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# AUTOSPORT

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

11 January, 1973 Volume 50, Number 2

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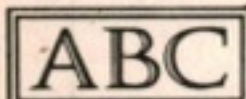
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The essence of autocross, which is reviewed on page 38. A Mini comes in to land safely but minus the boot.



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AUTOSPORT, JANUARY 11, 1973

## EDITORIAL

### Increasing the appeal

Apologies for returning to a tedious subject, but there is a discernible glimmer of hope among the gloom of money squabbles, driver dismissals, low crowds and a Racing Car Show that is a "waste of time." The promising news concerns both the Olympia exhibition and the size of crowds, which are linked by a common factor, Radio Luxembourg. With a few of their sponsored cars on display, the radio station have been feverishly plugging the show. The results on Saturday, and particularly on Sunday, were most encouraging, and the show was packed out. Of course, one cannot determine how many people went as a result of this widespread publicity, but it does bring to mind the heady days of a few years ago when Radios London and Caroline brought a new dimension to the sport's appeal.

If nearly 14,000 people can be attracted to a static exhibition on a Sunday afternoon, then there is obviously a great deal of interest in the sport. Hopefully, when the season gets into full swing and the Radio Luxembourg BMWs, Lolas and Motuls are racing each weekend, a similar spin-off will occur at Brands Hatch, Silverstone, Thruxton, and the rest.

Now there are purists, and some not so pure, who will not welcome this great influx of pop fans, record stars and disc jockeys. For them, the "right crowd and no crowding," as evinced by pre-war members of the Brooklands set, is still the ideal. But they are in a real minority. If the sport is to expand, to lift itself from the doldrums into which it has drifted, then this bright idea should be welcomed. The hope is that all this publicity will attract those 16 to 26-year-old floating spectators.

Luxembourg's precedents have been established in drag racing and rallying, to which they have attracted hundreds and thousands of new spectators. They go to see the named drivers and pop stars as much as the racing itself, but what does that matter? Who can remember those Radio London days at Brands Hatch when 20,000 people turned up to see the singers and Keith St John? Will it be the same this year at Brands when Radio Luxembourg start promoting Tony Lanfranchi, Gijs van Lennep, Tom Belso and Clive Santo?

John Webb of MCD has been lobbied from all quarters to "improve racing." He is aware of the situation, commenting at a recent press conference in London, "The time has come to stop pretending that everything is okay with motor racing. For four years we have kidded ourselves that matters will right themselves and the crowds will come back."

It is a brave effort on the part of MCD and Luxembourg. Brave, because it will undoubtedly upset some people. But we wish them luck in their quest for more fans.

### our cover picture

The first major rally of the 1973 season, the Tour of Dean, took place last Sunday, and provided a convincing win for Mike Hibbert and Henry Liddon in the Clarke & Simpson Escort, CS1. Lights ablaze, our cover shows Hibbert/Liddon negotiating one of the 14 special stages; they established best time on eight of them.

Photo : Hugh Bishop



# Pit and Paddock

## Marlboro, BRM and Frank Williams announce F1 plans

Philip Morris Europe held a press conference in the Intercontinental Hotel in Geneva yesterday (Wednesday) when they announced their motor racing programme for the current year. Despite the rather disappointing year with BRM, Marlboro will continue to support the British team, and also announced deals with Frank Williams, Jacky Ickx and Brian Redman.



BRM leaders: Clay Regazzoni (above) and Jean-Pierre Beltoise (below).



The BRM team will consist of Clay Regazzoni, Jean-Pierre Beltoise, Niki Lauda, and the quiet Australian, Vern Schuppan, of whom great things are expected. BRM will be using extensively modified Iso-Marlboro drivers Howden Ganley (below) and Nanni Galli (right).



P160s in the opening rounds, though a new design from Mike Pilbeam should be ready in time for the European rounds in the World Championship. Apparently the BRM V12 engine has been made to produce significantly more horsepower, and one Italian source was saying that some of the development work on the engine was done in Italy.

Marlboro officially announced their association with Frank Williams and the Iso Marlboro team. The new team is formed between Frank Williams Racing Cars, Iso Automotoveicoli and the Marlboro World Championship Team. For the opening rounds Frank will be running revised versions of his Len Bailey-designed Formula 1, which will be painted British Racing Green and incorporate the Marlboro colours. The car has been radically redesigned since Chris Amon drove it at Brands Hatch last October to the point where it is virtually a new car.

Team drivers will be Howden Ganley and Nanni Galli. The Italian will drive the original car



Niki Lauda — BRM newcomer.

(née Politoys) in Brazil while Ganley will be in a brand new car, which is lower with a narrower front bulkhead. Both cars



are said to be right down to the weight limit.

Williams designer Jim Clarke has come up with a completely new car to the new regulations, and a testing programme is due to start in conjunction with Iso in February. They plan to build three cars, the third of which will be a spare and used for testing purposes. The team will be based in Reading, where Williams had recently taken over factory premises which include an engine building shop.

The contract between Williams and Iso results in Iso's name appearing for the first time in Formula 1. It includes a deal for the interchange of technical information, and eventually production parts.

The tobacco company formally announced their tie-up with Jacky Ickx and Brian Redman who have joined the Marlboro World Championship Team. In motor



Vern Schuppan — full season.

racing the team comprises Andrea de Adamich (Surtees F1 and Alfa Romeo sports cars), Beltoise (F1 BRM and G5 Matra), Galli (F1 Iso Marlboro and G5 Alfa), Ganley (F1 Iso Marlboro and G5 Gulf Mirage), Ickx (F1 and G5 Ferrari), Lauda (F1 BRM), Gijs van Lennep (F5000 Lola), Redman (G5 Ferrari), Regazzoni (F1 BRM and G5 Alfa Romeo) and Schuppan (F1 BRM and F2).

● Up to 9 pm on Monday, 53,948 people had visited the Racing Car Show. That's well up on 1971, when the figure was 45,000, but includes 13,643 people who passed through the turnstiles on Sunday.

● Peter Gethin, who has no F1 contract this year after falling from grace at BRM will be doing F5000 this season in America. He will be running a Chevron sponsored by the Marathon Oil company.

## GRD sales at the show

Despite Lola's Derek Ongaro's outburst on press day of the Racing Car Show when he stated that it was a waste of time the manufacturers exhibiting and that only the accessory people did any business at the show, the following day Mike Warner announced that GRD had done £25,000 worth of business and by Sunday evening it was up to £45,000. Warner added if the opening day's business was anything to go by the Racing Car Show does play an important part in the marketing and promotional work of a major manufacturer.

Another of Ongaro's points was that the attendances had been down in recent years. However if Saturday and more especially Sunday were anything to go by the trend will once again be pointing skywards when the figures for this show are announced.

One of the first GRD customers was young American Tony Rouff, who was impressive in an FF Merlyn at the Mallory Park Boxing Day meeting. His F3 GRD 373 car will be run by AB3 Racing.

Other 373s which have been sold include five to Sweden and two to Britain. Among the Swedish customers are rally man Ingvar Carlsson, who will have a car sponsored by Duckhams, and Gunnar Nordstrom who was impressive last year with an old Brabham BT28.

FF man Richard Roberts will be graduating to F3 this year with a GRD bought by London property dealer Bruce Giddyes. The other new British customer will be announced next week.

On the F2 front Tetsu Ikuzawa and Hiroshi Kazato confirmed full GRS contracts for F2 next year with their Team Nippon International set-up. Irishman Brendan McInerney is thought to be moving out of F3 into F2 and has ordered a new car while a prominent nationally sponsored F2 team using GRDs is due to be announced in Europe on January 16. What were Reine Wisell and Picko Troberg doing on the GRD stand for many hours on Thursday? (leaning over the railings looking anxious was Ron Dennis who was no doubt hoping to sell a couple of Motuls to the Swedes).

● Mike Walker has still not decided what to race in 1973. He said at the show that he is considering a number of offers at the moment which include F3 and F5000.

● From the BRSCC 1973 calendar, we notice that their Formula Ford Festival will be repeated at Snetterton on November 4 and on the same day they are holding a Saloon Car Festival at Brands Hatch.

● Barrie Williams will be driving a G1 Vauxhall Firenza in the Castrol G1 Championship sponsored by GM of Croydon.



# Amon hits back

Following Max Mosley's statement last week about the termination of Chris Amon's contract with March the New Zealander replied last Thursday with the following announcement.

"Due to the wide variety of stories circulating currently about March Engineering and myself, I would like to make a statement about the situation.

"Last August, negotiations started between March Engineering and myself with a view to my driving for them in 1973. At the time, I was told that I would be paid a retaining fee, and that it would be comparable with those paid by other teams to an experienced Grand Prix driver. The exact amount was not specified, as this was dependent on sponsorship. There was no doubt that the necessary sponsorship would be found.

"At that time, I was under contract to Matra. Rumours were circulating to the effect that the French team would quit Formula 1 at the end of the year. I was unwilling to commit myself to March Engineering until Matra had made clear their plans for 1973. At Watkins Glen, I was informed that Matra had decided to abandon Grand Prix racing, and there then followed more negotiations with Max Mosley of March.

"I was now told that the figure originally envisaged could not be met, but it was hoped that about half of it could be found. At this time, I was approached by another team (with which I should certainly have signed, had I been aware that March did not intend giving me a retainer). After I had turned down this offer, I was informed by Mosley that there was no longer any question of any retainer whatsoever. My earnings would be 45 per cent of the car's earnings, and I would be required to pay my own expenses for travel etc. Mosley said he would try to obtain more sponsorship, and this would be used to pay my retainer, should he succeed. No figure was quoted and no guarantees were given. Having now no other option, I reluctantly agreed. No contract of any kind was signed.

"After reviewing my financial position, I came to the conclusion that I had to have a retainer of some kind. Having tried, unsuccessfully, to telephone Mosley, I wrote a letter to him immediately prior to my leaving for New Zealand, on 17th December. In it, I stated that if, after the South African Grand Prix, no retainer were forthcoming, I would have to review the situation. By this time, the word 'retainer' referred to the sort of figure a second-year Grand Prix driver might expect, and considerably less than one would be paid for a sports car drive. I certainly do not consider that anyone could accuse me of being greedy. By saying 'after the South African Grand Prix', my intention was to give Mosley three more months to find some sponsorship. A good deal more reasonable than most of my colleagues would have been, I suspect.

