclusive Interview

couldn't see them. So you didn't know when you might be in danger of aquaplaning. In race driving, that means not only that the car goes numb, you have no control.
But if the water's a little bit deeper on one side than the other you can start to veer off. Because you've got grip on one side only. Dunlop have done a lot of research into aquaplaning. Which has shown up in their road tyres, too.
And I think this is where the Dunlop wet weather tyres were a big help to me in cutting the aquaplaning bogey to a minimum.' He was using Dunlop's 'wet-wet' weather tyres in the high-adhesion compound 226, with the centre rib removed to form a drainage channel (an idea pioneered by Dunlop).

He says quite frankly that without them, he couldn't have won.

Easy Does It

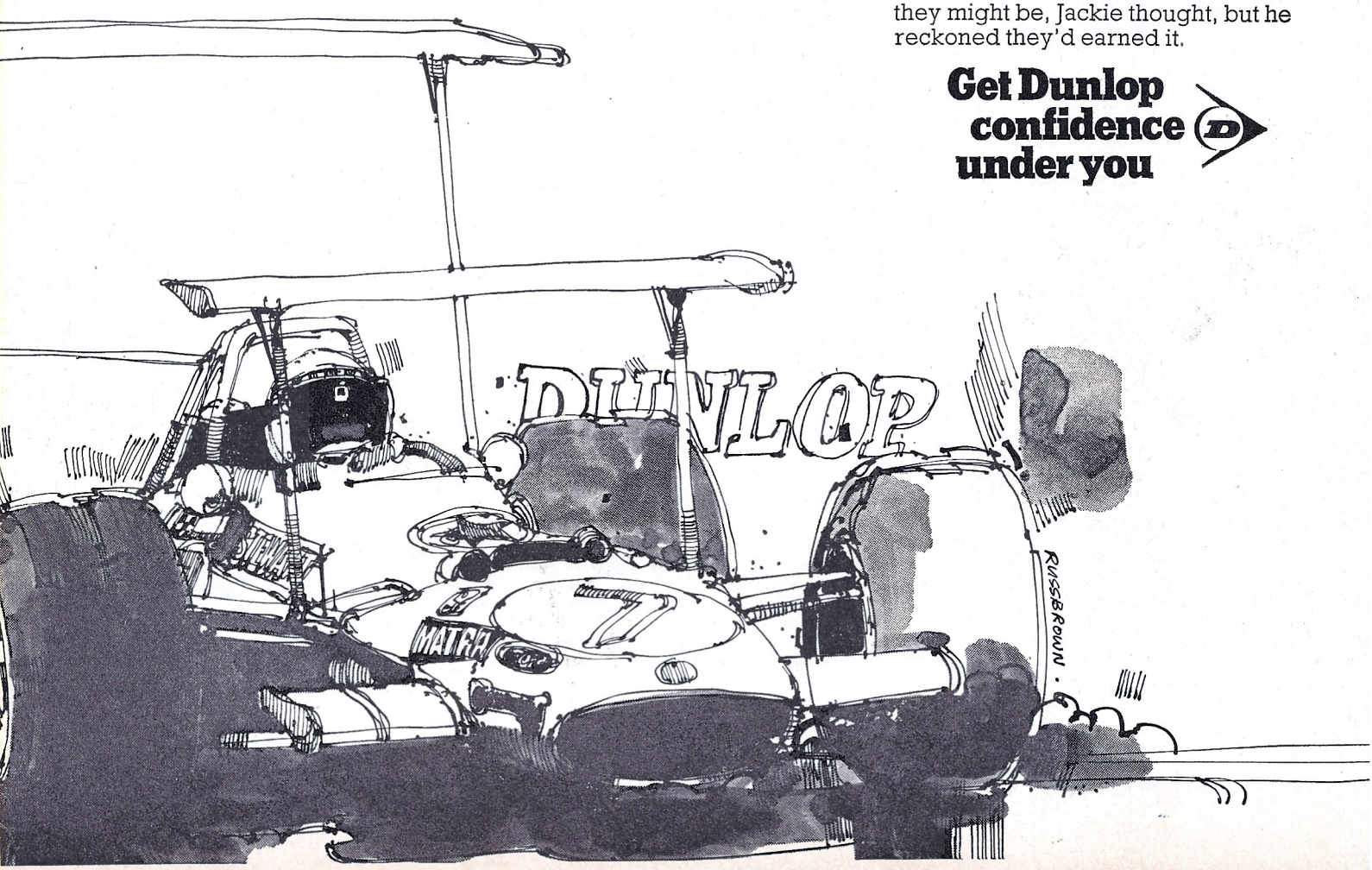
'Anyway in the German Grand Prix, I decided to try to get out front right at the start, and in fact I was in the clear at the end of the first lap.
After that the biggest thing was to drive as quietly and as smoothly as possible, to get the maximum adhesion from the car. This is a very gentle way of driving, because you're handling say 420 h.p. so you have to be quite sensitive.

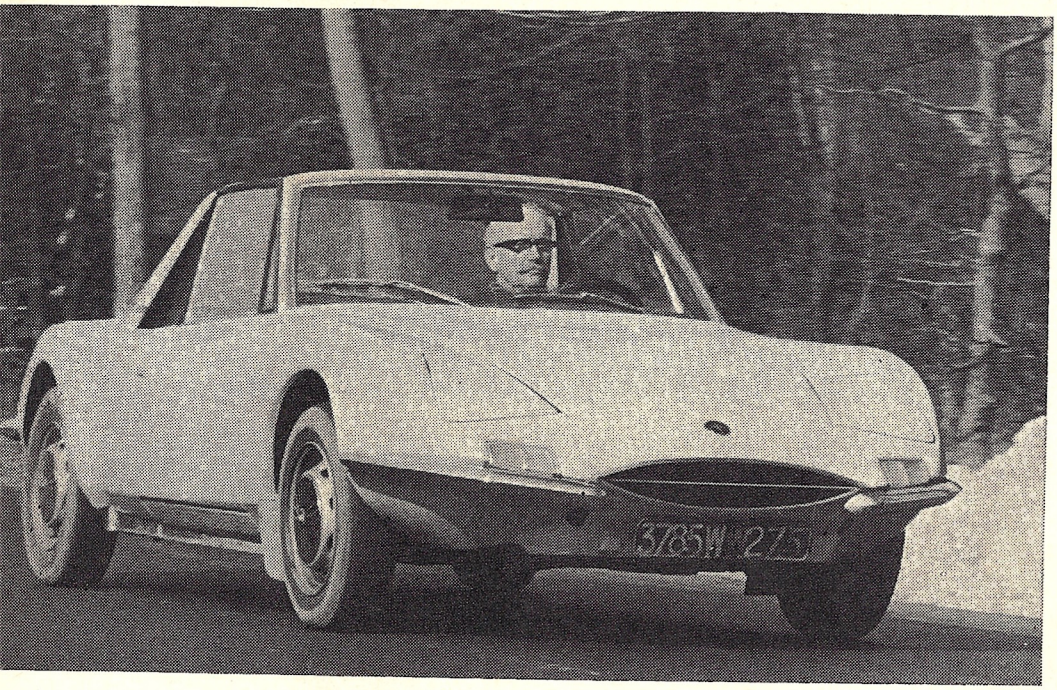
'I personally was putting the minimum amount of pedal on. Instead of revving the engine to 9000, I'd be revving it to 7000, and I'd be driving in one gear higher than usual. In other words, I was driving the car as I would in the snow, almost. You think that you're going so slowly that everyone's going to laugh at you. But in fact, though it's less spectacular, the smoothness pays off.'

Helen Stewart at the wheel of the big stereo-gram upstairs puts on the Beatles LP, and comes in with a cup of tea. 'Rocky Racoon checked into his room only to find Gideon's bible . . .' the words float through the house. They might be a theme song for racing drivers. Next day it's another aeroplane. Another hotel room.

But even as he flies out, a little bit of Scotland will ride along with him—in the shape of his distinctive Stewart tartan helmet. A couple of the Dunlop men were asking the other day if they were entitled to wear the Stewart tartan. Sassenachs they might be, Jackie thought, but he reckoned they'd earned it.

Get Dunlop confidence under you







ROAD TEST
by John Bolster

Matra M530

A delightful mid-engined 2+2 convertible

THE name of Matra is very much in the news because of the racing exploits of this missile manufacturer. Certainly, Matra racing cars have brought back the blue of France in a big way, and so the production models are of great interest. It is the intention of the firm to produce a 12-cylinder super-car, but the bread-and-butter Matra is the M530, which is a very unusual little mid-engined machine with many practical features.

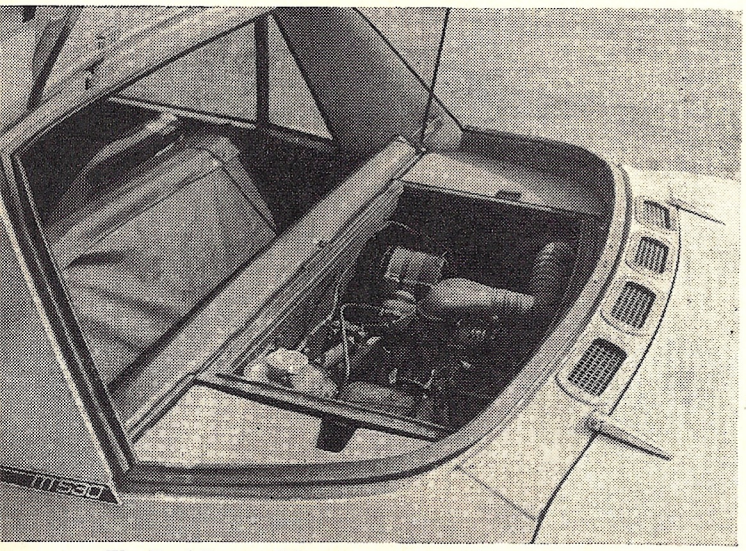
The basis of the M530 is a steel punt-type chassis to which the glass-fibre body panels are bolted. It has independent suspension all round of advanced design, with wishbones in front and trailing arms behind, both having anti-roll bars. Fore-and-aft compliance and rubber insulation look after road roar and thump, while the long wheelbase for a small car literally places the wheels at each corner.

The engine is just ahead of the rear wheel centres. Because there is rear seating, the shortest possible power unit has had to be chosen in the form of a Ford Taunus V4. Behind the engine, there is a normal rear luggage boot of useful size, and the short front bonnet also provides space, most of which is taken up by the fuel tank and spare wheel. The radiator is right in the nose of the car with its electric fan.

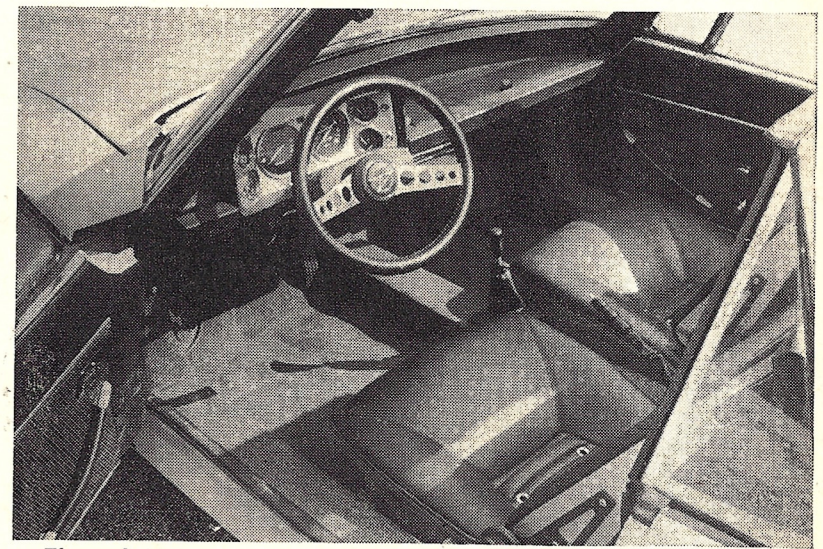
The body has an excellent detachable roof, which takes off in two parts for easy storage in the car. A roll-over bar is incorporated in the construction and the profiled rear window is of Perspex. This material is perfectly satisfactory for the purpose if treated with a little respect, as I proved over many happy years with an AC Aceca. The rear window hinges right up, or it can be removed if desired, and the engine is then revealed by the removal of a hatch, when it is more easily accessible than would be expected.

I have driven the M530 briefly in France and I have a standing invitation to visit the factory and borrow a car. However, when I heard that a British agent had been appointed, I thought that a test in this country would be of even greater interest. Besides, I had a very busy Easter before me, with TV commentaries at Oulton Park and Thruxton, and I thought that the nippy little Matra would be an ideal horse for that course.

The Matra is handled in England by Crosland Engineering of Lamberhurst, Kent, who are renowned for their superb preparation of historic racing cars. They will convert the cars to right hand drive and hope to sell



The Ford Taunus V4 engine is situated behind the rear passenger seat; access is through the hinged perspex rear window.



The cockpit is equipped with comfortable bucket-seats, and the detachable roof section allows open-air motoring to be enjoyed without draughts.

them at a lower price than the provisional one on the data panel. However, the car which they lent me was a French-registered lhd model, and instead of the traditional blue it announced itself in a bold crocus yellow.

It is understood that, at the time of writing, a more powerful version of the Taunus engine is about to be announced for the Matra, together with closer gear ratios. French friends who have tested the new model say that it is good for at least an extra 8 mph, with better acceleration. This is excellent news, for the car I tried could have done with more power to exploit the fantastic road-holding and controllability.

Thanks to its excellent weight distribution, the M530 is a joy to handle, the small size and short front bonnet causing one to forget the left-hand steering position. The angle of the column is adjustable and the very comfortable seats give good location. Very high cornering power is a feature with outstanding balance, and though the rear slip angle increases progressively the tail never really lets go. Understeer is only felt fleetingly in the wet, and everything about the car encourages one to drive it really hard all the time. This exceptional result is achieved by using larger section tyres behind, the front-section spare being adequate as a get-you-home tyre for the rear.

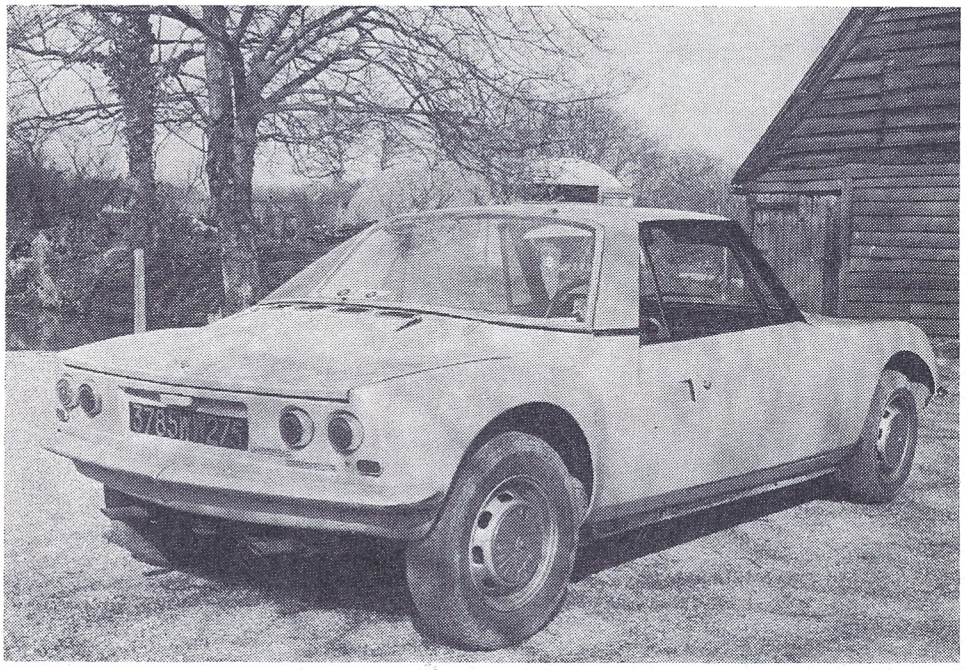
The ride is quite outstandingly good, and though there is some roll on corners it does not affect the handling. The absence of road noise is notable but there is some irritating wind whistle at higher speeds. The sound insulation of the engine and transmission is quite outstanding, a result which one did not expect with a mid-engined car, and only the deep and rather "flat" exhaust note is heard. No unwanted heat comes through into the passenger space but the rear luggage boot gets moderately warm. I kept my coat in there and it was pleasant to find the chill taken off it when I needed it at night, but I did not carry butter and chocolates in that compartment!