The conclusion of the affair came on the morning of 30th December, when I heard on a

New Zealand radio news broadcast that March Engineering had cancelled their agreement with me due to the fact that I had asked for more money (i.e. SOME money). In fairness to March Engineering, I must point out that they were courteous enough to inform me personally of their decision only a few hours after I had heard it on the radio. I received a telegram stating that they had informed the press that they had terminated the agreement due to difficulties with the driver.

"I consider any further comment to be superfluous."

Amon's statement brought the following comments from Mosley on Tuesday afternoon.

"From the outset it was clear that any payment, other than a token one, was dependent on sponsorship, and Chris was informed of this blow by blow," he said.

"In his statement he refers to the present contractual arrangements. Chris suggested, and I agreed, that there was no need for a written contract, which is precisely the case between Ken Tyrrell and Jackie."

The March chief added, "Thirdly, it's not true to say he was getting no retainer. We were paying a substantial life insurance premium, and he was getting valuable compensation from a business arrangement in which he had been involved." (Obviously a reference to the takeover by March of Amon Engines.)

There is now a real threat of STP withdrawing its sponsorship from March Engineering should a replacement of Amon's calibre not be found. The name will be announced within a few days, but current speculation seems to centre on three people, Brian Redman, Jean-Pierre Jarier and Jody Scheckter. But Redman has sports car and F5000 priorities, Scheckter has strong links with McLaren, and Jarier, as an unknown quantity in F1, may be unacceptable to STP.

Speculation as to Chris Amon's future in F1 has been very high this week. The immediate thought was that he would return to Ferrari. Amon said on Monday night that he had telephoned Maranello about the possibility of a car this year but unfortunately Ferrari had said no. He was told that had the situation arisen three weeks ago then it would have been a different story but since then Arturo Merzario has signed to do a full season of F1 with the second Ferrari. It was felt that having announced a complete withdrawal and now come back with a two-car team the credibility of their pleas of lack of money would be lost if they ran three cars.

It seems that the only way open to Amon now is to drive David Yorke's Martini Tecno which Derek Bell definitely will not drive. It was interesting that Yorke was trying to discover Amon's address in New Zealand on Monday. Amon himself is still in New Zealand and will probably stay there for another ten days or so depending on what offers he receives from Europe.

# Redman and Wisell in Lola F5000 team



Brian Redman — G5 and F5000.



Reine Wisell — F5000 return.

Carl Hass has formed a two-car Formula 5000 team for Brian Redman and Reine Wisell.

Hass, who has been "living on the Lola stand at the Racing Car Show," completed the deal when the show opened last week. The Lola T330s will use Alan Smith-tuned Chevrolet V8 motors and will have backing from Steed, the people who sponsored David Hobbs' CanAm

Lola last year.

Initially one, or possibly two, cars will be run in a few Rothmans European events before the operation is moved to the US. The project is being managed by former BRP man Jim Chapman.

Apparently Redman's first priority is sports car racing with Ferrari, but the F5000 deal will take preference over any Formula 1 drives which may come along.

## Goodyear's crowd survey

Goodyear have just published the results of a survey which they made of attendances at race meetings in 1972. Total attendance at major race meetings throughout the world was in excess of 6.5 millions. The largest total claimed by any division of motor racing was the NASCAR Grand National series in America. The total was 1,509,800 which was spread over 33 races averaging 45,751.

However, rather significantly in the light of recent events in Britain, is the fact that the highest average attendances were recorded at the 11 rounds of the world sports car championship. The Goodyear figures show that 1,025,000 people attended the races which average out at 93,182 per event.

F1 Grand Prix drew the third largest total and second highest average. The total for the 12 races was 985,000 which averages out at 82,083. The highest single attendance at an F1 race was the German GP at the Nürburg-ring which drew 220,000 people.

Two of the 255 races serviced by Goodyear last year topped the 300,000 mark; the Targa Florio and Indianapolis.

● Among the exhibitors at Motor 73, the Swedish motor show to be held at Malmo on February 10-18, are Group Racing Developments and Colchester Racing Developments.

## BT41s for Magee and Trimmer

Early sales on the Brabham stand at the Racing Car Show were for F3 BT41s for Tony Trimmer and Damien Magee. Trimmer, of course, did all the initial testing at Vallelunga last month and was very impressed with the car. Former F3 driver Harry Stiller is sponsoring the car, continuing the association which they formed towards the end of last season with an Ensign.

Magee was one of the finds of the season in F3 with a Palliser and then a Brabham BT38. Next season he will have a new BT41 with Novamotor engines and the car will be run under the Larry Sevvitt Racing banner. Sevvitt formerly ran the Tiran Auto Centre which backed Magee with his BT38.

● The Jim Russell International Racing Drivers' School have asked us to correct a price for the training scheme quoted in last week's issue. The cost is £170, not £250 as stated.

● Following a successful year with the HIRE Chevron B19, Yorkshireman Peter Hanson will be renewing his association with the team this season and will have a new B23 at his disposal. While doing the Springbok series Hanson had a drive in Eddie Keizan's F5000 Surtees TS5A and was very impressed. He hopes that he may be able to return to single seaters during 1973 on occasions.



# G3 regulations

The British branch of STP will sponsor the first championship for Production Sports Cars in 1973, the new formula which has been introduced by the BRSCC.

The 17 qualifying rounds will take place at Brands Hatch, Mallory Park, Oulton Park, Silverstone, Snetterton, Croft, Llandow and Cadwell Park. Only the best 15 rounds will count. Points for the first three places in each class will be 12, 9, 6. Double points will be awarded for the final round, but not double prize money. The prize money in each class and in each race will be 1st—£18, 2nd—£12, 3rd—£8. The overall winner of the Championship will receive £100 with the winners of the other three classes receiving £50.

The list of eligible cars for the Championship has been drawn up by the BRSCC. It is principally based upon models which are included in the 1973 FIA list of homologated Group 3 and 4 cars and are currently available for sale in the UK. Certain exceptions, however, have been made in respect of cars that although still homologated are no longer on sale, but are likely to be the popular choice of a significant number of prospective competitors.

The cars will run in four "showroom" price classes divided as follows: Up to £1200, £1200 to £1625, £1625 to £3000 and over £3000. Prices are based on the 1973 Autocar Buyers Guide (representing prices as at the 1972 London Motor Show). The list of eligible cars will be reviewed and may be amended by the BRSCC during the year.

No modifications from the manufacturer's basic and catalogued specification will be allowed except the following: The exhaust system beyond the standard manifold is free, subject to Appendix J Article 253m. The spare wheel and tool kit may be removed. A safety fuel tank of any capacity may be fitted provided it remains in the same place as the original. The fuel

filler may be modified and/or repositioned in the car. Exterior bonnet and boot safety catches will be allowed.

Cars can run either open or closed but, if open, then a hood which is normally fixed to the car must remain in place. If it is detachable then it can be removed. Hardtops will be allowed providing they are of a type currently available for sale by the manufacturer or a recognised alternative supplier. Tonneau covers are allowed providing they are of flexible material and of the type marketed by the manufacturer.

A full width rollover bar with one stay must be fitted in accordance with Appendix J Article 253(o). Laminated screens will be compulsory and they must be of the same shape and dimensions as the original. The car must carry a dry chemical fire extinguisher of at least 1kg capacity.

The eligible cars are: **Class A, Over £3000**, Mercedes 350SL, Jaguar V12 E type, Alfa Romeo Montreal, Porsche 911E, Porsche 911T, Porsche 911S, Porsche 911S Targa, Porsche 911T Targa, Chevrolet Corvette, Ferrari Dino Coupe, Ferrari Daytona 365 GTB 4, De Tomaso Pantera, Aston Martin DB6.

**Class B, £3000 to £1625**, Datsun 240Z, Jensen-Healey, Porsche 914/6, Alfa Romeo 2000 Spider, Jaguar 4.2 E type, Lotus Elan Sprint, Lotus Elan + 2, Lotus Europa Twin Cam, Lancia Fulvia 1600 Rallye HF, Lancia Fulvia Sport.

**Class C, £1625 to £1200**, MGB, MGB GT, Triumph GT6, Triumph TR6.

**Class D, up to £1200**, MG Midget (Mark III), Sprite (Mark IV), Triumph Spitfire (Mark III), Honda S800.

The dates for the STP championships are: March 11, Croft; March 31, Oulton Park; April 1, Mallory Park; April 20, Snetterton; April 23, Brands Hatch; May 6, Brands Hatch; May 13, Snetterton; May 28, Oulton Park; June 24, Mallory Park; July 1, Croft; July 15, Llandow; August 27, Snetterton; September 9, Cadwell Park; September 23, Llandow; October 6, Silverstone; October 14, Mallory Park; October 27, Oulton Park.

## Tate's plans

Chris Meek has pointed out that the Motul M1 F2 car which he will drive this year is in fact owned by Tate of Leeds, the main Ford distributors, who have sponsored him over the past couple of seasons, and not by himself.

Tates have also ordered an alloy block Hart 2-litre BDA and a Cosworth BDA BDG for F2 use and Broadspeed Atlantic engines.

Tates will also be running the ex-Norman Abbott Escort this year which is currently being updated and fitted with a Titan engine. The ex-Wilson Fittipaldi March 712 has been sold to Malcolm Wayne who hopes to run it privately in Atlantic this year. The Taydec which Wayne drove in 1972 has been sold to Robin Darlington for Atlantic use.

● The Yellow Pages and BP Formula Atlantic Championships look like attracting a number of good runners next year. Among those rumoured to be switching from F3 include Peter Hull, Bob Evans, Colin Vandervell, Tom Pryce and David Purley.

● Wandering around the show on opening day was champion motorcyclist Barry Sheen. Sheen, who is only 22, was British 125 cc champion in 1969, '70 and '71, and is very keen to try his hand on four wheels in the near future.

● Many people were surprised to see a large Bardahl sticker on Tony Brise's F3 GRD at the show. It is not a new sponsor but his father, former stock car champion John Brise, has recently been appointed the British importer of the additive.

● The 750 MC's Six Hour Relay will be taking place at Brands Hatch on September 16, now that the organisers have been forced to move the event from the shortened Thruxton calendar.

## Morgan gets F2 Chevron

Top Grovewood award winner Dave Morgan will again be in F2 next year. He will have a brand new Chevron B25, currently on show on the stand at the Racing Car Show, which has been bought by his sponsor Ed Reeves. Joining Morgan as team manager is Roy Forster, who until recently was in charge of the Firestone F2 programme, and had been with the racing division for many years.

Chevron will be running a separate works F2 car but no driver has been announced, although following his Springbok success Gerry Birrell is strongly tipped for the seat.

## McCormack's Tasman

The opening round of the Tasman championship took place at Pukekohe near Christchurch, New Zealand, last Saturday. The circuit has been altered since last year with the addition of two chicanes. However the drivers felt after practice that these had aggravated rather than alleviated the problems. A number of drivers suffered damage clipping the new obstacles during both the race and practice.

Fastest in practice was Australian Frank Matich with his latest Matich fitted with a 5-litre Repco engine. He did 1 m 7.6 s which was just 0.2 s quicker than reigning Tasman Champion Graham McRae in his latest Chevrolet powered McRae. Surprisingly third quickest and only a further 0.2 s slower was Australian John McCormack with another all Australian car the Elf-Repco. Next up was Max Stewart with a new Lola-Chevrolet T330 who did 1 m 8.5 s. Alan Rollinson was the quickest of the Europeans with his newly acquired ex-McRae McRae GM1 and he did 1 m 9.0 s. Fellow midlander Steve Thompson, having his first outing in the ex-Redman Chevron B24 sponsored by Servis did 1 m 9.2 s. This year's New Zealand Gold Star winner David Oxton with the latest Begg FM5 was next up equalling Thompson's time. Warwick Brown in an old Lola T300 did 1 m 10.7 s followed by Evan Noyes (McRae GM1) and Sam Posey (Surtees TS11) who both did 1 m 11.1 s. Posey damaged his Surtees slightly when he touched one of the chicanes after the throttle stuck open.

The new chicanes caused drama at the start as Matich was crowded out and clipped the barrier he crawled round to

● Shopping for an F2 car last week were Jacques Coulon and a representative from his sponsors, Antar, while Filipinetti racing manager Mike Parkes was also there looking on his behalf. Their main interest was centred around the smart Surtees TS15.

## Hill's F1 Shadow

The UOP Shadow team have sold one of their F1 cars before the prototype has even raced. A third car is currently under construction for Graham Hill who, will race it in Jaegermeister colours. The German medicinal beverage company backed Hill in F2 last year with his own privately run Brabham.

It is thought that the Shadow will also be run privately with Hill's own mechanics looking after the car. The first of the two works cars which will be driven by Jack Oliver and George Follmer is due to be tested this week.

retire at the end of the first lap to the pits with a bent steering arm. McRae had also been delayed slightly but was second behind McCormack, with Stewart third. Stewart had also been involved in an incident at one of the chicanes and retired on the third lap with damaged suspension. McRae set about challenging McCormack, however, his hopes of winning his home Grand Prix were lost when he had to pit with a puncture on lap 20 which lost him 1 m 5 s and allowed Alan Rollinson to move up to second while Brown was fourth.

McCormack had a healthy lead but a few laps before the end he had problems with a sticking throttle and his lead dwindled rapidly. Rollinson really got at it and flung the McRae around but failed by just 0.6 s to catch him at the end of the 58 laps. McRae who had continued in third place and on the same lap set a new lap record of 1 m 7.7 s trying to make up ground but on lap 45 he was in the pits again to check the suspension following an incident at one of the chicanes. He lost two laps and dropped to fourth as Steve Thompson moved up into third, one lap down. Brown had retired with fuel pressure problems. Kevin Bartlett and Sam Posey were also both out, the former with a blown engine on lap 16 and Posey following a big shunt when the throttle stuck open again and sent him hard into a guardrail.

McRae finally came home fourth with Gary Pederson (Begg FM4) fifth and Ken Smith (March 722) sixth. An interesting seventh was Japanese Noritake Takahara in a 2-litre Mitsubishi engined Brabham BT36.

We hope to publish a full report next week.

● An interesting visitor to the show last week was 1972 Indianapolis Rookie of the Year award winner Mike Hiss. It seems that he is quite keen to try and fit some F2 races in this year providing they do not clash with his USAC commitments.



# F1 Association demand co-operation

At the Formula 1 Association's press conference at the Racing Car Show on January 2 (full details of which were disclosed in last week's *Pit and Paddock*), Peter Warr spoke of the need for greater co-operation between the constructors, organisers and the sponsors, the last-named party not having been involved in discussions in Grand Prix racing until now. At the press conference the association presented a very united body, comprising spokesman Peter Warr (JPS-Lotus), Ken Tyrrell, Louis Stanley and Tim Parnell (BRM), Gordon Coppuck (McLaren), John Surtees, Max Mosley (March), Peter Schetty (Ferrari), David Yorke (Tecno), Bernie Ecclestone (Brabham), Frank Williams and the association's new secretary, Peter Macintosh.

Speaking on their demands for increased money per Grand Prix, Ken Tyrrell stated that before the American Grand Prix, his Formula 1 team was seriously in the red in 1972 and would probably have stopped during 1973. Other representatives stated how they were making a loss out of Formula 1 racing and that more of them would be withdrawing from Grand Prix racing unless more money could be injected into it. The CSI's announcement that the World Championship could be opened to lesser formulae caused Louis Stanley to speak harshly on the danger of permitting cars that do not have such stringent safety requirements to compete with Formula 1 cars and that the CSI's decision contradicts all safety requirements recently implemented.

However, the Formula 1 Association do not expect any round of the World Championship to be opened to include other formulae. "It is inconceivable that we will not come to an agreement," stated Max Mosley. The Association will deal with each organiser of a

Grand Prix, over-riding Grand Prix International's ultimatum that the Association can only deal with GPI's Henri Treu. The Formula 1 Association feel that the CSI are unlikely to declare a World Championship round open to other cars if no negotiations between the constructors and the organiser of that Grand Prix have taken place. The Formula 1 Association regard Grand Prix International "as a lever to strangle our future." On the other hand, the constructors emphasise that they "will be very flexible in their outlets to reach a suitable compromise for each race."

The Formula 1 Association stressed the need for better promotions for Grands Prix and stated that being inexperienced in these matters, they would pay their share of the cost for better promotions to be carried out by an organisation successful in these matters so long as the organisers would pay for their share of it.

When questioned about the organisers having to take uncompetitive cars, the Association pointed out that only the 20 fastest cars in practice and the first 20 finishers earn most of the money, with approximately £1500 spread over the remaining cars. For example Peter Warr quoted that at the French Grand Prix, one of their cars which finished second won £2800 and the other which did not qualify in the fastest 20, earned £240. It had an engine rebuild costing £3289.

In conclusion, Max Mosley spoke of the future and hoped that the agreement reached with the organisers, "and there is no way an agreement will not be reached," will be on a long term basis lasting more than one year, which has happened in the past. Looking at the future, there are prospects of a conference at Monaco to look at the long-term future of Grand Prix racing between the CSI, organisers, sponsors and the constructors.

# F2 Mallory Park doubts

The opening round of the European F2 Championship scheduled for Mallory Park on March 11 is now doubtful. John Webb said on Monday night that he could not comment on the situation but he hoped to know by midnight on Tuesday. A reliable source also told us that the future of the two BARC meetings at Thruxton were also in the balance and the decision will be taken this week. The situation has arisen following new demands for increased money from the F2 constructors association.

The F2 Association asked for greatly increased start and prize money last week which all the British organisers have said they cannot afford, the amount being in the region of £22,000 per race. As expected a row has also brewed up over the structure of the championship. The association are not happy with the 12 basic events and choose four from the remaining 10 plan and have decided to ask the CSI to make it just 12 rounds to count. With the money demands as well it could be that only 12 circuits will be able to run events anyway.

## TEAC Rallycross

The fourth heat in the five-round TEAC-organised, WD&HO Wills Embassy Rallycross Championship will take place at Lydden on Sunday starting at 1.30 pm.

Leading the Embassy table, after three rounds, is Don Gilham in his experimental Zenith Allen Mini Ford 1650 cc with 24 points. In second position with 23 points is Keith Ripp the winner of heats two and three with his 1.3 Mini. Ripp is one of the favourites for the Embassy title. Hampshire driver, Tom Airey is in third position with 21 points. In fourth place is the first of the Ford contenders Rod Chapman, on 16 points.

## BRIEFLY...

● Seen in close company on a number of occasions last week were Ken Tyrrell and Ron Tauranac. The ex-Brabham designer is known to have recently completed drawings for a new car and it could be that he is working in conjunction with Derek Garner on the new Tyrrell.

● Central Garage (Mirfield) Ltd, of Mirfield, Yorkshire, will be entering a Chevron Formula Atlantic in most of the championship events during 1973.

The Chevron B25 will be driven by John Lepp and George Silverwood. Engine preparation will be by Alan Smith with whom Central Garage Ltd. have had a long association.

Both drivers drove a Chevron B21 for Central Garage in 1972 while Lepp went well in Atlantic with a Chevron B20.

● Royale, probably Britain's largest manufacturers of Super Vee cars and winners of the 1972 Volkswagenwerk Super Vee Constructors Trophy, were presented with a memento of their achievement at the International Racing Car Show in London.

Bob King, Managing Director of Royale, received a signed photograph of champion driver Manfred Schurti and the Royale Super Vee car in which he won the 1972 Volkswagenwerk Gold Cup Series—Europe's premier Super Vee event.