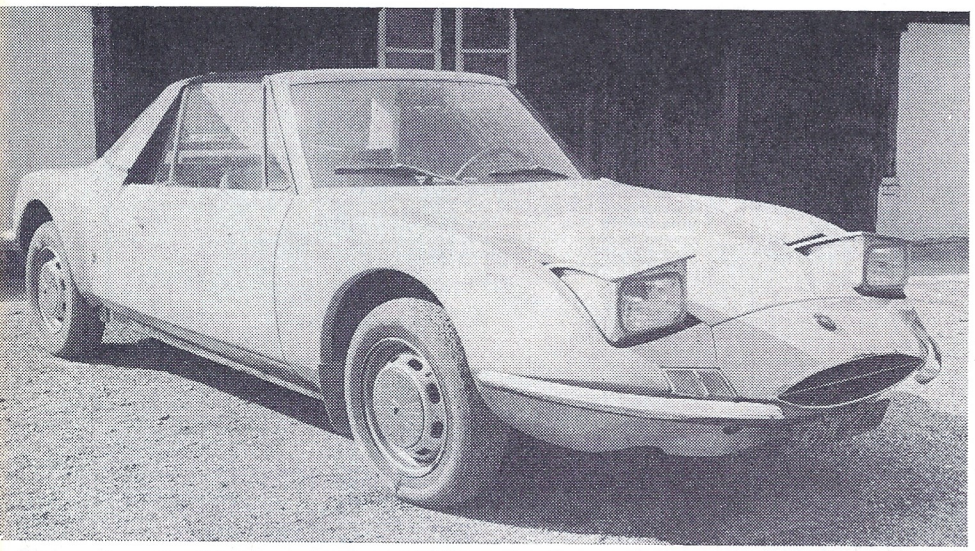
Luckily, excellent weather gave me a chance to enjoy the detachable roof. The rear window prevented the objectionable back-draught which mars most open cars, and the roof is as water-tight as that of any saloon. With the roof removed, the body is naturally less rigid, and some incipient scuttle shake can be detected. The changeover is easy and rapid, requiring no tools.

The Matra is fast on British roads because one tends to use all the performance, but with the "cooking" engine it is flexible rather than fierce. The engine has lots of punch in the lower ranges, but it tends to lack power at the top end. The new power unit should certainly make a welcome improvement here. The gearlever gives very precise control, though it is a little stiff in action, and fast changes go through easily.

A small lever under the steering wheel brings the headlamps up already flashing and a foot pedal presses them firmly down again against the wind. The headlamps are always clean before use, which is the best reason for retracting them. The heater is effective but air for ventilation cannot be focused where it is wanted. The speedometer and the rev counter of the test car both read very fast.

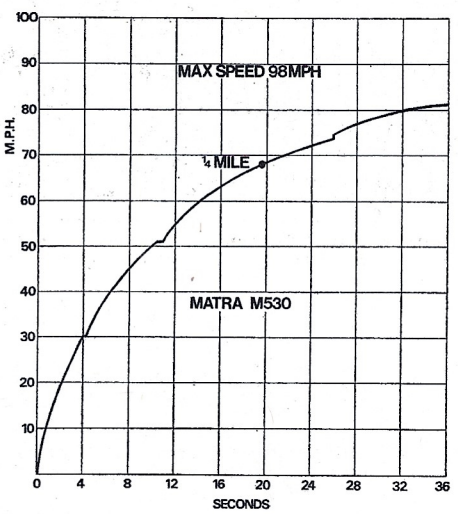
The Matra M530 is a small car with a great personality, which collects the crowds because of its unusual appearance. It is almost the first really draught-free open car which can literally be converted into a saloon. Like all French cars, it is outstandingly economical of fuel, and it rides better than most of the expensive luxury models. This is no rorty sports car, but I enjoyed driving it far more than many considerably faster machines. Above all, it proves conclusively that the car of the future will be mid-engined.





The aerodynamic efficiency of the Matra M530 is reduced somewhat when the retractable headlights are raised.

SPECIFICATION AND PERFORMANCE DATA



Car tested: Matra M530 convertible 2+2 coupé, provisional price £2160 with right-hand drive conversion, including PT.

Engine: Four cylinders in 60 deg Vee, 90 mm × 66.8 mm (1699 cc). Pushrod-operated overhead valves. Compression ratio 9:1. 73 bhp (net) at 4800 rpm. Solex downdraught carburetter.

Transmission: Single plate diaphragm spring clutch. Four-speed all-synchromesh gearbox with central remote control, ratios 1.0, 1.48, 2.16 and 3.69:1. Hypoid bevel final drive, ratio 3.56:1.

Chassis: Steel punt-type chassis with bolted-on glass-fibre body. Independent four-wheel suspension with wishbones in front and trailing arms behind, anti-roll torsion bars both ends and telescopic dampers all round. Rack and pinion steering. Disc brakes all round. Bolt-on disc wheels, fitted Dunlop 145-14 (front) 165 14 (rear) radial ply tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Ammeter. Oil pressure, water temperature, and fuel gauges. Heating, demisting, and ventilation system. Two-speed windscreen wipers and washers. Reversing lamps. Retractable headlamps.

Dimensions: Wheelbase, 8 ft 5.5 ins; track (front), 4 ft 4.7 ins, (rear), 4 ft 5.1 ins; overall length, 13 ft 9 ins; width, 5 ft 1.4 ins; weight, 17 cwt 1 qr.

Performance: Maximum speed, 98 mph. Speeds in gears: third, 76 mph; second, 51 mph; first, 30 mph. Standing quarter-mile, 19.5 s. Acceleration: 0-30 mph, 4 s; 0-50 mph, 10.1 s; 0-60 mph, 14.9 s; 0-80 mph, 33 s.

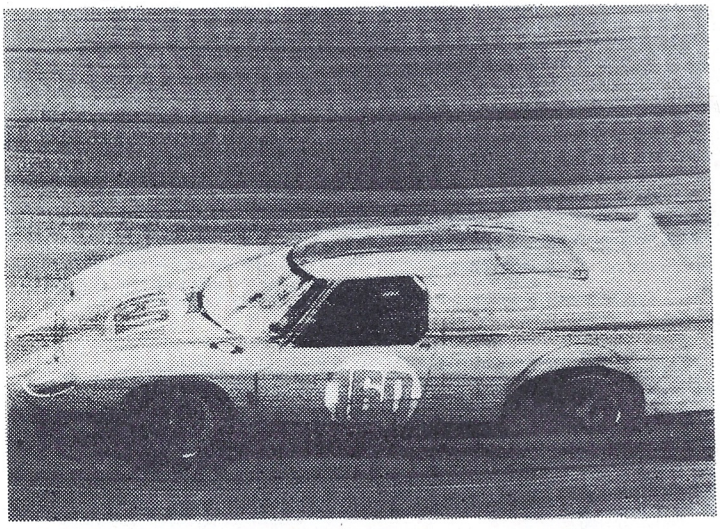
Fuel consumption: 26 to 32 mpg.

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The Brabham BT8 in the Chevron sandwich is Clive Lacey's, with John Lepp in front and Arthur Moore behind.

Silverstone: Two for Hardwick

By DOUG NYE

UNLIKE the previous weekend's meeting on the Silverstone club circuit, last Sunday saw dry weather, good racing and a sizeable crowd for the Nottingham SCC's eight-event programme.

Drama attended the start of the first race, for clubmen's and Formula 1200 cars. As the 22-strong field accelerated away from the start, Hargreave Isaac's U2 Mk 4 was nudged from behind and its throttle stuck open. Alan Savage's Scuderia Skinflint Milmor 5A received a hefty belt, spun and rolled sideways under the bridge, ending up way off the track in the field severely bent. Savage was taken to hospital suffering a suspected broken collar bone and damaged ribs, but was strapped-in and very lucky to escape so lightly.

Meanwhile Richard Brightman had established his U2 Mk 8 in a narrow lead from Keith Williams' U2 Mk 4/6, Peter Wingfield's U2 Mk 5/6 and Michael Moore's Witchcraft. Brightman pulled away from this duelling trio on lap 3, only to retire straight into the paddock after five laps with a run bearing. Williams and Wingfield were now duelling for the lead, and behind them another fierce scrap ensued between Peter Burton's U2 Mk 8 and Moore's Witchcraft. On lap eight Wingfield slipped through at Woodcote and held the lead to the flag, Williams snapping away just 0.6 sec behind. Moore was third, but Burton lost his place to Mark Sharpley's Lotus 7, Andy Jeans' 7 took the 1-litre class.

Bill Nicholson was not to be denied in race 2, for prod sports machinery, his immaculate MGB leading from start to finish. Ron Collings maintained distant contact with Robbie Gordon's ex-works Healey 3000, while dicing for third place early on were Brian Lambert's MGB and Bill Grabham's Muskateers-entered Daimler SP250. Sadly the red and silver V8 beastie understeered onto the grass out of Woodcote on lap four, swooping back across the track into the pit wall and bending the offside body and chassis rather badly; Grabham was completely unhurt. Lambert was now a lonely third, while Reg Woodcock's brave 1957 TR3 pulled away from Ernie Miller's lovely Aston Martin DB4GT.

The Formula Ford race started in the accustomed manner, John Stevens' Royale and Derek Lawrence's Titan Mk 4 both burying themselves in the bank at Copse first time round—there were dark rumours that someone else started it, however. Ian Taylor's Dulon led from Ian Foster's Merlyn Mk 11, the similar car of Bryan Sharp and Martyn Denley's Alexis. Taylor pulled away slightly from the fascinating Foster/Sharp scrap, Sharp nipping into second place at Woodcote on lap 6. On lap 8 Sharp had snatched the lead, but Taylor hung on in the Dulon and repassed in a beautifully-timed manoeuvre at Woodcote on the last lap to win by 0.2 sec. Foster was third, Denley fourth and Tony Goodwin fifth in James Mortimer's Merlyn Mk II. Tony Broster's Stockbridge Racing Titan was delayed in the Copse moment and spun away another place at Woodcote on the last lap.

Event 4 for 1000 cc saloons saw Bill Needham's Coldwell Mini twin-cam drag off the line neck-and-neck with Wally Hall's odd-looking Mini-mod, the MG Gnat. But pole-man Reg Hargrave in his immaculate Imp was not to be outdone, and rushed by to be first into Copse, Waving a wheel, Hargrave swept through Woodcote leading narrowly from Needham, the rest of the pack well behind headed by Maurice Ford's Imp. Major placings remained unchanged until lap 4, when Hargrave's throttle cable came adrift and stuck open, and he had to drive on the ignition switch. He slowed—understandably—and Needham in the twin-cam 999 cc Mini shot past to take the lead. Hall meanwhile had been pushed well down the field, but recovered to blast through into third spot on lap 6 and second by the finish. Hargrave's Imp finally expired on lap 9, while Michael Ford, third at one point in his Imp, was pushed back to fifth by the finish, Peter Devereux driving well in his Cooper to take fourth spot in only his third outing.

Despite several non-starters in the GT race, John Lepp's Chevron-BMW and Clive Lacey's bewinged Brabham BT8 put on quite a show. Ted Bunce in the Mike Spence Ltd Lotus 47 was tardy in leaving the grid, and Lepp shot off into a narrow lead from the Brabham, with Arthur Moore third in his Chevron-BMW. Bunce was way back in fourth place, and the leading Chevron/Brabham duel was interesting in the extreme. Lacey surged up alongside Lepp at Woodcote on lap 3, but Lepp booted himself clear past the pits. Next lap the Brabham got right inside on the apex, Lepp hanging on outside him and being shouldered onto the grass for his trouble. A furious Lepp fought back, chopping by the Brabham at Maggotts, and then began to draw away slightly. Moore was going well, minding his own business in third place, while Steve Neal's Ginetta G12 eventually headed Peter Beaver's pretty Spence-entered Mercury GT after another good scrap, winning the 1150 class.

The single-seater event was totally dominated by Hardwick's monstrous F5000 Lola-Chevrolet, Graham Eden going well in his 1.9 twin-cam Chevron B9 in second place but quite unable to do anything about the Lola. Hardwick had a 3-secs lead at the end of lap 1, but behind Eden a furious Brabham dice provided some excitement, between Dell Bennett in Jack Smith's Brabham BT21A 1600, Jim Charnock's BT21/25 and the BT21Bs of Graham Coaker and Louis Parsons. These four swapped places all the way round, eventually finishing in the order Bennett, Parsons, Coaker and Charnock.

Jack Smith driving his own 2.7 Brabham Climax BT23B was third fastest to Hardwick in practice, the Lola managing a 60.2 sec lap and the Canadian chartered surveyor 61.8 sec, Arthur Moore's Chevron splitting them with 61 sec dead. However, "Whistling Jack" contrived to produce the most spectacular earth-moving spin out of Becketts on the opening lap, and thereafter stormed back through the field, lying eighth on lap 3 and taking third spot on lap 5 by passing the battling Brabham brigade in one huge leap-frog on braking into Woodcote. Sadly, he was excluded from the results, however.

A thunderous turn-out of over 850 cc saloons followed, Graham Bean running away from the rest of the field in his splendid blue 1680 Anglia. Way behind him came a struggling high-speed traffic jam, led by Mick Hill in the Jaguar-engined "Janglia." Second time down the club straight Hill's bonnet detached itself and planed off crazily high into the air, and he dropped back behind the battling Minis of John Francis and Hugh Denton. On lap five Hill lost his rather unmanageable device at Woodcote, dropping few places before charging back into the race to finish in eighth spot behind leaders Bean, Francis, Denton and, in fourth place, Trev Clapton's Anglia. Reg Hargrave gained consolation by beating Needham in the 1-litre class, his throttle cable maintaining contact this time.

The final *formule libre* race was badly plagued by non-starters, Hardwick driving gently to stay just ahead of Eden's Chevron all the way. Louis Parsons, suffering from a rather underpowered engine in his P & M Brabham, was third throughout, and Arthur Moore's Chevron fourth. Bob King parked his Brabham BT18 in the bank at Copse on lap 4, while only real dice of the event was way back in the field, between John Hawes' Lotus 7 and Chris Simpson's FF Merlyn, the single-seater getting ahead at the finish as Hawes had noticed his rear bodywork coming adrift in the slipstream!