Royale won the Constructors Championship by two points from the Austrian firm, Kaimann. They received the trophy and about £1,600 in prize money.

## INTERNATIONAL DIARY

- January 13  
Levin, New Zealand (Tasman, round 2).
- January 13/14  
Rallye Infernal, France.
- January 19/27  
Monte Carlo Rally (Constructors World Rally Championship, round 1)
- January 20  
Lady Wigram Trophy, New Zealand (Tasman, round 3).
- January 21  
Riverside 500, USA (NASCAR).
- January 27/28  
Teretonga Park, New Zealand (Tasman, round 4).
- January 28  
Argentine Grand Prix (Formula 1, round 1, World Championship).

## CATCHPOLE

By Barry Foley





# correspondence

## Support for more BOAC spectacle

Well done, Mike Lintern (*Correspondence*, December 28)! You have said what has been on the tongue of many a true racing enthusiast.

If something isn't done as Mike explains (and done soon) we won't need to do away with G5 in two years' time. It will be "killed off" long before that. If the current 3-litre sports aren't popular, who is going to pay up to £2 to see 2002 BMWs, Moskviches, etc. when they can see the same types of cars on the roads any day of the week for nothing?

How I remember the first days of the BOAC! The lads and lassies poured in to see exciting racing, and it certainly was that. Perhaps when no one turns up for the 1974 BOAC race, they will realise it was a wrong decision to ban the mighty 917s and 512s.

What's the next step? Racing has sunk to such a low, it can only get better. I hope, along with many other thousands, to see motor racing in this country the No 1 sport. So, Mr Webb and Co, as the saying goes, "The ball's in your court!"

BEXHILL-ON-SEA,  
SUSSEX.

STUART RICHARDSON.

## .. and advertising

Never before have I read such utter and complete sense in the correspondence columns of your magazine. Mike Lintern, go to the top of the class! But you know, and I know, and so does everybody else, what those in charge will say to your suggestions, and we all know what will happen as well: nothing. Those in charge will find a million reasons why your suggestions are impractical. But notwithstanding that, let me offer a few more suggestions.

The month is now January. Serious racing is two months away in March. That means that those in charge have a fairly good length of time in which to advertise the sport. It's only half the answer to advertise a meeting a few weeks in advance. What's got to happen is the advertising of the sport in general, as opposed to any particular meeting, now, before the season begins, so that the man in the street knows that the sport exists other than on Grand Prix weekend. Get the public to write away for racing calendars now, so that when on Friday night, dad asks, "What shall we do this weekend?" mum will reply, "Let's go to a motor race."

Now, you've got them interested in the sport, now is the time to advertise as Mike suggests, and make the circuits gay and attractive and interesting. But don't give the public rubbish as far as the sport is concerned. Revive that idea of a few seasons ago whereby a clear distinction was drawn between those races that were there for the driver, and those that were there for the spectator, so that the public gets value on and off the track.

DERBY.

DAVID FISHER.

## 750 racing: if you don't like it...

What an illogical load of rubbish from someone who writes such a well-worded letter. Mr Miller (January 4) ought to have a word with Mike Taylor about the total cost of his car, including running costs, after two seasons' racing.

I must have got it all wrong about Formula 1200 when I read about all these famous chassis designers whose foundations were laid in this formula. 750MC's "low cost racing" should apparently now read "comparatively

low cost racing compared to high costs in other formula racing" — with some justification!

I have been involved with Mr Disillusioned of Leicester since our car first left the beer mat and became a scale drawing. I suppose you could call us armchair racers, having spent only £425 so far and many, many hours' work. No, Mr Miller, you still haven't told us why that meeting chose to shout down those who had suggestions for "low cost racing," and I was there!

Why have a meeting if the only way to make your feelings known is by joining the committee as Mr Maynard suggests, and does the sale price of Mr John Allan's immaculate car reflect the amount of money which was spent on it? I think not — what about those engine rebuilds?

Thanks for the offer of the Scalextrix, but that could be three or four much-needed rose joints for the Formula Ford which has just reached the drawing board — and which apparently is not a proper racing car as it doesn't use fat wheels. Perhaps we can make a deal with the half finished chassis and then Mr Miller can really go racing instead of playing with his toys.

SOLIHULL, WARMS.

ROBIN WEBB.

## ...do the other thing

I suppose if one is to summarise the half-truths and ill-informed comments by the disillusioned 750 MC member in the December 21 *Correspondence*, one could say that he's beefing because the 750 MC does not cater for low-cost motor racing. This, of course, is a load of cobblers.

The 750 MC run two national championships, F750 and F1200. These are probably the longest running championships in this country. Throughout a period of 20 years, despite letters of the type referred to, the directors have guided the rules and regs. They still appeal to, and cater for, the impecunious enthusiast. I cannot think of another championship where the winning cars can be bought for about £600 (750) and £700 (F1200). The next most expensive formula is difficult to define — 1000 cc Clubman's, Formula V, F4, modsports and Monoposto are all within this category, but none of these championship winning cars is sold anywhere near these prices. That to my way of thinking means that the 750 MC encourage low cost, probably the lowest cost motor sport.

Having said that, however, there is a small grain of truth in what this lad says. F1200 racing is getting more expensive, like any other form of racing, but so, might I add, are the wage packets. Sadly, a value was not put on the word "cheap," and this word can only be used in relation to other forms of racing and on this score the 750 MC cope admirably.

If F1200 is too expensive then try F750. If that is too expensive then I suggest this lad bears in mind the adage, "If you don't like the heat in the kitchen, then get out."

The 750 MC still offer low cost motor racing, and it's very good stuff too, despite the occasional clanger (ie, Avenger engines), so all power to their elbow.

ROMFORD, ESSEX.

JOHN H. ALLAN.

## Brands' PA explained

We feel justified in drawing your readers' attention to the second point raised by Mr J. Nichols (*Correspondence*, November 23),

regarding the public address system at Brands Hatch.

The system is certainly not antiquated. It was installed by STC in 1967 and is of the latest design. It is probably the most sophisticated at any UK race track, and is continually updated in consultation with Mr Anthony Marsh to give the best possible coverage for the spectator.

The system comprises two x 1000 watt amplifiers and some 300 loudspeakers, each giving four watts at full power. These provide clear, intelligible speech reproduction of 88-90 dbA at 35 ft distance under quiet conditions. There are, however, severe environmental problems to overcome in providing a system that enables every word spoken to be heard by every spectator. The following facts give some indication of the difficulties:

1. A noise level of between 105 and 110 dbA is produced by a racing car 50 ft from the track.
2. To overcome a noise level of 110 dbA, a loudspeaker must produce five dbA more at the least, ie, 115 dbA.
3. If 115 dbA was provided from loudspeakers to overcome the (intermittent) background noise of racing cars, in quiet periods between races, and when cars were on the other side of the track, the sound level delivered to spectators would be approaching the threshold of pain.

This quite clearly is unacceptable to spectators, let alone to those residents who live within earshot (and this could be up to three miles away at 115 dbA). Apart from nuisance value, the cost of providing an extra 23 dbA per loudspeaker would be prohibitive, as for each extra three dbA, twice the power is required.

FOOTS CRAY, KENT.

B. C. OATES,

Advertising/SP Manager,  
Private Communications Division,  
Standard Telephone and Cables.

## Where was Colin?

I have been taking your magazine for a number of years and until now have mostly agreed with what has been written. However, your résumé of the Formula 3 season (December 28) was totally uninteresting and your placing of AUTOSPORT's Top 10 Drivers was just so biased it was unbelievable.

I do not know how your placings were arrived at, but they were certainly not on merit. How can you leave out a driver who comes second in the major Formula 3 championship (with or without the sticker benefit) and who is consistently a leading contender for Formula 3 honours? Who until right up to the end of the season was the only person in a position to challenge Williamson for the major title? I am, of course, talking of Colin Vandervell.

The rest of your championship placings just do not make sense. Tony Brise certainly does not deserve the second spot. He did very little early on and only really went quickly towards the end of the season when, like Williamson, he was supplied with a demon Holbay. Likewise Coulon. Mike Walker certainly deserves a higher placing as he has been consistently quick during the entire season. He has often led races when engine failures have let him down. Leclerc won the French championship with ease and has been a major force throughout Europe and therefore also deserves a higher placing. As for Jarier, you must be kidding! He has not finished in the first three in any major Formula 3 race this year.

It seems to me that if your magazine is going to publish a list of star drivers they should at least bear some relation to the year's results. Otherwise you are just making a mockery of the whole idea.

LONDON, SW7.

C. H. GOOD.



# The championships

Details of the majority of the 1973 national championships were announced during the first week of the Racing Car Show and the following is a guide to most of the championships we have not previously announced in Pit and Paddock.

## FORMULA 3

The International Formula 3 Championship in 1973 will be sponsored by John Player and will comprise 12 rounds, including two abroad. The series is entitled the John Player British Formula 3 Championship and points will be scored on a 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 basis with double points at the final round. Each race will have a prize/travel fund of £2,000. Unlike this year's International F3 Championship, sponsored by Shell, decals need not be carried for the retitled '73 series.

April 8, Silverstone; April 20, Oulton Park; April 23, Mallory Park; May 28, Oulton Park; June 3, Monaco; July 1, Paul Ricard; July 14, Silverstone; July 29, Brands Hatch; September 30, Brands Hatch; October 6 or 7, Oulton Park; October 14, Mallory Park; October 21, Brands Hatch.

## FORWARD TRUST

Forward Trust Ltd, one of the country's leading finance houses and a subsidiary of Midland Bank Ltd, continue their three-year-old association with the BARC, in sponsoring the Club's Formula 3 and Special Saloon Car Championships. As usual F3 points will be scored on a 9, 6, 4, 3, 2, 1 basis with prize money varying from £50 to the winner of a round at a restricted or club meeting, to £100 for a higher status event, and £250 goes to the overall Championship winner.