Clubmen's cars up to 1000 cc and 1001 to 1600 cc, and Formula 1200 (10 laps): 1, P. Wingfield (1.5 U2 Mk 5/6), 11 m 19.4 s, 85.20 mph; 2, K. Williams (1.5 U2 Mk 4/6); 3, M. Moore (1.5 Witchcraft). **Fastest lap:** R. Brightman (1.5 U2 Mk 8), 1 m 6.2 s, 87.45 mph. **Class winners:** Wingfield, A. Jeans (1.0 Lotus 7) and F. Burbury (1.2 FTB Mk 1).

Prod sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, W. Nicholson (1.8 MGB), 11 m 53.6 s, 81.12 mph; 2, R. Collings (3.0 Austin-Healey 3000); 3, B. Lambert (1.8 MGB). **Fastest lap:** Nicholson, 1 m 10.2 s, 82.46 mph. **Class winners:** P. Bryant (1.1 Austin-Healey Sprite), Nicholson, Collings and E. Miller (3.7 Aston Martin DB4GT).

Formula Ford (10 laps): 1, I. Taylor (Dulon), 11 m 23.2 s, 84.73 mph; 2, B. Sharp (Merlyn Mk 11); 3, I. Foster (Merlyn Mk 11). **Fastest lap:** Sharp, 1 m 6 s, 87.71 mph **(record).**

Saloons up to 1000 cc (10 laps): 1, W. Needham (1.0 Coldwell Mini t/c), 12 m 24 s, 77.81 mph; 2, W. Hall (1.0 MG Gnat); 3, M. Odell (850 Hillman Imp). **Fastest lap:** Needham, 1 m 12.6 s, 79.74 mph. **Class winners:** Needham and Odell.

GT cars up to 1150 cc, 1151 to 1600 cc, 1601 to 2500 cc and over 2500 cc (10 laps): 1, J. Lepp (3.0 Chevron-BMW B8), 10 m 17.0 s, 93.82 mph; 2, C. Lacey (2.7 Brabham-Climax BT8); 3, A. Moore (2.0 Chevron-BMW B8). **Fastest lap:** Lepp and Lacy, 1 m 0.8 s, 96.35 mph (2500 cc record). **Class winners:** R. Budd (Austin-Healey Sprite), S. Neal (1.6 Ginetta G12 t/c) and Lepp.

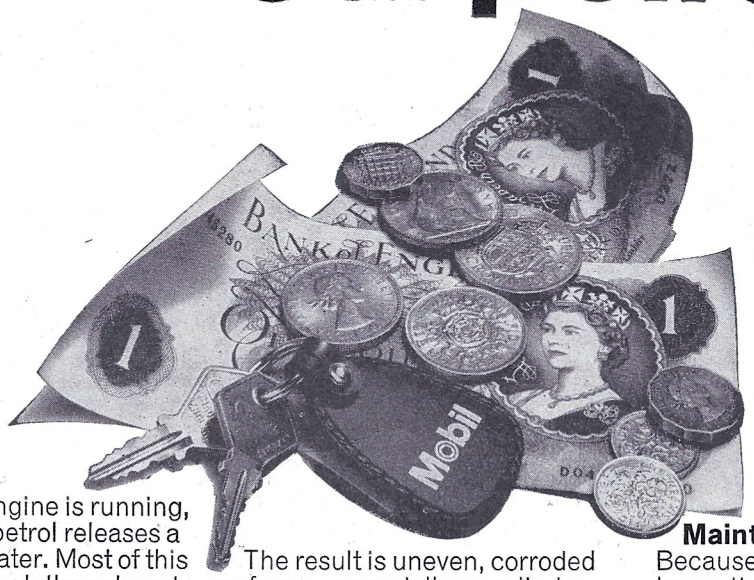
Single-seaters up to and over 1000 cc (10 laps): 1, D. Hardwick (5.0 Lola-Chevrolet T142), 10 m 1.4 s, 96.25 mph; 2, G. Eden (1.9 Chevron-Ford B9 t/c), 10 m 39.8 s; 3, D. Bennett (1.6 Brabham-Ford BT21A t/c), 10 m 57.4 s. **Fastest lap:** Hardwick, 58.6 s, 98.785 mph. **Class winners:** G. Coaker (Brabham-Ford BT21B) and Hardwick.

Saloons 851 to 1000 cc, 1001 to 1300 cc, 1301 to 2000 cc and over 2000 cc (10 laps): 1, G. Bean (1.7 Ford Anglia), 11 m 39.0 s, 82.82 mph; 2, J. Francis (1.3 Mini-Cooper S); 3, H. Denton (1.3 Mini-Cooper S). **Fastest lap:** Bean, 1 m 8.4 s, 84.63 mph. **Class winners:** R. Hargrave (1.0 Hillman Imp), Francis, Bean and M. Hill (3.8 Anglia-Jaguar)..

Formule libre (10 laps): 1, D. Hardwick (5.0 Lola-Chevrolet T142) 10 m 22.0 s, 96.07 mph; 2, G. Eden (1.9 Chevron-Ford B9 t/c); 3, L. Parsons (1.5 Brabham-Ford BT21B). **Fastest lap:** Hardwick, 1 m 1.2 s, 94.59 mph.

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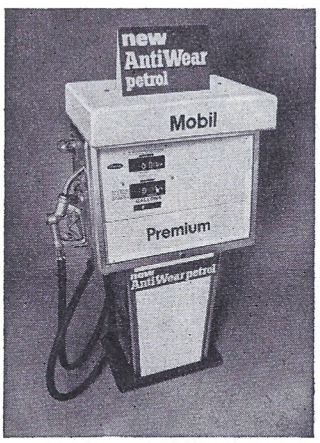
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Crowded chicane: Mike Harding's Mini leads the revived A40 of Mick Cave (taking a short cut) and Bailie Russell's Anglia in the last race of the day.

Records fall at Thruxton

By JEFF HUTCHINSON

FIVE lap records fell during the BARC's Thruxton meeting on Sunday, which was blessed with warm sunshine and three championship rounds.

The entry for the opening eight-lap F4 event totalled nine as the flag fell, Patrick Longhurst's new Vixen-Imp Mk 2 having been pushed off for oiling the grid. As the cars came round for the first time the number had been further reduced by one, for Ronald Parker had spun his Vixen at Cobb and written off one side of the car against the bank. Robert Jarvis and Keith Blaynee were battling fiercely for the lead just ahead of Scott Williams, these three having already pulled out a lead over Johnny Walker's Saab-powered JW4, the only non-Vixen car in the race. Julian May, having his first run in his new 1969 Vixen Mk 2, came next ahead of a great battle between Geoff Friswell's new car and Tony Soameson. The leading dice continued until the last lap, when Blaynee went out with a seized engine, leaving Jarvis just under 30 secs ahead of Williams, who kept a comfortable 5 secs in front of Walker. The Friswell-Soameson dice had moved well clear of May, Soameson getting the upper hand to take fourth 1.4 secs ahead.

The prod sports race, in contrast to the previous event, had no fewer than 24 starters, with the two E-types of Warren Pearce and John Quick sharing the front row of the grid with Chris Boulter's 2.0 Marcos-Volvo. The expected dice between the two Jaguars did not materialise, however, for Quick, who was first into Campbell, was the last out after spinning on his new set of Goodyears and waiting until the field had gone by before he could rejoin the race. John Gould also got involved and celebrated his first race this year with a spin in his evergreen Ginetta G4, now with a new 1-litre Cosworth engine. This left Pearce just ahead of Boulter at the end of the first lap, these two already pulling away from Lynden Thorne (1.3 Sprite), Roy Ashford's 1.8 MGB and Alan Harvey in the smaller Lubysil Racing Sprite, now rebuilt since its Brands shunt the week before. By the fourth lap Quick was among the leading Sprites, and two laps later he was in third place, breaking his own lap record in a bid to close the large gap between himself and Boulter, who was slowly losing ground to Pearce's rebuilt car. By lap 9 Quick had got within striking distance of the Marcos and, although Pearce's lead looked safe, second place was yet to be decided; but the crowd were cheated of a thrilling finish, for the throttle cable on Quick's car parted and Boulter finished a lonely second from Thorne and Ashford, with Gould taking a well-deserved fifth and a class win. Harvey, who had been having a hard time holding off Mike Bundy's and Ian Hall's Sprites, finished a dejected eighth, his car suffering from fuel starvation.

The clubmen's race was easily won by Charles Blyth's ex-Jeremy Richardson Lotus 7, while second place was hard-fought between the 1600 cc cars of Hugh Chamberlain (U2 Mk 6B) and Clive Santo (Lotus 7) and the 1-litres of Roger Andreason (ex-Trevor Elliott Lotus 7) and Andy Diamond (Clubman's-BMC). Andreason fell into the clutches of Diamond on lap 7, while the place-swapping for second swung in favour of Chamberlain, though the gap as they crossed the finish line (18 secs behind Blyth) was still only 1 sec after 10 laps. Diamond finished fourth a long way ahead of Andreason, the BMC engine of the Lotus not sounding too crisp. Sixth was Derek Mackay (1.0 DRW-Ford), the last car to avoid being lapped.

Alistair Cowin set the first 100 mph-plus lap in the GT class when he led the MN 12-lap event from start to finish in his 4.7 McLaren M1C. The only car that ever looked like challenging him was the WRA Chevron-BMW of John Burton; Burton was right behind the McLaren until lap 3, when he had a big moment going into Church when the bottom wishbone rose-joint broke and he carried straight on and came to rest 100 yds or so further on on the grass. This left the next four places, still in the hands of the Chevron *marque*, being battled out between Willie Green's 2.0 BRM-powered B5 and the other WRA BMW B8 of Paul Ridgway, ahead of Ian Skailes' similar car and Tim Stock's older BMW B6, now repaired after the previous week's shunt at Brands. These first five places remained the same until the last lap, when oil surge and low pressure on the BRM-powered car forced Green to back off, letting Ridgway through to take second place, though Green was just able to hold onto third from Stock and Skailes.

Yet another Chevron was sixth, that of David Purley, who won his class in his FVA-powered B8 after passing seventh man Martin Warren (1.1 Lotus-Ford 23) and Les Aylott's 1.6 Lotus 11 t/c; the engine of Purley's car wet its plugs on the line and spent half the race on three cylinders. The Lotus 47s of Brian Poole and Brian Alexander were getting at it in ninth place for the first eight laps before Alexander got by and pulled away.

Continued overleaf

Formula 4 Championship round (8 laps): 1, R. Jarvis (F4 Vixen-Imp), 12 m 18.6 s, 91.87 mph; 2, S. Williams (F4 Vixen-Imp); 3, J. Walker (F4 JW4-Saab); 4, T. Soameson (F4 Vixen-Imp); 5, G. Friswell (F4 Vixen-Imp); 6, J. May (F4 Vixen-Imp). **Fastest lap:** Jarvis, 1 m 30.2 s, 94.3 mph **(record).**

Prod sports cars up to 1150 cc, 1151 to 2000 cc and over 2000 cc (10 laps): 1, W. Pearce (3.8 Jaguar E), 15 m 48.2 s, 89.45 mph; 2, C. Boulter (2.0 Marcos-Volvo 1800); 3, L. Thorne (1.3 Austin-Healey Sprite). **Fastest lap:** J. Quick (3.8 Jaguar E), 1 m 29.6 s, 94.66 mph **(record). Class winners:** J. Gould (1.0 Ginetta-Ford G4), Boulter and Pearce.

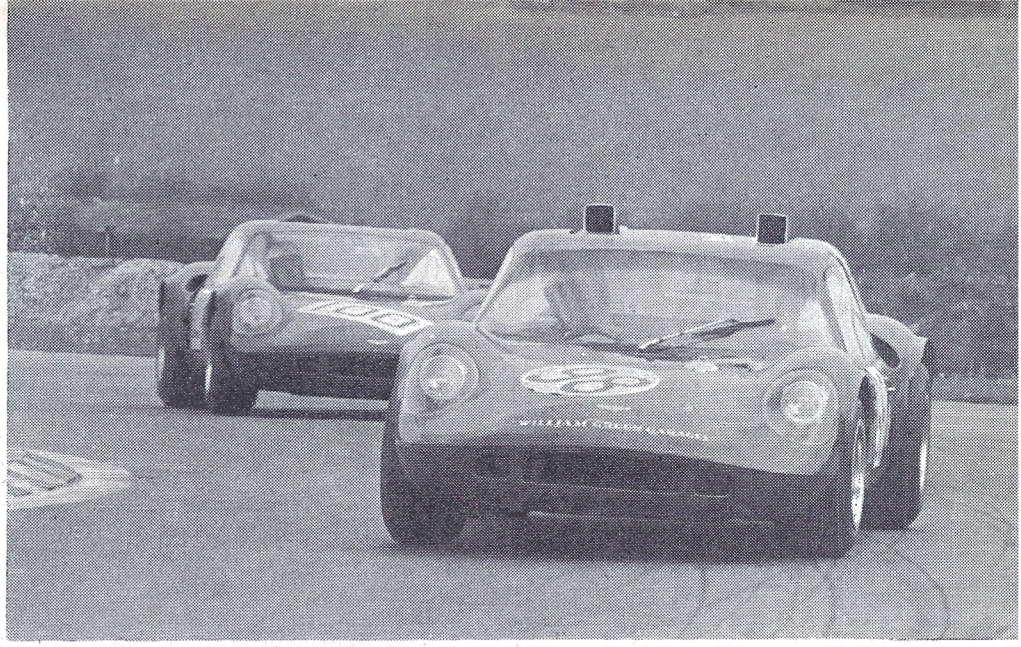
BARC Clubmen's Championship round, up to 1000 cc and 1001 to 1600 cc (10 laps): 1, C. Blyth (1.6 Lotus-Ford 7), 16 m 3.8 s, 88 mph; 2, H. Chamberlain (1.5 U2-Ford Mk 6B); 3, C. Santo (1.6 Lotus-Ford 7); 4, A. Diamond (1.0 Clubman's-BMC). **Fastest lap:** Blyth, 1 m 34.2 s, 90.4 mph. **Class winners:** Diamond and Blyth. **Up to 1000 cc record:** Diamond, 1 m 37 s, 87.44 mph.

Motoring News GT Championship round, up to 1150 cc, 1151 to 1600 cc and over 1600 cc (12 laps): 1, A. Cowin (4.7 McLaren-Ford M1C), 17 m 17 s, 98.15 mph; 2, P. Ridgway (2.0 Chevron-BMW B8); 3, W. Green (2.0 Chevron-BRM B5); 4, T. Stock (2.0 Chevron-BMW B8). **Fastest lap:** Cowin, 1 m 23.8 s, 101.21 mph **(record). Class winners:** M. Warren (1.1 Lotus-Holbay 23), D. Purley (1.6 Chevron-Ford B8) and Cowin.

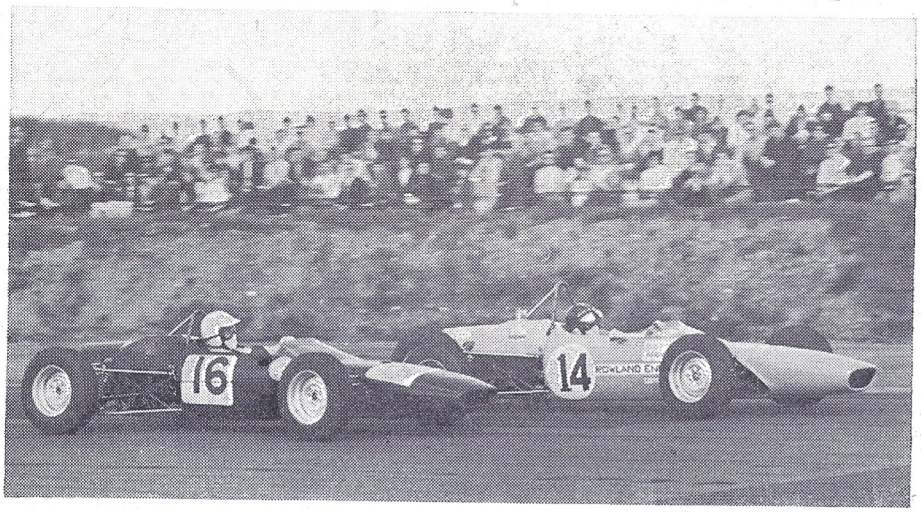
Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1, R. Longman (1.3 Mini-Cooper S), 15 m 37 s, 90.52 mph; 2, C. Inch (1.3 Mini-Cooper S); 3, M. Cave (1.3 Austin A40). **Fastest lap:** Longman, 1 m 32 s, 92.19 mph **(record). Class winners:** G. D'Amato (848 Mini), J. Barmer (1.0 Mini-Cooper S), Longman and D. Rogers (1.9 Ford Anglia).

The last race of the day for saloons brought an easy victory for Richard Longman's 1.3 Mini-Cooper S, which shook off an early challenge from Chris Inch's similar car to win by just over 20 secs. A would-be intruder, Vince Woodman, running a new engine, gearbox and diff in his Escort, retired on the first lap with it stuck in third gear.

This race saw the return of Mick Cave and his famous Austin A40 after a three-year layoff, which did not seem to affect his driving, for he was soon really pushing Bailie Russell's Anglia t/c for third place, which he took briefly on lap 6 and for good on lap 9 after Russell overcooked it going into the chicane and clouted the barrier. Five cars were involved in a tremendous place-swapping dice behind Cave, which finally went to Dave Rogers' big 1.9 Ford Anglia ahead of the two 1.3 Cooper Ss of Jack Wines and Mike Harding. Seventh was Andrew Le Provost (1.9 Ford Anglia), and lagging behind at the finish was Tony Clayton's 1.3 S. The small class was taken by James Barmer's Mini, which finished a lonely ninth and was the last car to complete the full distance.



Willie Green's Chevron-BRM B5 holds off the similar BMW B8 model of Ian Skailes during their dice for third place in the GT race.



Emerson Fittipaldi's Merlyn Mk 11A just has the edge on John Wilson's similar car as they battle for the lead of the FF race. Wilson had gear troubles and was easily beaten by the Brazilian in the end.

Small entry at Snetterton

By JUSTIN HALER

THE crowded club racing calendar last Sunday saw to it that only a small entry could be mustered for the BRSCC's Snetterton meeting. A mere four races formed the programme, and despite gloriously sunny weather there was little in the form of dicing to excite the fairly large number of spectators.

Formula Fords opened the meeting with a 10-lapper, which saw former South American Formula Vee champion Emerson Fittipaldi on pole position with the Rowland Engineering Merlyn Mk 11A. Fittipaldi shot into the lead with John Wilson's similar Merlyn chasing hard, and right away they started to pull away from the rest of the field; Wilson seized the lead on lap 2, but his stay out front was short-lived as his Merlyn was jumping out of gear, and he gradually dropped back at a rate of about 1 sec per lap. John Day did well to finish a couple of secs behind Wilson after all but losing his Lotus 41 at the hairpin early in the race. Tony Roberts in the works Hawk took David Minister's ailing Titan Mk 4 for fourth place on lap 9, while Colin Crang took sixth place with his P & M Merlyn Mk 11A. Crang's teammate Chris Walton-Appleby in another Merlyn was lucky to escape uninjured when his engine cut out at Sear on lap 1 and he was collected by Richard Lester's Alexis Mk 14. Both cars, in particular the Alexis, were badly damaged.

Tim Goss (Lotus 3/7) and John Wingfield in the ex-Paul Ellis U2 Mk 5/6 went straight into the lead of the BRSCC 500 Championship clubmen's race, and for the opening couple of laps diced closely. However, by lap 5 Goss had pulled out a firm lead which he seemed unlikely to lose; but on lap 8 he noticed that his engine was overheating, and a lap later he was out with suspected melted pistons, leaving Wingfield with an easy victory. Behind, Deryck Cook (DRW Mk 2) and Noel Stanbury, having his first race in his ex-Rod Mansfield Dino 4, were waging the best battle of the day for second place and the small class lead. In the end Cook took the honours with his MAE-engined machine despite Stanbury's heroic slipstreaming tactics, which gave the latter the consolation of a new lap record. Jeremy Lord in the very smart TechDel/Haggispeed 1600 U2 Mk 8, complete with wedge tail section, spun at Sear on the opening lap, damaging his undertray and retiring immediately. Fourth was Sid Turner's Lotus 7, which fought its way through the small but well-spaced field after a plug change on the grid.

The main race of the day featured a real *libre* field and from this the Ginetta-Climax G16A of Jeremy Richardson and Allen Gibson's Chevron-BMW B8 circulated in close company for six laps, whereupon Richardson executed a spin at Russell and retired in case his suspension had been damaged. This left Gibson well in the lead from Tony Roberts' FF Hawk and then a three-car FF dice, which finished in the order Colin Crang (Merlyn Mk 11A), Carlos Fabre in a JRRDS Lotus 61 and Colin Vandervell (Lotus 61). Sixth was Pete Johnson in his FF Lotus 51, followed by Martyn Harvey in the second Hawk, and then a scrap between former Anglia driver Stan Matthews and Jean-Pierre Ortmans in JRRDS Lotus 51s. Roy Axon had had his Lola-Climax Mk 1 up with Matthews and Ortmans for nine of the 12 laps, but he retired with locking brakes.

The final race of the day, over 10 laps and for saloons, was dominated the whole way by Martin Thomas' 5-litre Chevrolet Camaro, running a Bartz bottom end and an SRG-modified cylinder head with twin Holley carburetters. Ray Austen's 1650 Anglia was a secure second with David Cuff's 1.3 Mini-Cooper S an equally unchallenged third throughout. Roy Hubbard in another 1650 Anglia took fourth spot despite the efforts of David Coleman's 1300 version, which harried him all the way. Anthony LeMay had his 1-litre Mini in sixth place for seven laps, but when he hit the bank at the Esses (without serious damage) his position was inherited by John Calvert's 850 Imp, which easily took the small class from Andrew Wheldon's Mini.

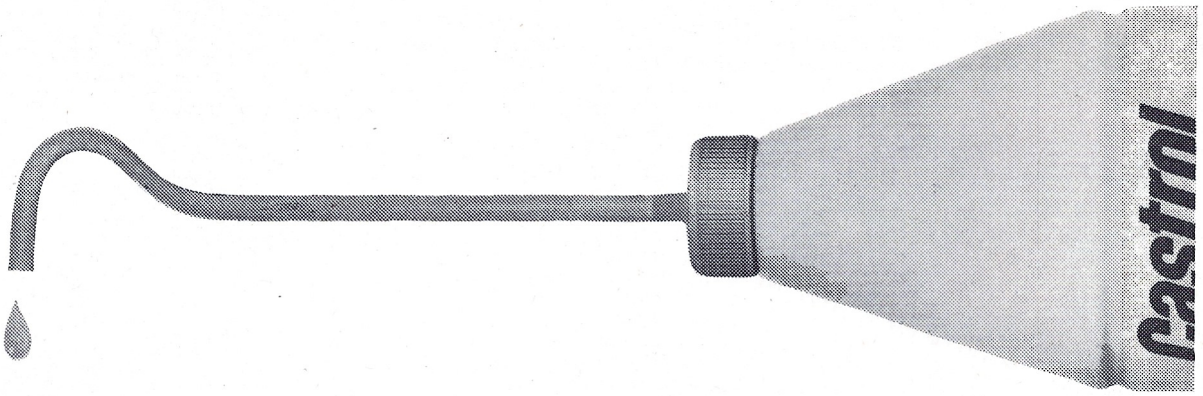
Formula Ford (10 laps): 1, E. Fittipaldi (Merlyn-Rowland Mk 11A), 17 m 37 s, 92.3 mph; 2, J. Wilson (Merlyn-Steele Mk 11A); 3, J. Day (Lotus 41). **Fastest lap:** Fittipaldi, 1 m 43.8 s, 93.99 mph.

BRSCC 500 Clubmen's Championship round up to 1000 cc and 1001-1600 cc (10 laps): 1, J. Wingfield (1.6 U2-Ford Mk 5/6), 18 m 19.8 s, 88.71 mph; 2, D. Cook (1.0 DRW-Cosworth MAE Mk 2); 3, N. Stanbury (1.0 Dino-Ford 4). **Fastest lap:** T. Goss (1.6 Lotus-Ford 3/7), 1 m 44.4 s, 93.45 mph. **Up to 1000 cc lap record:** Stanbury, 1 m 47.4 s, 90.84 mph. **Class winners:** Cook and Wingfield.

Formule libre and GT cars (12 laps): 1, R. A. Gibson (2.0 Chevron-BMW B8), 20 m 32 s, 95.03 mph; 2, A. Roberts (FF 1.6 Hawk); 3, C. Crang (FF 1.6 Merlyn-Steele Mk 11A). **Fastest lap:** Gibson and J. Richardson (2.0 Ginetta-Climax G16A), 1 m 40 s, 97.56 mph. **Class winners:** Roberts and Gibson.

Saloons up to 850 cc, 851-1300 cc and over 1300 cc (10 laps): 1, M. Thomas (5.0 Chevrolet Camaro), 18 m 56.6 s, 85.83 mph; 2, R. T. Austen (1.6 Ford Anglia); 3, D. Cuff (1.3 Mini-Cooper S). **Fastest lap:** Thomas, 1 m 50.6 s, 88.21 mph. **Class winners:** J. Calvert (850 Hillman Imp) Cuff and Thomas.

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The Cortina-FVA of Brian Robinson leads Graham Birrell's twin-cam Escort during their epic saloon battle, which ended in a puncture for Birrell and a win for Robinson.

Scotch corners at Croft

By JOHN HIGHAM

THE Scottish Centre of the BRSCC paid their first-ever visit to Croft Autodrome last Sunday and, with the admin and official duties being split between the Scottish and Northern Centres, the meeting went very well. Practice was the cause of much heart-searching in certain quarters due to a decided shortage of wet-weather rubber, but fortunately the circuit dried out as the day progressed.

The programme was made up of five 8-lap events, and the curtain raiser consisted of two races in one, catering for clubmen's cars and F3 and *libre* cars. Twelve entries faced the starter and from the number 3 box on the front row John Holroyd (1.5 Lotus 7) was first away, only to be gobbled up by Ben Moore (F3 Titan Mk 3A) and Peter Stewart (FF Crosslé). Holroyd and Stewart joined battle, with Holroyd taking over second spot by the end of the second tour, while Stewart gradually dropped to fifth after being overhauled by Geoff Temple (1.0 Chevron B1) and Barry Joel (1.5 Chevron B2). From lap 5 onwards the order up front was Moore, Holroyd and Temple, and thus they took the flag.

Prod sports cars and GTs were next out, and Bill Dryden (Honda S800) incurred a 1 min penalty when his motor failed to fire on the line. Into an immediate lead went Trevor Twaites (2.0 Chevron-BMW B8) under constant pressure from Peter Lawson's similar car, but the reigning Hillclimb Champion had to be content with second spot. George Silverwood (1.1 Mercury GT) disappeared from third place on lap 3, leaving it to David Boler's 1.1 Landar GT. From lap 5 onwards principal interest lay in the exciting dice for fifth place between Ernest Blackadder (1.0 Nathan GT), Joe Lanny (1.6 Ginetta G12) and David Taylor (1.1 DRW GT), who kept the crowd on their toes and finished in that order behind Bill Wood's Cobra.

In the first of the Northern Saloon Car Championship races, main interest centred on the anticipated struggle between Graham Birrell (1.9 Escort t/c) and Brian Robinson (1.6 Lotus Cortina FVA). This was amply justified as the flying Scot bombed away from the grid with Robinson stuck up his boot and looking for an opening. Harry Ratcliffe (BVRT 1.3 Cooper S) was somewhat overshadowed by the hectic sideways motoring up front, but was nevertheless keeping a steady watching brief in third place. On lap 6 the 215 bhp Cortina sliced past the 170 bhp Escort at Spa and flirted with the lead for a mere 200 yds, but on the penultimate lap it was firmly established in the premier position as the unfortunate Birrell suffered a puncture. This let the BVRT driver up into second some 26 secs in arrears, with Eric Smith (1.3 Cooper S) third.

A much depleted field faced the starter for the smaller saloon race, and Andy Barton (1.0 Cooper S) initially appeared to have renewed his season ticket for victories at Croft until he pitted on lap 4 with suspected valve troubles. Roy Seddon (1.0 Cooper S) then inherited a lonely first place in front of the 850 Minis of Geoff Bloor and Peter Clark, who were out for honours in the smaller category. Seddon was the only finisher in the 1-litre class, while up into third in the 850 department came Dave Millington.

The last race saw 14 FF projectiles take their places on the grid with Gerry Birrell (Crosslé 16F), Harry Gilbert (Beattie) and Ted Clark (Lotus 51) occupying the front row. This gathering of the clans failed to produce the hectic battle that some expected, as Birrell proved his superiority from lap 2 and went on to win from Gilbert and Clark after Clark had done it all wrong on the second tour and dropped himself to sixth. The first lap was considerably enlivened by Jimmy Gemmell (Lotus 51), who lost all adhesion while in the middle of a gaggle of cars and caused Maggie Morris (Merlyn Mk 11A) considerable heartburn as she collected the spinning Scot. Both cars retired as a result. The American John Bisignano (Titan Mk 4), who is having a season with Frank Williams Racing, was proving his mettle until he did it all wrong at the Chicane and went agricultural. The Beattie set fastest lap.

Clubmen's cars up to 1000 cc and 1001 to 1600 cc, and BRSCC Northern Single-Seater Championship round (8 laps): 1, B. Moore (F3 Titan Mk 3A), 10 m 36.8 s, 79.14 mph; 2, J. Holroyd (1.5 Lotus 7); 3, G. Temple (1.0 Chevron B1). **Fastest lap:** Moore, 1 m 17.8 s, 80.98 mph. **Class winners:** Moore, Holroyd and Temple.

Prod sports cars up to and over 1150 cc and GTs (8 laps): 1, T. A. Twaites (2.0 Chevron BMW B8), 10 m 5.6 s, 83.22 mph; 2, P. Lawson (2.0 Chevron-BMW B8); 3, D. Boler (1.1 Landar GT). **Fastest lap:** Lawson, 1 m 13.2 s, 86.07 mph. **Class winners:** Twaites, W. T. Wood (4.7 AC Cobra) and D. C. Welpton (1.1 Austin-Healey Sprite).

BRSCC Northern Saloon Car Championship round over 1000 cc (8 laps): 1, B. Robinson (1.6 Lotus Cortina FVA), 10 m 37.0 s, 79.1 mph; 2, H. Ratcliffe (1.3 Mini-Cooper S); 3, E. M. Smith (1.3 Mini-Cooper S). **Fastest lap:** Robinson, 1 m 17.6 s, 81.19 mph. **Class winners:** Robinson and Ratcliffe.