March 25, Thruxton; April 1, Snetterton; May 6, Mallory Park; May 20, Brands Hatch; June 10, Silverstone; July 15, Cadwell Park; August 5, Thruxton; August 12, Croft; August 19, Brands Hatch; August 27, Castle Combe; September 9, Silverstone; September 16, Thruxton; October 7, Oulton Park; October 28, Thruxton.

## SPECIAL SALOON

The Forward Trust Saloon Car Championship is very similar to the 1972 series, in the class divisions being at up to 850 cc, 851 cc to 1000 cc, 1001 to 1300 cc and over 1300 cc, with £20 going to the winner of each class at each round.

March 11, Mallory; March 25, Thruxton; April 1, Snetterton; May 6, Mallory; June 10, Silverstone; July 8, Thruxton; July 21, Oulton; July 29, Llandow; August 19, Brands; September 9, Silverstone; September 16, Thruxton; September 23, Croft; October 7, Oulton; October 28, Thruxton.

Other special saloon car championship rounds, are the MCD Special Saloon Car Championship over 18 rounds at eight circuits, the Kent Messenger 1000 cc Saloon Car Challenge run over 11 rounds at Brands and the Silverstone-organised Esso Uniflo Special Saloon Car Championship over 10 rounds at six circuits. A significant alteration to last year's rules in special saloon car racing is that cars complying with Appendix J, Group 2 will be permitted to compete in special saloon car events providing they run with

wheel rim widths conforming to Group 2. The rules concerning the silhouette of the cars' bodywork have been more closely defined and contrary to the rules published in the new RAC Motor Sport Year Book, there will be no maximum wheel rim widths for any class.

The as yet unsponsored MCD Special Saloon Car Championship will be run to the same class divisions with £18 to the class winner of each round and £100 to the overall champion and points will be 9-6-4 in each class, with double points for the final round. The best 15 results from the following rounds count:

March 4, Brands; March 11, Croft; March 24, Oulton; April 1, Mallory; April 20, Oulton; April 23, Brands; May 13, Snetterton; May 28, Oulton; June 24, Brands; July 8, Mallory; July 22, Mallory; August 5, Silverstone; August 12, Brands; August 27, Snetterton; September 2, Rufforth; September 9, Cadwell; September 30, Brands; October 14, Mallory.

## MODIFIED SPORTS

The Blue Circle Group, the largest producers of building materials in the country, are to sponsor the 1973 BARC Modified Sports Car Championship in four classes, up to 1150 cc, 1151 cc to 2000 cc, 2001 cc to 3000 cc and over 3000 cc. Winner of each round earns £20 with £12 to other class winners and overall champion at the end of the year receives £100.

Although there is a new 1150 cc to 1300 cc class this year, both the BARC and the BRSCC (who will only run non-championship mod sports races in preference to their new production sports car formula), have ignored this and kept to the same class divisions used in 1972. Significant additions to the regulations are that the cylinder head and block of the engine must be the same cubic capacity and contrary to the new Blue Book, there will be complete freedom of wheel rim sizes. The list of eligible cars produced on January 1 cannot be added on during the year.

March 25, Thruxton; April 1, Silverstone; April 7, Oulton; May 13, Silverstone; May 28, Croft; June 10, Silverstone; July 8, Thruxton; July 29, Llandow; August 19, Brands; August 27, Castle Combe; September 9, Brands; October 28, Thruxton.

## FORMULA FORD

Four significant Formula Ford championships are being held this year comprising the BOC sponsored series over 22 rounds at eight circuits, the Townsend Thoresen FF Challenge run over 11 rounds at Brands, the Silverstone STP series over 12 rounds at five circuits and the BARC unsponsored FF Championship over 15 rounds at nine circuits. This year the coachwork on FF cars must comply with the FIA regulations for F3.

The BOC series will be scored on the 9, 6, 4, 3, 2, 1 basis with £4 per point being awarded and an additional £100 to the overall champion. The best 15 races out of the ones listed below will count and each race

few special saloon drivers will welcome.

Even the RAC knows that the best way to kill off a "formula" is by vacillation over rule-making. Perhaps the RAC considers special saloons to have run their term—tell that to the spectators!

NEWCASTLE-ON-TYNE.

R. J. GRAHAM.

## Bicester

I am just wondering if Jeff Hutchinson has some shares in March Engineering or Jody Scheckter, as every report from the Springbok series has been full of March, this, Schekter that. I wonder if Chevron moved their works down to Bicester instead of having it up here in Lancashire they would get more credit.

Anyone can say, "If it hadn't have broken down it would have won." How many times did Ickx lead a Grand Prix this year and failed to win through mechanical trouble? As for an untried car, the Chevron F5000 was untried and won first time out at Oulton Park.

Please give Derek Bennett Esq some of the glory for having a first-class car, and a first-class team of mechanics and drivers, and remember what Frank Gardner said: "When the flag drops the bullshit stops."

RAMSBOTTOM, LANCS.

N. BOOTH.

must be a minimum of 10 laps.

March 4, Brands; March 11, Mallory; March 18, Brands; March 24, Oulton; April 1, Mallory; April 20, Oulton; April 23, Brands; May 13, Snetterton; May 27, Brands; May 28, Mallory; June 10, Brands; June 16, Castle Combe; June 24, Mallory; July 7, Oulton; July 29, Snetterton; August 5, Silverstone; August 26, Mallory; September 9, Cadwell; September 22, Oulton; September 30, Brands; October 7, Croft; October 21, Brands.

For the BARC Championship, the winner receives £25 in each round with £200 to the overall Championship winner.

March 25, Croft; April 7, Oulton; May 20, Brands; June 10, Silverstone; July 8, Thruxton; July 15, Cadwell; July 21, Oulton; July 29, Llandow; August 5, Mallory; August 12, Croft; August 19, Brands; August 27, Castle Combe; September 9, Silverstone; September 16, Thruxton; October 28, Thruxton.

## GROUP 1

Much controversy has surrounded the Group 1 regulations for 1973, as the RAC have been unable to produce a list of eligible cars and there is some dispute over the new regulations which were printed in these columns recently. The points under discussion are that the £1,500 class split should be increased to £1,700, that only currently available homologated cars will be eligible and that the manufacturers of the vehicles and tyres will publish a list of eligible tyre equipment rather than there being a stipulation that only original equipment can be used. At present the class divisions are up to £800, £801 to £1,050, £1,051 to £1,500 and over £1,500.

Castrol are sponsoring the MCD Production Saloon Car Championship with 15 out of the 21 rounds counting. The overall winner of the Championship earns £100 with £15 going to the class winner of each round. Points are scored on a 4-3-2-1 basis. Similar awards are gained in the BARC's Britax Group 1 Championship and qualifying rounds in the two series are as follows:

Castrol: March 11, Mallory; March 18, Silverstone; March 31, Oulton; April 20, Snetterton; April 23, Silverstone; May 6, Brands; May 13, Oulton; May 20, Silverstone; May 28, Snetterton; June 10, Brands; July 1, Silverstone; July 21, Oulton; July 22, Mallory; July 29, Snetterton; August 11, Oulton; September 2, Rufforth; September 9, Cadwell; September 23, Brands; September 30, Mallory; October 27, Oulton.

Britax: March 4, Brands; March 25, Thruxton; April 1, Silverstone; May 13, Silverstone; June 17, Thruxton; July 15, Cadwell; August 5, Mallory; August 12, Croft; August 27, Castle Combe; September 9, Brands; September 16, Thruxton; October 7, Oulton; October 28, Thruxton.

## SPORTS GT

Again Motoring News and Castrol are joining together to sponsor the BARC's Sports GT Championship in three classes, up to 1300 cc, 1301 cc to 1650 cc and over 1650 cc. For each round, £70 is earned by the winner with £175 going to the overall champion. The best 10 results will count and the rounds are:

March 25, Thruxton; April 1, Snetterton; May 13, Silverstone; May 20, Brands; May 28, Croft; June 10, Silverstone; June 17, Thruxton; August 5, Mallory; August 27, Castle Combe; September 9, Brands; September 23, Brands; October 7, Oulton; October 28, Thruxton.

## FORMULA 5000

The 1973 Rothmans-sponsored Formula 5000 Championship includes more Continental races and an increased prize fund for the 17 races so far scheduled, with points scored on a 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 basis.

The prize fund for the races varies on the distance; from £100 for 16th place to £750 for the winner of 75 mile races and from £200 for 16th to £1,500 for the winner of 75 to 120 mile races. When a 75 mile race is followed by a 120 mile non-championship race, the total prize fund of £7,040 will be paid equally over both events, and when the Championship round is in two parts, then the prize fund is halved. The final championship prizes include £1,000 to the winner down to £100 for fifth man.

March 17/18, Brands; April 1, Mallory; April 7/8 Silverstone; April 20, Snetterton; April 23, Brands; May 12 or 13, Oulton; May 28, Mallory; June 17, Misano, Italy; July 1, Zandvoort; July 8, Mallory; August 5, Silverstone; August 27, Brands; September 9, Oulton; September 16, Zandvoort; September 30, Barcelona; October 7, Snetterton; October 20, Brands.

## GROUP 2

The 1973 RAC British Touring Car Championship for Group 2 cars is not officially sponsored, Wiggins Teape having withdrawn their support, although there are rumours of a sponsor being negotiated. Classes will be up to 1000 cc, 1001 cc to 1300 cc, 1301 cc to 2000 cc and over 2000 cc and points will be scored on a 9, 6, 4, 3, 2, 1 basis for each round.

March 18, Brands Hatch; April 8, Silverstone; April 23, Thruxton; May 12 or 13, Oulton Park; May 29, Thruxton; July 14, Silverstone; August 19, Ingliston; August 27, Brands Hatch; September 23, Silverstone; October 21, Brands Hatch.

## Wheel widths

I notice that the RAC has suddenly decided to remove the wheel width limits in special saloons for 1973.

If one equates the problems of this category with other formulae in our sport, then this move seems rather strange as the opposite has happened in Formula 3, and the reduction of wheel widths has been mooted in other branches for many years.

This will mean, in fact, another increase in costs, and those who can afford the latest rubber will pay for it, and those who cannot will borrow, steal or fall behind. However, in my opinion, the most important factor in this case is that at the moment there is a good balance of performance between the big 'uns and the little 'uns, in part due to the "unfair" narrowness of the wheel sizes in the larger classes. This is one of the reasons for close racing but I can see this fast disappearing in 1973.

No notice was given of this change which seems ludicrous in the extreme, and we assume that it is purely to accommodate redundant Group 2 machinery. However, to the best of my knowledge it is a decision that



# Jimmy Rae — twice Scottish Rally Champion

"Jimmy Rae's rallying career has been one of logical progression—no overnight sensation and no desperately lean years of bad luck. His rise to the RS1600 elite has reflected both his personal professionalism and that of his employers and sponsors."

Jimmy Rae is the current Scottish Rally Champion, for the second time. His rise through the ranks has been a classic story book example. Married with one son, Jimmy Rae at 26 years of age found himself with a total of 86 points after the Hackle Rally, the final round of the Shell Scottish Rally Championship. Throughout the year either Rae, Bill Taylor or Donald Heggie led the series with final victory going to the Perth driver by only one point from Bill Taylor. Thus Jimmy Rae became rally champion—but not the way Jimmy would have liked it, for the Frews RS1600 did not win any of the events. Instead Jimmy found himself well placed throughout the year by his superb pacing and consistency with a finely maintained car and won the championship in that, most professional, way.

Jimmy Rae's name has, for the past four seasons, been closely associated with that

of his employers, Ford dealers, Frew and Company Limited, handling cars, trucks and agricultural equipment for the large and beautiful county of Perthshire. At Frews, Jimmy, naturally enough, specialises in FAVO sales and has worked there since 1964.

This successful Scotsman's rallying started in 1965 with a 997 Mini-Cooper. There were no great results in that first year's sport but the car was great fun, completely reliable, and Jimmy was content just to finish his events. The old Cooper was used again for the '66 season but by now more power was wished for and an "S" was in the back of his mind. With the Cooper being written-off in a road accident the opportunity emerged to buy all the bits back from the insurers and after fitting an "S" engine and other pieces a car emerged which Jimmy describes as the worst, most hung together car he has ever driven. He entered this car in the 1967

Scottish, his first taste of good things to come being getting that vehicle past scrutineering. The car nevertheless finished what was a tough, dusty and dry Scottish but being no more than a one-rally-special was completely finished after the event. The next year, 1968, another Cooper "S" was cobbled-up from a write-off for the Scottish though this time Rae and his navigator since '65, Iain Barnet, were less lucky when they went o.t.l. on the first day after steering shaft trouble.

Jimmy had never been completely contented driving Minis, they never really suited him, so he ordered his first Escort in October of that year; a 1300GT with which he was to drive so astonishingly quickly during the next two years that he became 1970 Scottish Rally Champion. The dark blue Escort was his first car to be sponsored by Frews, their now famous involvement starting with £25 cash for Jimmy and a team entry for three Fords in the Scottish. LES55G was built in his own garage over the winter and appeared first on the '69 Granite City, which was treated as a shake-down for his new front engine, rear drive car. Indeed it was a shake-down for the car was found quite unsuitable for a forest rally with a full race cam and 3.7 differential, giving it a theoretical maximum approaching 135 mph.

With the car better equipped Jimmy was going well on the Scottish when the car dropped a valve on Craigvinean and much to his embarrassment, J. L. Fraser, at that time Frews' chairman, was acting as a marshal at the stage finish. The Frews' chairman had to suffer watching the car roll inexorably down to the finish before its driver asked for a push off the stage. The engine was rebuilt in time for the Hackle Rally, using only Ford recommended parts, and finished 9th. Later in the year Jimmy won the Saltire outright, came 3rd on the Border and collected enough points to finish fourth in the championship. By now the Escort GT was fully sorted and proving very reliable, "handled beautifully and revved forever."

The 1970 Scottish series started with a very icy Snowman Rally and Jimmy started off his championship winning season in the most satisfying way—1st overall. Going very well on the Valentine Rally (lying behind Fidler and Heggie) the car was unfortunately severely damaged at the finish of the fast tarmac yumping stage, Glen Kinglas. With only four weeks to the Circuit of Ireland there were some very hectic evenings and nights spent knocking the car back into shape. Friends came to the rescue and the car was ready in time—proverbially—"built on the boat." As it turned out, Jimmy, now with Mike Malcolm co-driving since '69, was out on the first night with a faulty regulator box. With the car healthy again they took part in the Sunday run which they won.

The Scottish was again a disaster, Jimmy had only ever finished it once, with the hastily built Cooper. This time the head gasket blew on the way to the first stage and after the second special stage the clutch disintegrated, putting the car o.t.l. by two minutes at a southern control. Luckily all the problems manifested on the Scottish and for the rest of the year the car was both quick and reliable gaining, with the help of Jimmy's very rapid but tidy driving, 2nd on the Jim Clark Memorial, 2nd on the Saltire and 1st on the Border. A truly remarkable performance with the 1298 cc pushrod car; enough to give Jimmy and Mike their first ever Scottish



Damaged on the Valentine Rally with only four weeks to the Circuit of Ireland (above). Early days with a Mini-Cooper on the Scottish (below).





championship.

Frews that year had paid all the entry fees and had also assisted with other expenses. They had an excellent return for their money. Sponsorship was doubled for '71 and the season started well with a 3rd on the Snowman. There were a few other good results, like 11th on the Welsh Rally which Jimmy thoroughly enjoyed, but the season had its more traumatic moments. They hit Hollier's Alpine on the Burmah, pushing it even further off; a tree on the Hackle and blew the diff on the Saltire at Pitmeddon. To top it all, on driving out of the stage Jimmy spotted some friends, waved—and promptly drove off the road and down the bank, ending up dangling upside-down on the seatbelts! There was a reason however for the car's unpredictable handling (driving over the bank excused), on stripping down, the axle was found to be bent and it had been causing rear wheel steering.

For a long time Frews, pleased with their new image and increase in performance sales, had been discussing the possibility of a Frews rally car. Jimmy had been finding it very sore on his own pocket to be competitive. He was delighted when, late in '71, the Frews board gave the go-ahead. Frews involvement would be full time and Jimmy was told he could use the new RS1600 in the showroom. Within five minutes of that decision Frews' telephones were connected to Boreham and Cosworth and over £1000 worth of bits were on their way up. Jimmy, Mike Malcolm and FAVO mechanic Jimmy Bruce built the car in December and Jimmy spent January literally in the car, running it, and its spares, in.

As previously the Snowman counted as the first round and with the car still not fully run-in, the event was treated as a shake-down, with revs limited to 6500 rpm they finished tenth, suffering only one fan belt failure. The rest of the season is too recent to catalogue. Needless to say Jimmy and Mike drove, as usual, swiftly and safely and the car suffered little damage all season. Jimmy was at a power disadvantage when compared with cars like Roger Clark's two litre RS though his performances, when averaged out, were enough to give him the title of Scottish Rally Champion for the second time. Jimmy is most disgruntled not to have won any single round in the process

—though his results prove the very essence of good rallying which should be ample compensation.

Of the major rallies tackled last year the Welsh ended with a broken half-shaft on Clocaenog and the RAC when a crankshaft broke in Davey. The Scottish, though, was a little more successful. The RS1600 was equipped with a Rocket box and Atlas axle for the event and with Bob Wilson co-driving, due to Mike having a prior teaching engage-

about this year's plans.

IS: Frews are sponsoring you again this year and the events are surely going to be to suit Frews as opposed to yourself as a driver. Do you feel that you might be wasting some potential and opportunities?

JR: Not really. This last year, as you have seen yourself, the association with Frews has developed very quickly and at each stage I have to take them along with me and look after their interests. I can try and



Going well on the Granite City, a competitive car at last.

ment, they finished eighth, but not without problems. A heavy landing on the last day in Port Clair resulted in the crank wearing through the sump and in order to finish some 14 gallons of oil were needed to see the car through Culbin, bringing his total of Scottish Rally finishes to two in six years—still the champion can't have everything.

Jimmy Rae's rallying career has been one of logical progression—no overnight sensation and no desperately lean years of bad luck. His rise to the RS1600 elite has reflected both his personal professionalism and that of his employers and sponsors. It seemed only right to finish with a question or two

convince them that by doing an international in, say, Spain; by merely competing in that event we can possibly glean more coverage and promotional aspects out of that one entry, even though we might not finish high up, than doing the whole Scottish season put together—this may well be so. The reasons are actually very difficult to put down on paper and prove to people.

IS: As far as can be planned, what will be the priorities this season?

JR: For the next season what will probably happen is that we will try and concentrate on the Scottish Championship because I consider it to be the number one series in Britain anyway, next to the RAC Championship. If things work out well on the early RAC Scottish rounds we will certainly go down and do some of the English ones. We will definitely be doing the Welsh and RAC again. I want to do the Seven Dales, whether I do that on my own back, or Frews will enter me remains to be seen. Anyway, the likes of the Dukeries, Lindisfarne and Manx—we will think about them as we come to them. We have talked with various people about doing international events abroad so we will just have to wait and see what we can tie up. As a car salesman I have to put certain of my time by at weekends, especially as we sell most of our cars then. The AVO side of the business is doing very well and I have to be there some of the time. Later on in the season we tend to get as much as four events in one month. For instance this year we have the Saltire, Dukeries, Lindisfarne and Mull all on consecutive weekends through September/October. We'll have to choose when the time comes. We can't improve on what we've done in Scotland, apart from winning some of the nationals—and that's got to be our main aim next year.

IS: Finally about the car, are there any special developments this season?

JR: We are always about three years behind in development. When I was running the 1300GT most people were running Twin Cams or RS1600s. By the time I had our RS the others were up to 1800s, five-speed boxes and dual circuit brakes. Next season the car will be 1700 simply because it needs a rebore. It will also have dry sump because I am fed up with the warning light flashing on at every hairpin. Probably by the time 220 bhp and a ZF box finds its way into my car the works Escorts will be equipped with automatic flushing toilets and two-speed rear axles!