BRSCC Saloon Car Championship round up to 850 cc and 851 to 1000 cc (8 laps): 1, R. Seddon (1.0 Mini-Cooper S), 11 m 54.6 s, 70.51 mph; 2, G. R. Bloor (850 Mini); 3, P. Clark (850 Mini). **Fastest lap:** A. Barton (1.0 Mini-Cooper S), 1 m 25.6 s, 73.60 mph. **Class winners:** Seddon and Bloor.

Formula Ford (8 laps): 1, Gerry Birrell (Crosslé 16F), 10 m 43.0 s, 78.38 mph; 2, H. Gilbert (Beattie); 3, E. J. Clarke (Lotus 51). **Fastest lap:** Gilbert, 1 m 18.6 s, 80.15 mph.

AUTOSPORT DIARY

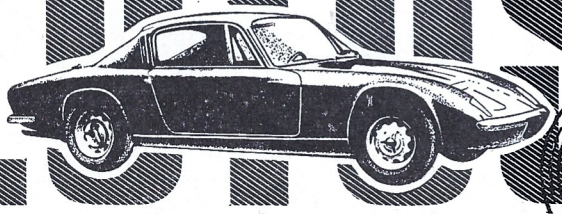
INTERNATIONAL EVENTS

May 9/11. SWAC Fram International Welsh Rally, Howell's Garage, Newport Road, Cardiff.
May 10/16. Trans-Canadian Rally.
May 11. Jarama, Spain (European F2 Trophy, round 4).
Spa 1000 Kms (FIA G4 & G6 Constructors Championship, round 6).
Budapest Grand Prix, Hungary (European Touring Car Challenge, round 4).
Bernauer-Schleife, E. Germany (F3).
Roskilde, Denmark (F3, G5).
Kelmola Finland (F3, FV, G5).
May 14/18. Austrian Alpine Rally (European Rally Championship, Constructors' round 4).
May 17. Martini Trophy, Silverstone, near Towcester, Northants, 11 am (G4 & G6, G5, F3).
May 17/18. Indianapolis qualifying first weekend, Indiana, USA.
May 18. Monaco Grand Prix, Monte Carlo (F1 World Championship, round 3).
Coupes de l'Ile de France, Montlhéry, France (F3, G4 & G6, G5).
Madunina races, Italy (F3).
May 24/25. Indianapolis qualifying second weekend, Indiana, USA.
May 26. Grand Prix des Frontières, Chimay, Belgium (F3, FF, G5).
Vallelunga, Italy (F3).
May 26. Spring Holiday Crystal Palace, Sydenham, London SE19 (F3, G4, G5).
Tourist Trophy, Oulton Park, Cheshire (G4 & G6).
May 30. Indianapolis 500, Indiana, USA.
May 29—June 1. Acropolis Rally, Greece (European Rally Championship, Drivers' round 2).

BRITISH CLUB EVENTS

May 10. Ulster AC restricted race meeting. Bishops Court, Downpatrick, Co. Down, 2.15 pm.
MGCC (NW Centre) Abingdon Cup race meeting. Oulton Park, near Tarporley, Cheshire, 2 pm.
BARC restricted race meeting. Castle Combe, near Chippenham, Wilts, 2 pm.
750 MC restricted race meeting. Silverstone, near Towcester, Northants, 2 pm.
May 10/11. Kirkby Lonsdale MC restricted Devil's Own Rally, Crossley's Garage, Benham, 89/656694, 9.30 pm.
Hexham & DMC closed Hexham Rally. Fewster's Agricultural Sevices, Hexham, 77/942649, 1 am.
Burnham-on-Sea MC restricted Wessex Rally. Bridgewater Motor Co, 165/302½371, 10.30 pm.
Thos. Cook & Sons Sports Club co-promoted Buccaneer Rally, Gregory's Garage, High Wycombe, 883923, 10 pm.
May 11. Maidstone & Mid-Kent MC National British F5000 race meeting. Brands Hatch, near Fawkham, Kent, 2 pm.
Mid-Cheshire MRC restricted race meeting. Mallory Park, near Hinckley, Leics, 2.30 pm.
Scottish MRC restricted race meeting. Ingliston, near Edinburgh, 2 pm.
West Essex CC race meeting. Snetterton, Thetford, Norfolk.
Motor Enthusiasts Club national open race meeting. Mondello Park, Naas, Co. Kildare, 2 pm.
London MC Scholar Trophy Spring Slalom Championship. Santa Pod Raceway, Poddington, near Wellingborough, Beds, 1.30 pm.
Burnham-on-Sea MC closed Holimarine sprint. Burnham-on-Sea, Somerset, 2 pm.
BARC (Yorks Centre) closed autocross. High Eggborough, near Whitley Bridge, Gook, Yorks, 2 pm.
Fourways CC restricted autocross. St. Margaret's Farm, Little Burstead, near Brentwood, 161,655½ 905, 1.30 pm.
Cirencester CC restricted Players No 6 Autocross Championship round, Duntisbourne Leer, near Cirencester, Glos, 2.30 pm.
Shenstone & DCC closed Little Rally. Barkers Filling Station, Streethay, near Lichfield, Staffs, 11 am.
AWRE CC restricted Colourtune autotests. Car Park, Tadley, near Newbury, Berks, 168/586628, 11 am.
Exeter MC restricted driving tests. Triangle Car Park, Heavitree Road, Exeter, Devon, 2.30 pm.
Bournemouth MC closed May Slalom, Ibsley Airfield, 179/157083, 11 am.

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Sports Tune Motor Co., Longniddry, East Lothian. **Port Seton 325.**

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Steel Sport Ltd., 635 Govan Road, Glasgow, S.W.1. **041-445 4418.**

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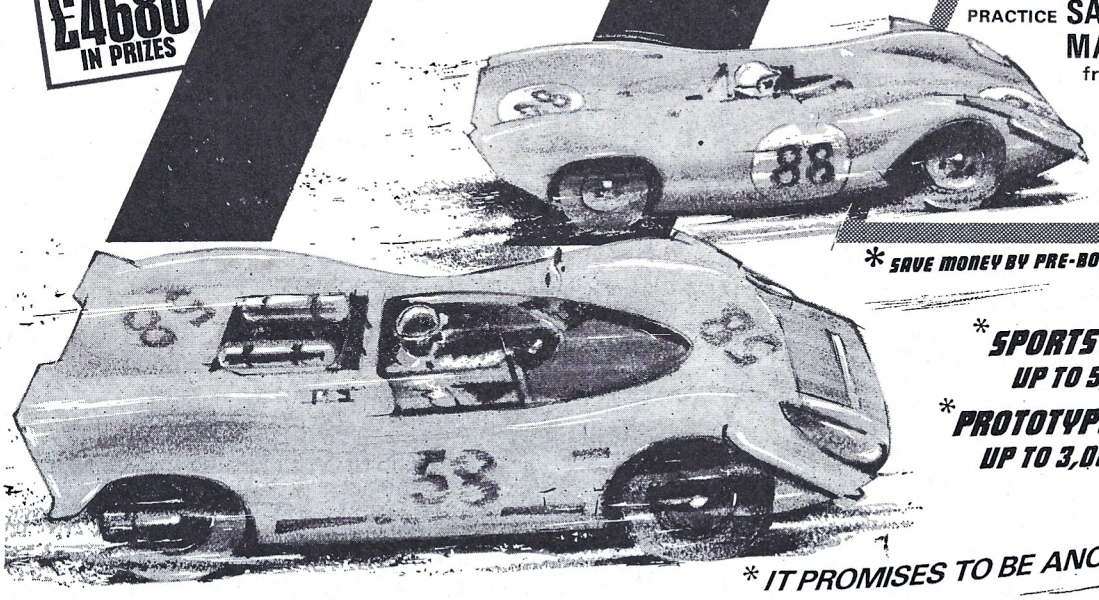
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Willy Forbes		Lola-Chevrolet
Doug Hardwick		Lola-Chevrolet
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Colin Crabbe	Antique Automobiles	BRM-Ford
Jock Russell		Lotus-Ford
Robert Lamplough		Lotus-Ford
Chris Summers		Lotus-Chevrolet
Mike Panico		Lotus-Chevrolet
Reg Gubbings	Tolman's Garage	Nike-Ford
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John Dean		Cooper-Ford

Drivers for Sid Taylor's Lola-Chevrolet and the Team Green Shield Stamps' four-wheel-drive Hepworth-Chevrolet have still to be nominated.

Reserves:

Ian Mitchell	Team Charles Clark	BRM 2-litre
Graham McRae	Frank Williams Racing Cars	Brabham F2

For details see page 23

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Prescott: Cussins pips Hepworth

By ROBIN REW

THE Bugatti OC last Sunday entertained the hillclimb fraternity for the second exciting instalment of the championship which got off to such a fine start at Loton the week before. Final honours went to John Cussins by but one-hundredth of a second, after he had been the subject of some unfortunate indecision by the organisers, who should know better by now. Hard on his heels was David Hepworth.

Records were never really in danger for the course only slowly dried out, and then only in parts, after an early morning drizzle. The first ascents of the hill were by the 1-litre sports, touring and GT cars, a class which has steadily declined in popularity during the last year after the hot Minis found that they were lumped in with Richard Neal's Ginetta-SCA. However, the going was still hot and strong with two 999 cc Minis, Sandy Hutcheon's Weber-equipped one and Chris Cramer's, with crossflow head and *four* SUs (fed by two float chambers) doing battle. The latter's extra power triumphed on both runs, although fuel surge was responsible for a less-than-crisp pickup out of the tight corners which abound at Prescott. The small sports-racers provided a much bigger turnout, Peter Voigt heading the list on the second runs in the DRW-Imp, which he chucked about with abandon to topple Richard Neal's Chevron-FVA B8 from first and Reg Phillips' 1340 Fairley Poke from second place on the first runs; Phillips uses a blown motor as per Jeff Goodliff's BRT car of last year. As the course dried for the second runs, the placings were further altered when Roy Lane's business-like Lotus 7 romped up into second place with J. D. Stuart's ex-Milton Holland U2 Mk 4 third and Gerry Tyack also getting his ex-WRA Ginetta-FVA G16 in front of the first run-leaders.

The 1600 sports, GT and touring cars class saw the usual tooth-and-nail battle between Podge Dealey and Jenny Williams, who is allowed to share Podge's rapid and immaculate black and yellow S through a surfeit of masochism; she often beats him! However, this time the owner won the class, Jenny was second and Bob Roberts third in Jim Payne's equally immaculate S; Henry Blacklidge's neat red S was fourth with a very quiet and neat second run, with Payne fifth.

There was an excellent turnout in the 1100 cc single-seater class, David McDougall's green T72 Cooper with Shorrock blower getting the edge on the second runs from Brian Pickering's FJ Cooper T65, which had been quickest on the first runs. Tom Elton was in fine form with his Mk 10 Cooper-JAP, and so also was Mike Boulton in the pretty Gryphon, and together they put Pickering down to fourth place.

The big sports-racing class was depleted, as is now usual with the powerful single-seaters being more readily available in competitive form. David Good was in cracking form with the red Chevron-BMW B6 and he was quicker than Phil Scragg on the first runs, the hill still very greasy. However, things changed later when Scragg could put down the full power of his Lola T70L and he was able to take the class by a half-second margin. Bob Rose, getting used to the ex-Ray Terry 4wd Elva-Buick Mk 8, was competitive in third place.

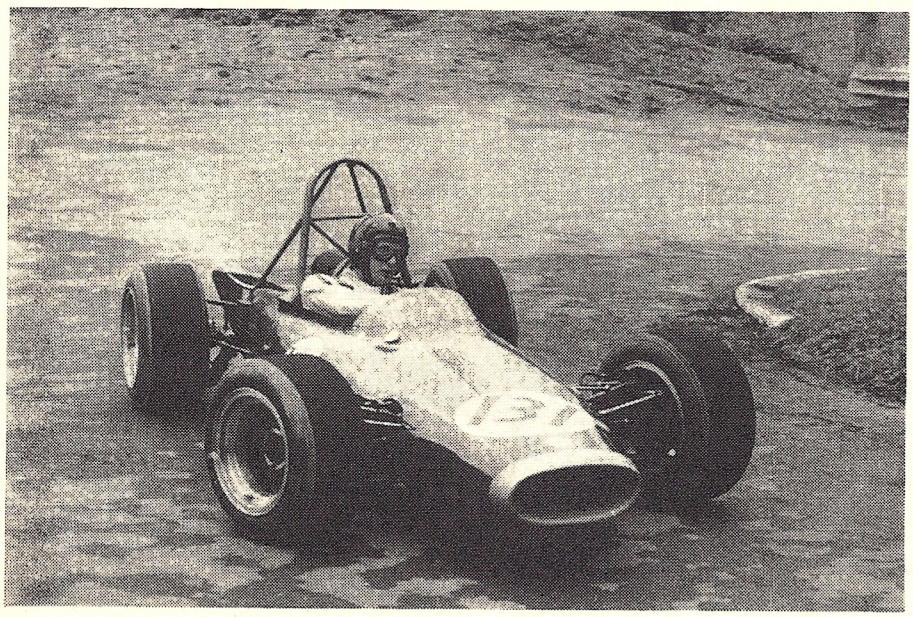
The up to 2-litre single-seaters produced the expected battles, but a big surprise was David Blankstone still in the Lotus-FVA 41B, business commitments having prevented Geoff Rollason from further participation after he had stated his intention to repurchase the car at Loton—in fact the car actually changed hands for a while during the week. Blankstone was immediately hot on the heels of Sir Nick Williamson, but the latter was really terrific on his second run, pulling out a 3 secs lead over David, who was slightly slower. Chris Court in his rapidly repainted Brabham-Vegantune BT21A, bought from Tony Griffiths only the week before but now in the Court red-with-twin-white-stripes plumage, was only just behind. Spencer Elton, the new smooth variety, was very nice to watch, only tweaking his tail once at Ettore's in his twin-cam BT18, while Mike MacDowel was still having misfire problems with the V8 Climax BT30X and was without a real straight to clear the plugs fluffiing his way up to fifth place. Roger Hickman (BT29 t/c) was next and Dennis Chorley (BT14) just held off Bob Jennings in the BT30X.

A Bugatti handicap was won by Guy Huet in a smoking T37A, the blown 1½-litre version sold as a private entrant type racing car in the twenties, with Bernard Kain second in the more sophisticated T35B on handicap. The heavy metal then came out to do battle, Hepworth taking the fastest time on both runs and with Roy Lane safe in second place with the TechCraft, his experience giving him the edge on Cussins, whose visit to Prescott was his first—a problem he is going to meet again at Shelsley, among others. Jim Johnstone was next up in the Brabham-Buick BT14 in front of Ian Swift, who makes up in driving for what the Swift-Ford, though immaculate, lacks in suspension sophistication.

The classic sports and racing car class was won by Stan Thomas (Cooper-JAP Mk 8) followed by flying Fred Dicker's metallic blue and far prettier Mk 8. Rivers Fletcher was giving a newly built Derby Bentley 4¼-litre an airing, the car looking rather like a 3-litre Bentley-Bentley and very pretty in his favourite pale blue. The last class before the championship run-off was for the biggest sports, touring and GT cars, and here Brian Alexander held off a challenge from some hairy-chested Northerners with a splendid drive in the quiet TVR-Buick. Spotty Smith's Tuscan was just pipped by Jack Maurice's Ferrari for second.