Understandably pleased, Jimmy Rae and Mike Malcolm pose with the RS1600.





# Mid-engined cars: Are the advantages so overwhelming?

By JOHN BOLSTER

The curious idea has recently grown up that so-called mid-engined cars, which means vehicles with power units just ahead of the rear wheels, invariably have better roadholding and handling than any other type. Just because this construction has overwhelming advantages for single-seaters, it is assumed that it would provide equal benefits for production cars. In fact, some of the mid-engined devices which have been produced show no real advantages and many practical disadvantages, yet there are writers who become all starry-eyed and pour out the superlatives for no good reason at all. The idea is abroad that the mid-engined car can do no wrong and there is a very vocal demand for mid-engined sports cars.

Before the lynch-mob grab Lord Stokes for putting the engines of the Midget and the Spitfire at the wrong end, let us get down to brass tacks. Most of the very first cars were mid-engined, whether steam or petrol-

powered, but then the Panhard system took over, with front engine and rear drive. With a bonnet over the machinery in front, the driver and forward passenger sat further back, which meant that they didn't have to climb over the front wheels to reach their seats. For this trivial but vitally important reason, the car became front-engined and remained so for many years.

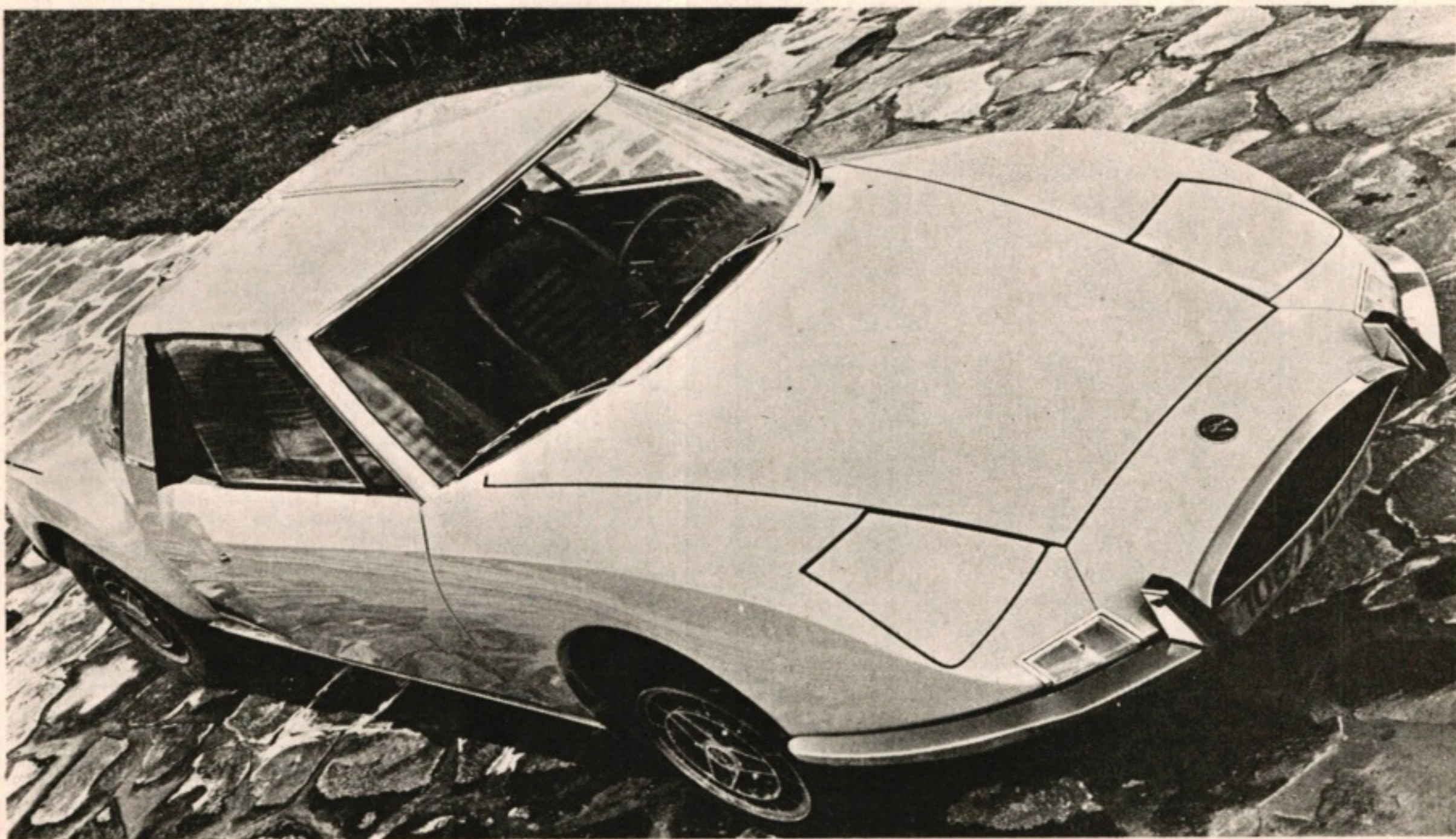
The ancestor of the modern mid-engined car was shown by the brilliant car and aircraft designer, Dr Edmund Rumpler, at the German motor show in 1921. Obsessed with aerodynamics, he designed a saloon car of the ideal teardrop shape, with a chauffeur in the narrow nose, the passengers in the fat belly, and the machinery towards the tapering rear. His engine was ahead of the rear wheels and, to keep it short, he designed a W-shaped six-cylinder, with the bores in three blocks of two. He had earlier invented the swing-axle and of course this form of independent

rear end was used.

The public were not ready for Dr Rumpler's ultra-modern projectile, but Benz bought the patents and built some superb mid-engined single-seaters, which also appeared as sports-racing two-seaters. The cars were fast and reliable but could not compete on sheer performance with the new supercharged Fiats and Alfa Romeos, because the money was running out. Mercedes absorbed Benz, but some of the technicians who had worked on the mid-engined car joined Dr Porsche on his P-Wagen project. The P-Wagen differed from the Benz in having the gearbox behind the axis of the rear wheels instead of between the engine and the differential, which shortened the assembly and allowed the Herr Doktor enough room for his 16-cylinder engine.

A consortium of German manufacturers, the Auto Union, took over the P-Wagen, with which they eventually dominated Grand Prix

*The Matra 530 LX: France's mid-engined car, and one of the first mid-engined production cars in the world.*





racing. The car was so obviously a superb racing instrument that it now seems absurd that any more front-engined single-seaters were built. By 1936, Auto Union had beaten Mercedes-Benz to their knees, yet the Unterturkheim firm persisted in making cars with front engines, though the power loss in the necessary offset drive line and the weight penalty were obvious. However, the Mercedes engines always had a higher specific output and the 3-litre formula saved their bacon.

Curiously enough, when racing was resumed after the war, nobody copied the Auto Union. Having seen Rosemayer putting 600 bhp through "bicycle" tyres, they assumed that mid-engined cars were too "difficult" for any ordinary driver. So, the engine was in the front, the driver in the middle, and the transmission at the back, with power-wasting step-down gears to avoid the driver sitting up over the propshaft in the airstream. Everybody knew that the mid-engined layout was ideal mechanically and saved a lot of weight, but they thought that the driver must be near the back wheels to sense the skid before it went too far.

When the Cooper made fools of conventional racing car designers, the experts were

not surprised at its mechanical efficiency. They were astonished, however, to find that the little machines from Surbiton actually had roadholding advantages and were easy to drive. The wasted years between the Auto Union and the Cooper can never be explained or justified.

So, the mid-engined single-seater is now universal and is likely to be with us for evermore. It saves power and weight, while the distribution of the masses is favourable. There must be a preponderance of weight at the rear to give sufficient traction, while the fashionably low polar moment of inertia is easily obtained. Those designers who do not go all the way with these concepts have a lot of ancillary equipment which they can move around to get just the balance they want. The shape of the single-seater is fixed until four-wheel drive comes along.

If the mid-engined layout is logical for a single-seater, it can also be justified for a sports-racing car of nominally two-seater form. It is a great advantage to be able to apply current racing techniques and even actual components can be common to both types of car. In a powerful competition car of this kind, the body is ultra-light and the

engine forms a fairly large proportion of the car's total weight. The mid-engined position can most easily give the best weight distribution.

In a road car, none of these arguments hold good. The engine forms a much smaller proportion of the total weight but in any case, with full equipment and the occupants in position, it is all too easy to get too much weight at the rear. Small sports cars do not have excessive power so wheelspin is not a problem. In practice, the mid-engined production car may be excessively tail-heavy, handling and riding less well than a conventional car using similar components.

For racing, the ultimate traction off the starting grid and out of slow corners is vital. The production car is designed for long journeys under road conditions and wheelspin starts do not apply. The fastest and most effective road car is the one which tires its driver least. If it is unstable in side-winds and pitches over bumps, it will exhaust the poor fellow and he will be slowing down before the end of the day. Perhaps noise is the most tiring thing of all, and mid-engined cars are seldom silent. Both for stability and riding comfort, however, the best results are usually obtained with plenty of weight in front.

If the mid-engined car has few advantages to offer, its practical disadvantages are great. The luggage problem is serious indeed and a mid-engined four-seater either has no leg-room for the rear seats or the engine is pushed back almost to the old overhanging rear-engine position. The weight-saving of the mid-engined racing car does not seem to apply to the production sports car, even the Ferrari Dino being astonishingly heavy for its size. If enthusiasts continue to demand small mid-engined sports cars, they will eventually be built, but I doubt whether their handling will be all that exceptional; I know that their lack of space inside will soon fall.

If the mid-engined sports car is a disappointment, what then? Personally, I favour front-wheel drive, and rally results in snow and ice confirm my preference. However, there are some drivers who find rear drive more fun and for them the front-engined rear-wheel drive car must survive. It has, however, one problem which has never fully been solved. This is the transfer of heat from the propshaft tunnel in really hot weather. A low-built sports car must have a very deep central tunnel, which contains the gearbox.