The championship list, taking the organisers some time to work out and with omissions which had poor John Cussins quietly going frantic, eventually came out. Fastest on the first runs was Hepworth with a 50.04 followed by Sir Nick (51.32), Scragg (51.68), Swift (51.73), Johnstone (52.03), Blankstone (52.51), Lane, who did 52.66 after putting a wheel out of true on his second class run when he clipped an Armco barrier, Good (53.03), and Court (53.54); Cussins, upset by the *débâcle* over qualifiers, overshot at the exit to the Esses and spoiled his run.

All hinged for him on the second runs and the positions changed radically all the way through. Only two runners failed to improve their times, Swift being pushed down to eighth place and Court to 10th. Williamson achieved 50.03, which was to take him to third place, Lane went to a courageous fourth with 50.92, while Scragg managed to beat Johnstone with a 51.09 against Jim's 51.27. Blankstone came next with 51.64, and then Swift (51.73), Good (51.96) and Court (53.87), excellent for a newly acquired car. The real excitement came when Cussins really took hold of the BRM on his second run and, with the little but highly potent car kicking and bouncing under him, did a splendid 49.46, the fastest yet. Then up came Hepworth, bulging over the sides of his 4wd car, and with a highly restrained display which appeared slow did a 49.47—just one hundredth slower.



John Cussins rounds Pardon on his way to his first championship win with the BRM. On his first attempt in the run-off, he spun at the Esses, which is exactly what Peter Lawson did last year in the car.

BTD: J. R. Cussins (2.1 BRM T67 FF 4wd V8), 49.46 s; 2, D. Hepworth (4.5 Hepworth-Oldsmobile FF 4wd V8), 49.47 s.

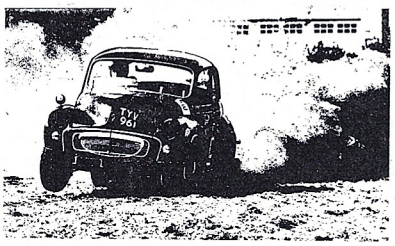
Class winners: C. F. Cramer (1.0 Mini-Cooper S), 57.35 s; P. Voigt (1.0 DRW-Hillman Mk 4), 54.42 s; J. Maurice (3.3 Ferrari 250LM), 56.40 s (scratch time); A. G. Dealey (1.3 Mini-Cooper S) 56.82 s; D. McDougall (1.0 Cooper-BMC T72 s/c), 54.60 s; E. P. Scragg (4.7 Lola-Ford T70L V8), 52.32 s; W. G. Cadbury (1.9 MGB GT), 59.87 s; Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 51.67 s; G. Huet (1.5 Bugatti T37A), 60.44 s (nett); J. Johnstone (3.5 Brabham-Buick BT14 V8), 51.44 s; S. F. Thomas (1.1 Cooper-JAP Mk 8), 54.62 s (nett); B. G. Alexander (3.5 TVR-Buick Grantura), 56.36 s.

Shell/RAC British Hillclimb Championship round 2

1, Cussins, 49.46 s; 2, Hepworth, 49.47 s; 3, Williamson, 50.30 s; 4, R. T. Lane (3.5 TechCraft-Buick V8), 50.92 s; 5, Scragg, 51.09 s; 6, Johnstone, 51.27 s; 7, D. R. Blankstone (1.6 Lotus-FVA 41B), 51.64 s; 8, I. Swift (4.7 Swift-Ford), 51.73 s; 9, D. R. Good (2.0 Chevron-BMW B6), 51.96 s; 10, C. B. Court (1.6 Brabham-Ford BT21A t/c), 53.54 s.

Current championship positions

1, Hepworth and Cussins, 19 pts; 3, Williamson and Lane, 14; 5, Johnstone, 13; 6, Scragg, 6; 7, Griffiths, 5; 8, Rollason and D. R. Blankstone, 4; 10, MacDowel and Swift, 3; 12, Hickman and Good, 2; 14, P. Blankstone and Court, 1.



Autocross

PN6: Mini special wins North round 1

LAST Sunday the **Worksop & DMC** opened the Northern section of the PN6 autocross championship on their fast, open course at Wickersley, which has been somewhat shortened since last year's event. Poor visibility, which delayed practice, and a lot of mud, making traction particularly difficult on the long, uphill back section of the course, together with a by no means full entry, might have marred the event, but it was saved by some sparkling individual performances.

With Pip Carrotte competing in the Midlands this year and Peter Marshall in a different class, a lot of interest has gone from the 1-litre fwd class. However, a really well-judged pair of runs from local driver Dave Sugden (Cooper S) made up for this and left David Raynor (998 Mini-Cooper) and Brian Healey (S) 4.1 and 4.7 secs behind respectively, Raynor having been slowed badly on his first run by mud on his windscreen. Don Robinson (Mk 4 Sprite, 2:20.3) only just managed to take the small sports car class from the much older Sprites of John Brown and David Cunliffe, the latter using a 1098 cc Climax engine.

Competition has increased in the 1300 cc rwd category, but a very determined Stu Threadgold (Anglia, 2:17.4), driving against doctor's advice with a peptic ulcer, is still the man to beat. However, Bernard Swift, who has forsaken his SP4 special for a lowered, crossflow engined Anglia, ran him very close (2:18.9), with Mike McKenna's Anglia a consistent, if untidy, third.

Roger Durrant in the 1300 S-engined Big Ears Spl was fastest of all in a spectacular 2:0.6, but a 5 secs penalty gave the class and BTD to David Oxby's beautifully made 1275 S-engined special, which was deceptively quick, from Brian Harper's Lotus 7. Mechanical trouble robbed Jeff Williamson's Elf of a probable win in the over 1000 cc fwd division, but Geoff Walker's victory was still well-deserved, with a blistering second run in 2:5.8, from Gerry Braithwaite (2:9.0) and Robin Sutton (2:11.0), all in Cooper Ss, although to Braithwaite's time must also be added a 5 secs penalty.

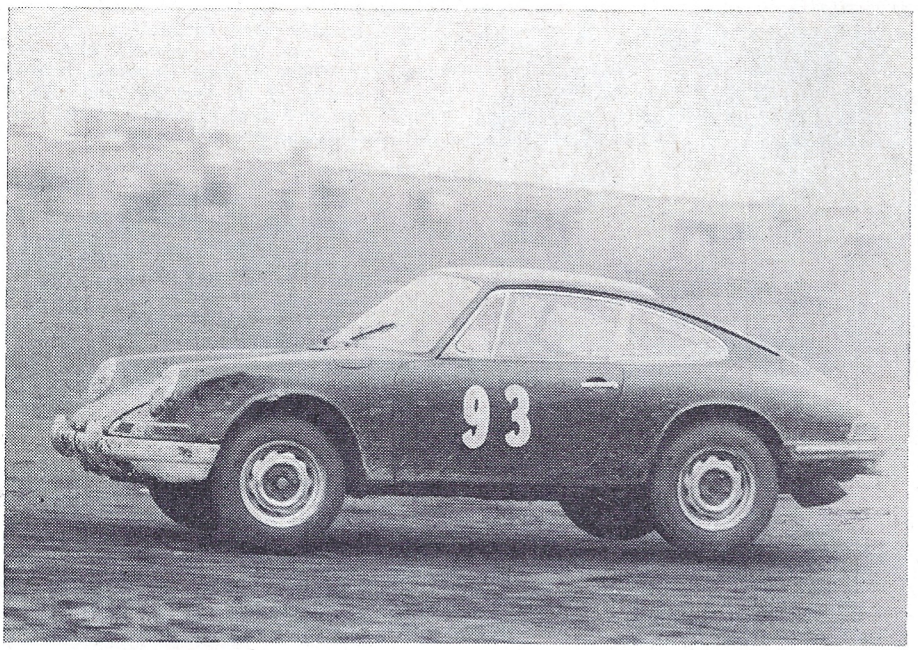
Once John Akers' latest acquisition, a Porsche 911, had been moved to the rwd saloon category (!) there was no real opposition in the over 1300 cc sports class to Gerry Solkow's familiar TVR-MGB. Bruce Mankin's venerable VW-Porsche, which came to the event under its own power (2:16.1), just defeated the Imps of Tony Payne (2:16.4) and Tony Vernon (2:17.0) in class 7, Payne's car now nicely-turned out in Team Purple Haze colours.

Stan Clark is really making himself a reputation independent of his illustrious brother. Driving the 1968 Circuit of Ireland and Scottish Rally-winning Escort TC, he rounded off the day, which was pleasantly free of bent motor cars, with a tremendously spectacular but completely controlled 2:9.2 which made even Colin Wild's 2:13.5 seem slow in the Westune Escort TC.

CHRIS MASON.

RESULTS

BTD: D. Oxby (1.3 BMC Spl), 2 m 4.0 s.
Class winners: D. D. Sugden (1.0 Mini-Cooper S), 2 m 15.8 s; D. C. Robinson (1.3 Austin-Healey Sprite Mk 4), 2 m 20.3 s; S. Threadgold (1.3 Ford Anglia), 2 m 17.4 s; Oxby; A. G. Walker (1.3 Mini-Cooper S), 2 m 5.8 s; G. A. Solkow (1.8 TVR-MGB), 2 m 16.4 s; B. Mankin (1.6 VW-Porsche), 2 m 16.1 s; S. N. Clark (1.6 Ford Escort TC), 2 m 9.2 s.



John Akers gets four wheels of his Porsche 911 off the ground on one of the Wickersley yumps.

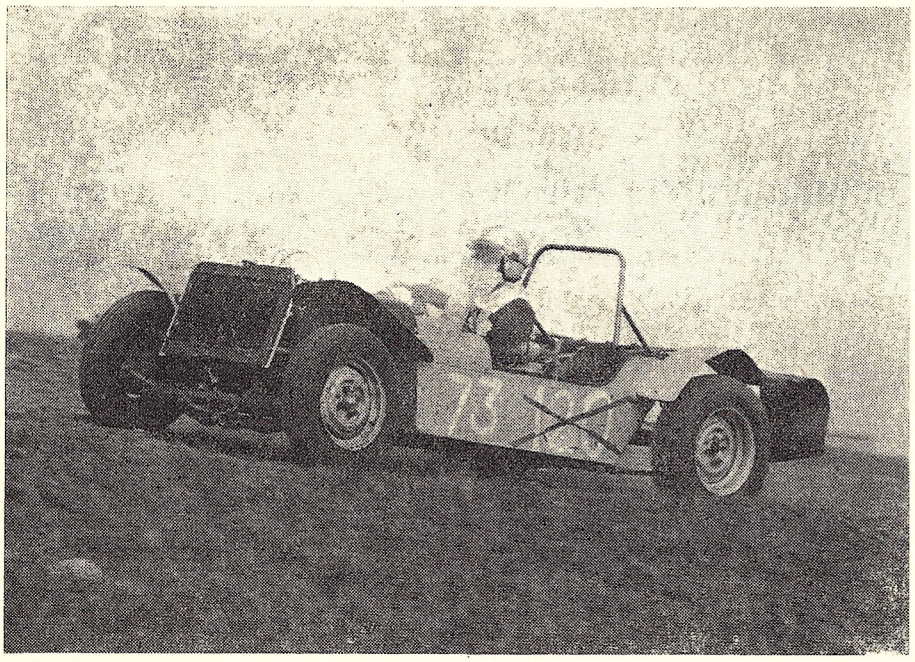
PN6: South Central opener to Aslett

THE Sussex CC upheld its tradition of fine weather and many supporting attractions at the opening South Central area round of the Players No 6 Autocross Championship last Sunday, which was held at Church Farm of CFRT fame, owned by Derek Bell's stepfather Bernard Hender. A crowd of 6000 plus watched a very good event on the kidney-shaped course, which was set in a valley. There were no innovations except for Ken Piper's Brooklyn Special, which is the ex-Paul Kerridge Viper with its Cooper Monaco chassis modified and with a relatively standard TR power unit. Another special making only its second appearance since its rallycross *début* was Tom Airey's Aggressor, a wedge-shaped car with tuned Ford V6 engine. Several Minis were sporting 12-ins wheels, and again the over 1000 cc class was far from strongly supported.

The small Mini class saw the Farnborough Auto Racing Motobitz-sponsored Cooper of Keith Aslett doing a terrific time, which turned out to be BTD and was 5 secs faster than everybody else in the class. It was a shame that the car chewed up its gears so that Aslett could not set a second time to prove that he could do it again and that his first run time was correct. A creditable second was Cedric Etwell's Cooper, and other good performances came from the Flower Power duo, Nigel Phillips and Roy Griffiths. Out-of-area but only a few miles from home was Nick Ramus, who came down to see how his Sebring Sprite fared against the Rochdale Olympic of Keith Ross, now fitted with a Sigma Engineering 1300 Ford Crossflow unit. Ramus managed a 0.5 sec win over Ross, who had had some brake trouble in practice. Keith Wilson's Sprite Mk 2, which was close to Ramus last year, was third.

The 1300 cc conventional-drive class did not have one Escort in it, although Dave Angel was due to have his there but, as it was not ready, brought his Mini instead. Denis Thorne's Piper-built 1300 Lotus Cortina revved its way to a win from the fastest Southern Minor driver, Peter Coates in his 1150 cc car. Coates put up a really brilliant first run which was as on the limit as anyone could get. Tom Airey's Aggressor was more than aggressive when disposing of the opposition in the Specials class. The car sounded very sweet, with a rich burble from the V6, and as the course was hilly the plentiful torque helped a lot. Second was Dave West in his little Turnit Special, which started life as a Turner and now has a very short wheelbase, and close behind that was Ken Piper in the Brooklyn. Piper's second run was rather confused, for he pulled off while in the lead because of an alleged red flag, but later it was decided that no flag had been shown, and so he was not allowed a second try.

Rod and Ian Hamilton in the ex-Roy Edwards Tun Tyres Cooper S had an unlucky meeting and were plagued with trouble, but Rod's first run was fast enough to give him the class. The over 1300 cc Sports and GT class, with two TVR Tuscans entered belonging to Tom Osmond and Mike Day, was an exciting one. Osmond beat Day on the second runs, and a great effort came from Tammy Aberg in his Jaguar XK120, which took third spot. Only three cars turned out in the rear-engined class, and it was obvious that John



The Ford special of R. Clewer, which uses a 1200 Anglia unit and rejoices in the name of HFG Geodetic.

Taylor's very well prepared Porsche-engined Beetle would win it. Mark Haynes' NSU TT was second 5 secs in arrears, and behind that came the supercharged Beetle of John Savage. Savage's car tripped over on its last run but did not seem any the worse for its experience.

Rod Chapman, who thought that he was taking part in a South-Eastern event, slayed all and sundry in his class to score a 4 secs win over Trevor Fox. Both cars had twin-cam engines, but Fox's Anglia had the weight disadvantage. Rod also won the eliminator with a good show of driving, making it look very easy. Poor Winston Percy blew another head gasket, his fourth in as many meetings.

TONY WILLSON.

BTD: K. Aslett (1.0 Mini-Cooper), 1 m 23.3 s.
Class winners: Aslett; N. Ramus (1.3 Austin-Healey Sebring Sprite), 1 m 28.1 s; D. Thorne (1.3 Lotus Cortina), 1 m 30.1 s; T. Airey (3.0 Aggressor Ford V6 Spl), 1 m 26.8 s; R. Hamilton (1.3 Mini-Cooper S), 1 m 25.5 s; T. Osmond (4.7 TVR Tuscan), 1 m 25.8 s; J. Taylor (1.6 VW-Porsche), 1 m 28.8 s; R. Chapman (1.6 Ford Escort TC), 1 m 26.9 s.

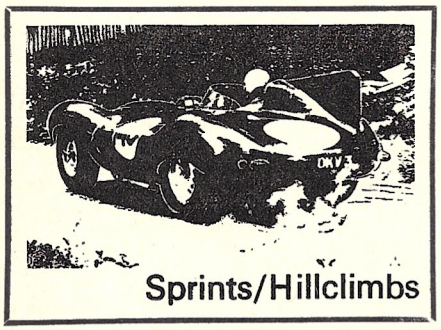
● On April 27 the **Borough 19 MC** held the first of their four autocrosses which qualify for a championship sponsored by Jet Petroleum. The event used the 1200 yds course at Puttenden Manor, near Lingfield in Surrey, and received a surprisingly good maximum entry of 110 with a PN6 round on at Maidstone the same day. Graham Craker set BTD in his new lightweight 1293 Cooper S from Pierre du Plessis, who beat Ernie Farncombe's 1.6 Lilfo in the special class, John Boulden's 1275 S, and Tony Skelton. Puttenden Manor has been bulldozed flat over the winter months and is now much faster. Results:

Class winners: D. White (1.0 Mini-Cooper S) 1 m 19.3 s; K. Wilson (1.2 Austin-Healey Sprite) 1 m 20.65 s; E. Weston (1.2 Ford Anglia), 1 m 23.29 s; P. du Plessis (1.6 VW Beach Buggy) 1 m 15.94 s; J. Boulden (1.3 Mini-Cooper S), 1 m 16.40 s; T. Cooke (1.6 Austin-Healey Sprite), 1 m 20.67 s; D. Jockel (1.65 Ford Anglia), 1 m 19.37 s; M. Chapple (1.0 Hillman-Imp), 1 m 23.16 s; K. O'Reilly (1.0 Ford Anglia), 1 m 31.85 s.

The other three rounds of the championship are on May 25, September 14 and October 19, all at Puttenden Manor.

● Next Sunday (May 11) Puttenden Manor is being used by the **East Surrey MC** for their Maytime Autocross, an ASEMC championship qualifier. It starts at 2 pm.

● Entries for the **Hagley & DLCC's** round of the BTRDA autocross championship on May 26 close on the 20th and should be addressed to Mrs E. Webb, Yew Tree Cottage, Ladywood, Droitwich, Worcs. Cheltenham MC, Dudley & DCC, Herefordshire MC, Quinton MC, 60 MC, Shenstone & DCC, Austin Apprentices CC, Oxford MC, M7C, MSH64 and Bruern MC are also invited, and the event will use a 1600 yds course.



Sprints/Hillclimbs

● Latest news of the scheme to revise Prescott (AUTOSPORT, October 11, 1968) is that a survey of the hill has been carried out and the cost of the project estimated at £60,000.

● Bob Rose scored his first BTD since acquiring the 3½-litre Elva-Buick Mk 8 from Ray Terry at the **Nuneaton MC's** sprint at Curborough on April 27, putting the car's Marsh/Hewland/Beattie 4wd mechanism to good use in the unsettled conditions. Results:

BTD: R. Rose (3.5 Elva-Buick Mk 8 4wd V8), 38.84 s.
Class winners: P. B. Beadman (850 Mini), 44.43 s; P. Hartland (1.6 Ford-Lotus Cortina), 42.8 s; W. Horton (3.8 Jaguar Mk 2), 41.71 s; G. Cooper (1.4 Mini-Cooper S), 39.63 s; G. Elwell (1.0 Austin-Healey Sprite), 41.92 s; H. Shepherd (4.2 Jaguar E), 40.20 s; A. Wood (1.6 Lotus-Ford 7 t/c), 40.50 s; B. Newman (850 Viper-BMC Spl), 40.80 s.

Formula 4 wins at Doune

IF determination and drive are anything to go by, there can be no doubt that by the time the RAC National Hillclimb Championship event comes round in June, Carse Hill on the estate of Lord Doune will be second to none in the country. In the close season Doune Admissions have provided permanent toilet facilities, with wash basins and showers; bottomed and rolled the paddock; and moved the timing building, secretary's office and Press office to the start line. Trackwise, the 1564-yds course remains as testing, while spectator standing has been levelled on the steeper banks and sown with grass, as even further developments are planned.

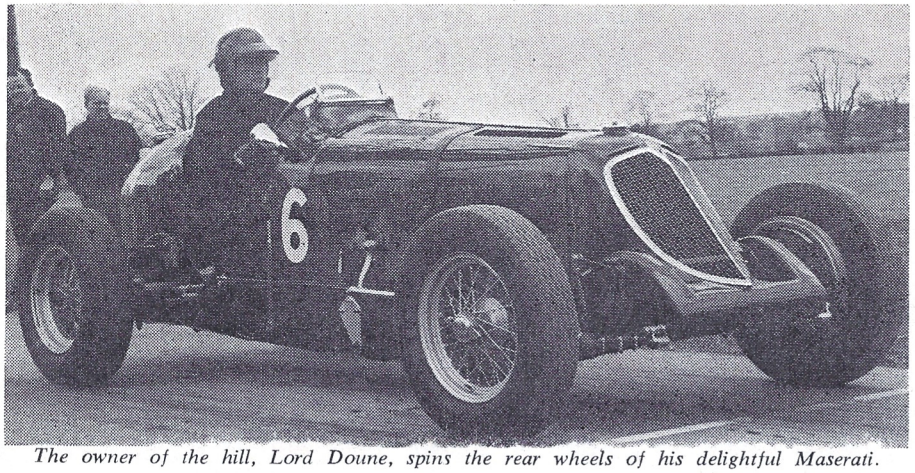
On April 27 so slick was the organisation of George Montgomery and his enthusiastic officials of the Lothian CC that the 44 competitors in six classes were despatched on their two official climbs in just over 90 mins. The entry was depleted by a few non-starters, most interesting of which probably would have been Bob Hamilton's F5000 Cooper-Chevy, which was still being repaired, while Murray McGrath eliminated his Elan in practice, rolling at Garden Gate in a shower of glassfibre but fortunately emerging uninjured.

In dry but cold conditions the single-seaters started the event promptly, Brian Harrison conquering the larger machinery in his diminutive Vixen F4 with a climb in 55.62 s, which remained BTD. Ray Fielding (Maserati), with 61.34 s, showed no loss of skill since his Championship days over the more youthful Lotus 51 of Jimmy Gemmell (63.33 s) and Peter Stewart (Cooper FJ, 64.22 s). Everyone improved on his first climb time, including Lord Doune in his immaculate straight-8 Maserati, which occasionally reverted to a straight-7, due to plug bothers.

Small saloons featured a second-stealing battle in the 57-secs bracket between Logan Morrison (Chamois, 57.07 s) and Bob Haining (Imp, 57.42), the former spoiling a rousing second climb at East Brae by stirring up his gearbox and leaving lots of reverse teeth milling around. Jim Ritchie's daffodil yellow A40 (63.96 s) held third place, clear of Andrew Fletcher's very smooth 65.96 s in an Escort GT, his racing experience keeping him ahead of Mike Brand's similar model (70.30 s).

Class 3, with but three runners, went to Tom Robertson's sleek and well driven maroon Vitesse (65.28), comfortably ahead of Michael Bonnar (Lotus Cortina, 66.68 s), and Malcolm Menzies (Cortina GT, 69.85 s). Jimmy Veitch (1320 Mini-Cooper S), having posted fastest time in practice at 56.1 s, pulled out all the stops to take second BTD with 55.98 s. Jeff Todd in the Pinkie Mains 1.3 Mini was a lot slower (64.25 s).

The small prod sports class fielded a healthy gathering of Spridgets, fastest of which was John Dunbar's, whose 63.10 s pipped Stan Malcolm (64.04 s) for third place in the class. Fastest, however, was the Nathan GT



The owner of the hill, Lord Doune, spins the rear wheels of his delightful Maserati.

of Ernest Blackadder (58.14 s), no one else breaking 60 secs; Allan Napier snaked his U2 up in 63.02 s for second spot. Bill Wood blew a core plug in his Midget on his first climb but effected a repair to establish his rightful place at home with a climb of 69.24 s, as compared to his wife's 81.09 s.

By far the biggest entry was in the large-engined sports car class, with 16 entries. Ian McLaren (Lotus Super 7 Mk 2), Harrison annexed third BTD with his 56.22 s climb despite a rousing attempt by J. Mackie (Marcos GT) on the final official climb of 56.33. Tom Sleigh (E-type) gave full spectator value as usual with his 58.78 s. Ronald Stewart (66.38 s), taking bigger handfuls of wheel, beat John MacKinnon in the shared 3-litre Bentley, and K. A. Cooper (61.04 s) resolved the Lotus 7 battle. Ted Dzerzek (67.82 s) did likewise against the rest of the TR entry, whistling ahead of Ron Craik's TR5 (70.13 s). Peter Stoner took fifth in this class in his 1.5 Ginetta G4 with a tidy 61.94 s.

With such efficient organisation, this friendly group should lay on a cracking Championship hillclimb on June 14/15 at such an excellent venue.

BILL HENDERSON.

BTD: B. Harrison (Vixen F4), 55.62 s.
Class winners: Harrison; W. L. Morrison (1.0 Singer Chamois), 57.07 s; T. Robertson (2.0 Triumph Vitesse), 65.28 s; E. Blackadder (1.0 Nathan-Imp GT), 58.14 s; I. McLaren (1.5 Lotus Super 7 Mk 2), 56.22 s; J. Veitch (1.3 Mini-Cooper S), 55.98 s.

Santa Pod: Densham gets nearer a seven

HAPPINESS is, they say, a 7 secs elapsed time, but even though Tony Densham didn't break into the sevens in his 427 Ford-powered *Commuter* he was still a very happy man at Santa Pod on Sunday.

He swung the big red rail around into the blue lane, sounding all hair as he rolled to the line. Inside the fuel tank sat a 25 per cent nitro load and in the huge M & H slicks was just 8 psi in an effort to get more traction. On the green light Tony brought the revs all the way up, dropped the clutch and was gone with a wisp of tyre smoke. At the 1000-ft mark *Commuter* started snaking but Densham kept it to the lane and streamed through the time traps in 8.22 secs, at 181.82 mph.

Snaking into the shut-off area the 'chute failed to open and he heaved on the brake handle, and the flexing that followed caused the monster to bottom which holed the sump before it shuddered to a halt. Despite this damage, which was too severe to allow *Commuter* to run again that afternoon, the Densham/Billinton/Phelps team were doubly happy, for they had smashed the outright strip record with only a 25 per cent load and therefore knew that a 7 secs run was within their grasp at last, which perhaps the Whit-weekend will see.

The weather was beautiful—the fans were out in force, but at the end of the qualifying period only the Top Street eliminator had a full field of cars, and this was whittled down to six machines as both the 396 Camaros had breakages they failed to get fixed in time. Dave Render with his V8 powered Ginetta-Buick G12 showed that there is a substitute for cubic inches as he walked through the field.

For the money run he drew Doug Harler's big 440 Dodge Charger. In the first round Harler had driven all over Cliff Jones' 327 Corvette Stingray, and then took an easy bye run through to the finals. Knowing that the only way he could beat the Ginetta was out of the 'chute, Doug tried too hard and left a big red light burning at the bottom of the tree as Render smoked off for the title at 99.80 mph in 13.39 s.

For the Top Competition eliminator Dennis Priddle had no trouble as he drove the John Woolfe Racing team's 427 Chevy-powered Reliant Scimitar *Whistler* on consistent low 11 secs runs to take the money at 11.36, 109.83 mph over Derek Benbow's trailing Buick T at 12.47, 114.68 mph. In the Middle Competition final Bill McGrath led wire to wire with his Jaguar Triumph Roadster *Gloink* to take the money at 13.25, 101.42 mph over Rob Skinner's Jaguar-powered Buckler *Midas Touch* at 14.44, 92.42 mph.

The most exciting race of the day came in the Top Dragster final. Harold Bull rolled the diminutive *Stripduster* to the line to take on John Siggery's Olds-powered *Geronimo* for the money. On the green *Stripduster* was gone with the front wheels grabbing for the sky as he snaked over the asphalt to win at 10.89, 126.58 mph—*Geronimo* followed half a car's length behind with exactly the same e.t. at 10.89 and a faster speed of 133.87 mph. Bull's fantastic hole shot had been enough to take him through the trap first—and that's what counts in drag racing.

Middle Dragster was taken by Tony Anderson in his V6 Ford rail *Trouble* at 12.32, 110.86 mph, over Bert Knight's Jaguar-powered *Knightmare*, who was very close at 12.45, 109.41 mph.

MIKE COLLINS.

● The **Longton & DMC's** third Blackpool Sprint on April 27 was won by the 1.3 Cooper S of Ronnie Briggs, who crossed the finishing line at 100.04 mph in recording 28.06 s, only 0.2 sec quicker than second man Eddie Jenkinson (Lotus 7), who lost his bonnet as he crossed the line. Results:

BTD: R. Briggs (1.3 Mini-Cooper S), 28.02 s.
Class winners: P. Standridge (1.0 Mini-Cooper), 32.61 s; R. White (1.6 Ford Cortina GT), 31.00 s; C. Davies (1.3 Mini-Cooper S), 31.88 s; J. Wallwork (4.7 AC Cobra), 30.14 s; B. Kenyon (1.1 Austin-Healey Sprite), 31.83 s; H. Sturrock (3.4 Jaguar XK120), 29.60 s; R. J. Grime (1.6 Lotus Elan), 30.40 s; J. W. Jackson (Lotus 7), 31.13 s; B. Swan (F3 Chevron B9), 28.85 s; C. A. Winder (Riley), 38.28 s.

● Regs are now available from Gerry Flewitt of the **MAC** for the club's championship hillclimb meeting at Shelsley on June 8. The event carries £200 in prize money and is the fifth round of the Shell/RAC series.

● Regs are out for the Shell/RAC championship round at Tholt-y-Will, the 3½-mile hill in the Isle of Man, on June 22. The event has national open status, and there will be eight classes for saloons/sports/GTs, sports-racers and single-seaters. Entries must be received by A. Iddon, 17 Coleridge Ave, Baxenden, Accrington BB5 2PU, joint secretary of the **Lancashire AC**-organised meeting, by June 3. The entry fee is £5, but financial assistance up to £10 will be provided towards the cost of sailing; BTD is worth £50, with £30, £20 and £10 for the next fastest men, and £5 for a class win.

● The **432 Solihull MC** are running a sprint at Curborough on May 25. Entries close on May 17 and should be addressed to T. Roe, 234 Westwood Rd, Sutton Coldfield, Warks; all classes are catered for.

● The second qualifying round of the Santa Pod Sprint Slalom Championship is taking place at the Bedfordshire venue on Sunday (May 11). This is the **London MC's** Maytime Trophy meeting.

● Morris Bishop in his four-wheel-steering, 1275 S-engined driving test special Mobi 1 emerged comfortably victorious after the national Wills Bolton driving tests held on April 27 in the car park of the Bolton Greyhound Racing Stadium, a round of the Castrol/BTRDA Autotest Championship. Second BTD man Bill Meredith (Cooper S) finished 25 secs behind. Results:

BTD: M. Bishop (1.3 Mobi-BMC 1 Spl), 277.93 s; 2, W. T. Meredith (Mini-Cooper S), 304.96 s. **Best saloon:** P. J. Darbyshire (Mini-Cooper S), 305.82 s. **Best sports:** D. R. Hall (1.3 MG Midget), 306.01 s.
Class winners: D. H. Powell (Mini-Cooper S), 312.69 s; J. E. Branton (Mini), 324.91 s; M. J. Lindon (Triumph Herald), 408.12 s; W. A. Dolman (1.3 MG Midget), 309.53 s; R. Cartledge (MG Midget s/c), 334.47 s; E. R. Wood (1.0 Woffater-BMC 2 Spl), 337.97 s.

● Regs are now available for the annual **BARC Y** Scarborough Weekend driving tests, which start from Rufforth on June 7 and will take in 10 tests during the trip to Scarborough, with 10 more on the Sunday. Entries close on June 2 and cost 50s, and Sheffield & Hallamshire MC, De Lacy MC, Hartlepools & DMC, Ilkley & DMC, North Humberside MC, Shipley & DMC, 62 CC, YSCC and York MC are invited. Secretary of the meeting is J. D. Lincoln, 125 Drub Lane, Gomersal, Cleckheaton, Yorks.

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AC

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ALFA ROMEO EXPORT CENTRE, 142 Holland Park Avenue, W11. Tel: 727 0611. (TC

ALFA ROMEO GIULIA SPRINT GT, 1600 cc, 1964, £750 ono. Tel: Abingdon 412. (19

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1963 HEALEY 3000, Mk IIA, in mint condition. New hood, wireless and l/rack. Low mileage, 2 owner car doing 800 mpp. No rust and perfect interior. Good home only, £500. Tel: Woking 3591. (19

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1967 MGC ROADSTER, Heron GT h/top, frontal and side damage. £350. 1962 TR4, h/top, etc, slight frontal damage (clean book). £160. 1962 Sprite tuned 1098 cc engine, all usual goodies (big wheels, etc), drives slight frontal (clean book). £145. Bijo Ltd. Tel: 01-950 5477. (19

MGB, 1964 model. Clean book, repair estimate of £250. What's it worth? Tel: 01-904 1920 before 6.30 pm Mon-Sat, Sunday 10-1 pm. (19

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FERRARI 330 GT, 1964. Powder blue, Webasto roof, radio and all extras. This car has had a recent overhaul including new overdrive and is in excellent condition. £2250 ono. Tel: Greatford 288. (20

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1965. Cortina GT with Lotus suspension and brakes. 5½ wheels, radio, taxed, 20,600 miles. Beautiful order, £575. Tel: Culford 431. Wadsworth, Twitchetts End, Fornham All Saints, Suffolk. (19

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1967 Dec Lotus Cortina Silver Fox, one owner	£915
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1500 GT ANGLIA: Rebuilt engine, comp dia clutch, lowered, rally struts and discs, neg camber, new G800's on 5½J rims. Spare 3.9 diff. Completed last week £220 ono. Tel: Jon Angell, Buckingham 3558. (19

CORTINA GT, 1965, sun roof, radio, one owner, MoT, private sale, £450. Tel: Tisted (Hants) 242. (19

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SAVAGE EXECUTIVE, 1968, totally immaculate, one owner vehicle, every conceivable extra and modification 3 litre V6 engine, 120 mph, highly desirable, HP, insurance and PX arranged, £1200. Tel: Banbury (0295) 50584. (19

CORTINA GT, 1965, 4 door, unique, metallic blue/black flash and interior (regd FMC 3-12-64), host extras include radio, s/belts, l/rim, b/seats, ¼ bumpers, four matched lamps, 6 inch rims, G800 tyres, lowered, fabulous condition, performance, MOT, '70, taxed. Regret must sell £485 ono. Finance possible, many spares available. Campbell, Tel: 01-467 0866. (19

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1963 Ford Classic GT. Modifications include GT engine, lowered suspension, wide wheels, etc. **£325**

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ELAN S3, FHC, red, 1966. 128 bhp Piper engine, balanced, 3.5 diff, ultra close box, adjustable shocks, new SP sport tyres, servo, oil cooler, radio, beautiful condition, garage kept second car, £985. Tel: Shoeburyness 3150. (19

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LOTUS 7, 1340 cc, new suspension, Kenlowe, new FWE, tonneau, new G800s, £410 ono. Tel: 435 0544 (Hampstead). (19

LOTUS CORTINA, 1966. Usual colours. Many extras. New tyres. Rebuilt engine 2000 miles ago. Excellent condition. Tel: 01-852 2728 (day), West Malling 2728 (evenings). £690 ono. (19

LOTUS CORTINA, 1963. Leaf spring conversion. Mech good. Body needs tidying. New tyres. Lotus colours. Used for rally work. £345. Tel: Christchurch (Hants) 5434. (19

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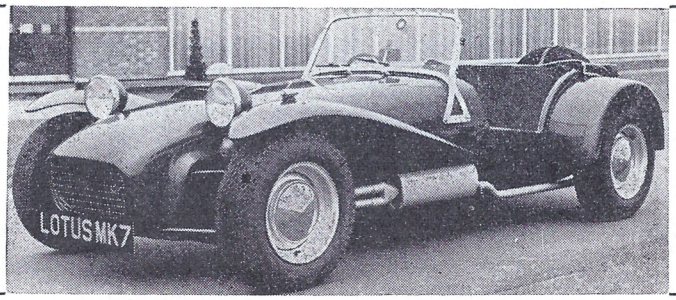
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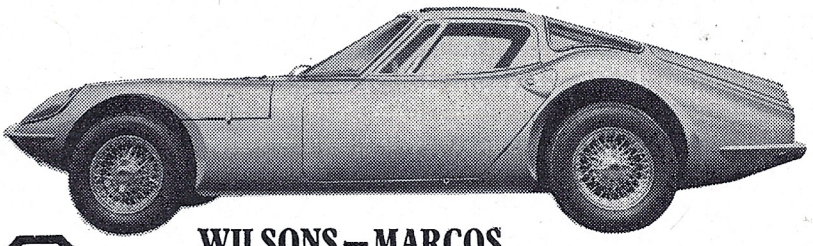
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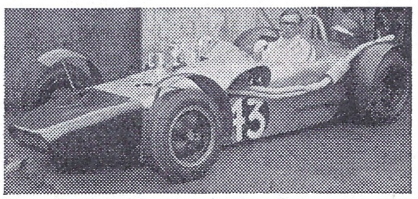
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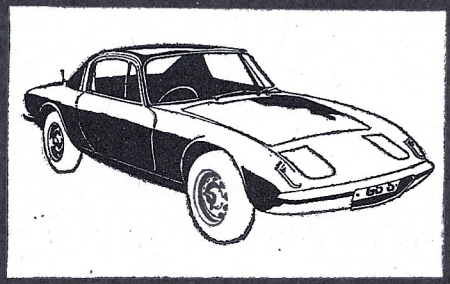
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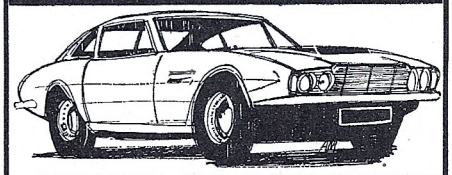
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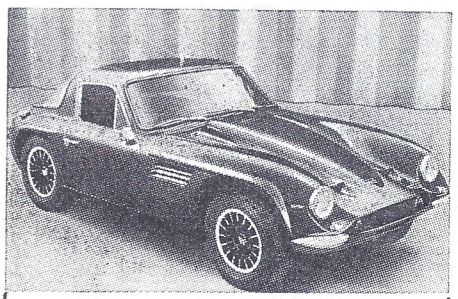
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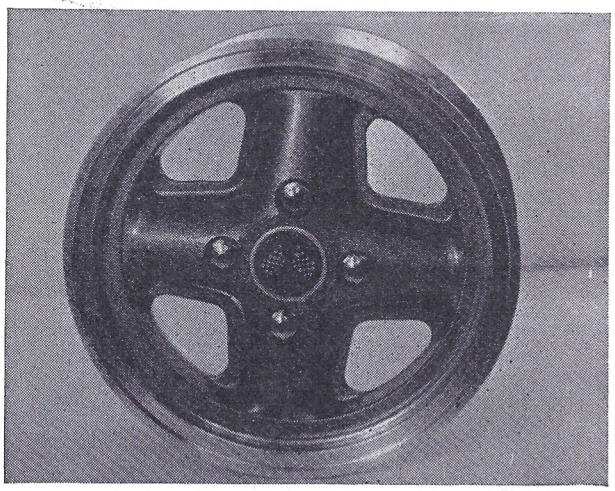
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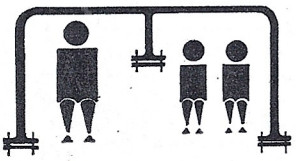
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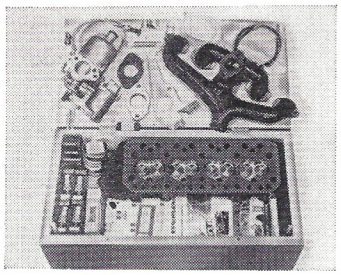
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These kits are available for the entire range of B.M.C. cars in stage I, IA and II forms.

E.G. STAGE I KIT: MORRIS 1300.

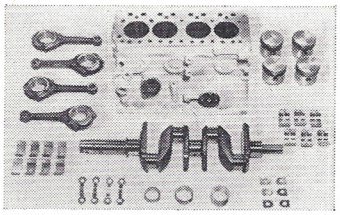
Comprises:

- Reworked cylinder head.
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- Set harder plugs.
- Carburetter modifications.
- By-pass hose.
- Fitting instructions and tuning data.

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0–30 m.p.h.—4.1 secs.
0–60 m.p.h.—12.1 secs.
Top speed—95 m.p.h.

OSELLI 1125 BIG-BORE ENGINES



These 1100 c.c. engines are available for the 850 Mini, 948 'A'-Series range cars, 997 and 998 Minis and Coopers.

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HALF-ENGINE.

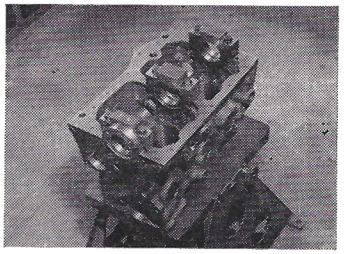
Comprises:

- Cylinder block bored.
- Tufftrided crank and rods.
- Fully floating conrods.
- Lightened pistons.
- Heavy duty end and main bearings.
- Block fitted camshaft bearings.
- Assembly as half unit.

On 850 Mini:

0–60 m.p.h.—14.5 secs.
Top speed—88 m.p.h.

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Steel Bearing Caps available from stock for: B.M.C. 'A' Series range, Minis, Coopers and Cooper S range.

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Send for free leaflet on conversion kits and 1125 motors. Or send for tuning brochure stating model of car and enclosing 2/–.

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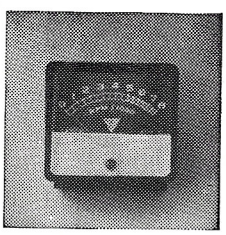
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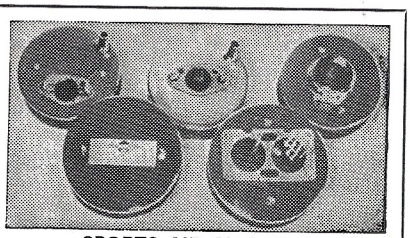
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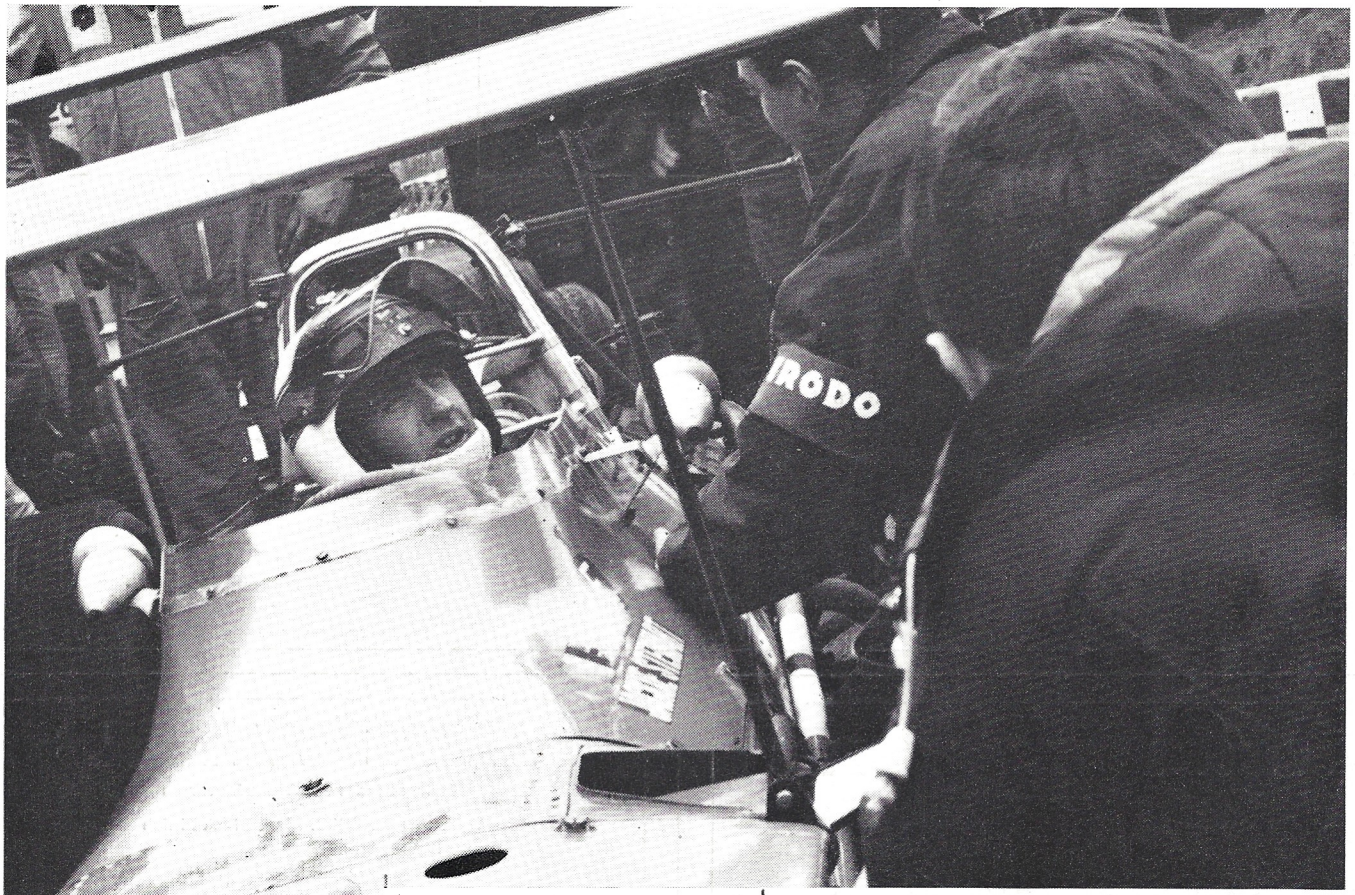
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