On long, continental journeys a car which is quite acceptable in England can be purgatory. Because of its large area, the propshaft tunnel need only rise in temperature by a very few degrees to make the occupants perspire. This is a sensation which I cannot stand, but one's average speed is apt to drop if one keeps stopping for a bath or a shower! Too many sports cars suffer from this problem, which does not generally afflict saloons in the same way because the seats are higher and the tunnel lower. The gearbox must be moved to the rear as in the Alfetta, to reduce the size and temperature of the central tunnel.

The ideal front-drive sports car has yet to be made. None of the designs with the engine above the gearbox—or the gears in the sump beneath the crankshaft—are suitable, because the bonnet line is too high. A low engine with a dry sump is just as desirable for this application as in a rear-wheel drive car. A sports car should be light for its size, but few of them are these days. Surely the simplicity of front-wheel drive should make weight saving possible, compared with the separate and spread out components of the front-engine, rear-wheel drive alternative. For really powerful cars, four-wheel drive must come, whichever location for the engine is chosen.

Nothing would please me more than to drive a car tomorrow which proved all my arguments against mid-engines to be wrong! Until that happens, however, I must repeat that mid-engined cars do not necessarily have the best handling and roadholding, quite apart from any other disadvantages.



The Lotus Europa (above) and Porsche's 914/6 (seen here on the Sherry Rally driven by Julio Gargallo) represent principal mid-engined cars in Britain and Germany respectively.





# SPECIAL STAGE

## Optrex/ Autosport Quiz results

Who would have believed that three people could have scored maximum points in the Optrex/Autosport Quiz which we published in our November 30 issue? Rally experts would agree that the quiz was generally easily on, but there were a few stinkers and it was a real surprise to find that three people scored maximum points plus bonus. They were:

- Mrs Elizabeth Lyall, of Hurley, near Atherstone, Warwickshire, who took first place and £60 worth of camera or hi-fi equipment from Dixons Photographic.
- David Underhill, of London, SW13, who was second and is rewarded with £25 worth of camera or hi-fi equipment from Dixons.
- Paul Thomas, of London, W2, who was third and receives £15 worth of camera or hi-fi equipment from Dixons.

The judges—Henry Seward, managing director of Optrex, AUTOSPORT/Optrex Navigator Trophy winner, Jim Porter and AUTOSPORT's John Davenport—selected the following tie deciders to improve British rallying.

"Simplify ambiguous regulations and increase organisational professionalism to give competitors motoring events, preferably "off road." Reduce event numbers by multi-club organisations. Provide controlled PR'd spectator routes."—Mrs Lyall.

"Emphasise Group 1 basis to encourage wide make participation with more forest stages, improved sponsorship and publicity to enable graduation to international level competition."—Mr Underhill.

"With the current problems generated by road rallies, clubs should take more active steps to find suitable new territory for running stage events."—Mr Thomas.

The presentations will take place in London shortly.

Just for the record, the answers to the questions, which all concerned identification of navigators, are as follows:

1. (left to right) Henry Liddon, Brian Coyle, Tony Nash, Paul Easter (a driver who changed on the 1964 Tour de France) and Mike Wood.
2. Moss Isley (with Dave Thompson).
3. Willy Cave.
4. Peter Valentine (with Jan Churchill).
5. Howard Scott (with Mike Hibbert).
6. Lars Nystrom (with Bjorn Waldegaard).
7. Pauline Gullick (with Andy Dawson on the 1971 Dukeries Rally).
8. Richard Harper (with John Bloxham, entered by Oliver Speight—no other spelling allowed!).
9. Nigel Raeburn (with Will Sparrow).
10. Eva Zasada.
11. Dave Kirkham.
12. Hans Schuller.
13. John Brown.
14. Andruet didn't have one as the Rode Cevenole regs don't require one.
15. Don Barrow.
16. Keith Wood (with George Hill).
17. Peter Bryant.
18. Barry Hughes.

## Lancia Team 1973 line-up

Marlboro officially confirmed this week their continued support of the Lancia rally team.

For the 1973 season Lancia will continue to use the Lancia Fulvia 1600 HF in World Championship events, but on occasions the Stratos will be rallied. This 240 bhp Ferrari Dino-engined coupe is considered to have enormous potential as a race and rally car.

The team drivers will be Sandro Munari/Mario Manucci, Amilcare Ballestrieri/Silvio Miaga and Simo Lampinen/Piero Sodano. The first event will be the Monte Carlo Rally, in which three official cars have been entered for Lampinen, Munari and Harry Kallstrom—the last named also a member of the Marlboro World Championship Team. Ballestrieri's car will be entered by the Jolly Club and start from Rome.

## Mini Miglia

Regs are now available for the 3rd group one Mini-Miglia rally. The event, which was won by Barry Williams in an Opel Manta last year, will take place on January 13/14 starting from the Car Park, Hollingworth Lake, Littleborough, Lancs, and finishing at the Falcon Hotel, Settle. Checks for eligibility will be made before the start on the rolling road at British Vita racing, Smithy Bridge. The organising team is the same as last year's successful event, with John Clegg in charge. The scrutineer will be none other than Harry Ratcliffe. Regulations can be obtained from Eric Newby, Lees Road Post Office, Oldham. 061-624 7431.

## Navigational events

Regulations for three events to be held on January 27/28 have come to hand, being the Cambridge University AC Examination '73, a semi plot and bash event on map 134, details of which come from J. S. Wheeler, Queens College, Cambridge, CB3 9ET; the Romney Marsh CC Marsh Mist Rally, a qualifier for the ASEMC series, to be held on maps 173 and 184, details from Mrs Thelma Rabson, Marsh Mist, St Mary's Road, New Romney, Kent; and finally a navigational East Grinstead MC EGMOC Rally on maps 182 and 183, details from Peter Richards, 54 Valebridge Drive, Burgess Hill, Sussex, RH15 0RW. The weekend after sees the joint ACSMC and LCAMC qualifier Mid Surrey AC Esso Uniflo 200 Rally semi-navigational event. Details from Dave Carwardine, Flat 19 Mellers Close, Beddington, Croydon, Surrey.

## Gillian Fortescue-Thomas — rally début with Mexico

Gillian Fortescue-Thomas will make her rallying début next weekend when she enters the Knowldeale CC Mini-Miglia Rally. Gillian, who is one of the country's quickest rallycross and track drivers, will be driving a Ford Mexico entered by Lloyds of Stafford. She will be partnered by RAC Rally-winning co-driver, Tony Mason, for whom the event will be his first navigational event since last year's Mintex-Seven Dales which he won with Roger Clark. The Mini-Miglia qualifies for the Ford Escort Championship of 1973.



## BTRDA rally committee

The rally committee of the BTRDA has appointed one member to be supervisor of each round in the championship. The observer will have the power to advise and change events. Each club will be given financial assistance and a book of procedure which has been drawn up by the rally committee. The observer will attend organisers' meetings and will check stages well before the event in an effort to improve the standards generally. Also, the BTRDA will provide money for stages on private roads and will also supply free all watches for events as well as appointing and paying for an RAC timekeeper. The timekeepers will be one grade higher than is required. Organising clubs will also receive material such as arrows, start boards, etc, which will be produced by Esso under the supervision of the committee. The new style committee comprises Ron Crellin, chairman; Mike Stephens, secretary; John Bloxham, Mike Broad, Peter Bryant, John Foden, Colin Francis, Tony Goulding, Alan Jolley, Richard Harper, Eric Jackson, Nigel Raeburn, Will Sparrow and Jim Porter.

## Cloverleaf

Taking place on the weekend of January 13/14th is West Essex Car Club's Cloverleaf Rally. The event starts from B. E. Cocks Limited, Newmarket Road, Cambridge (MR: 135/468593) where spectator points will also be available.

A full entry of 120, plus 20 reserves, has been received and the first car away leaves at 10.30 pm. The top entries are:

Reg Mullenger/John Mathews, Escort RS 1600; Allan Hemmings/Donald Close, Escort TC; Peter Jones/John McKerrill; Escort TC; John Harmer/Roger Powell, Morris Cooper S; George Davis/Dave Ottridge, Firenza 2000; John Newell/Mike Knott, Escort RS 1600; John Walters/John Hobcraft, Escort RS 1600; Christopher Drake/Dave West, Escort Mexico; Ted Cowell/Peter Rushforth, Escort TC; Vic Chappelle/Dave Hennessy, Escort RS 1600; Henry Hardiment/Ian Cooper, Austin Cooper S.

The 210-mile route takes competitors across maps 124, 125, 135 and 136 using metalled roads with only a few miles of white. The finish will be at The Necton Cafe (MR 125/878102) with the first car arriving at approximately 6.30 am.

## Robin Eyre-Maunsell to drive Imps again this year

Robin Eyre-Maunsell will again be campaigning Imps in British special stage events in 1973. He proposes to do as many of the RAC Championship events, starting with the Snowman, as finances will permit plus one or two events on his native Irish soil.

Two cars will be used, his old faithful Group 5 LWK 700F on nationals and a Group 2 Imp on Internationals. Both cars will use 998 cc power units, although hopefully there will be something bigger for LWF 700F later in the

year. Both cars will be Dunlop shod and Shell lubricated.

With the virtual retirement of regular shot gun, Norman Henderson, who will probably do only one or two events, Robin anticipates having several different co-drivers through the year, among them Austin Frazer, John Brown and John Morgan.

The cars will be entered under the banner of "Chrysler Dealer Team (Ulster)" and the programme will supplement that of the newly formed Chrysler Dealer Team.





Winners of the Escort Sport Championship (see opposite) Rowland Young and Dave Cowell try out their new Mexico on the Targa.



Paul Faulkner/Monty Peters, second on the Tour of Dean (report on page 14).

## A record year

1972 has been a record year for Ford cars and equipment in motor sport. Their rally successes comprise: first East African Safari; first Scottish Rally; first Welsh Rally; first Manx International Rally; first Hong Kong Rally; first RAC National Rally Championship and first Castrol/MN Rally Championship. Timo Makinen won both the Finland-Sweden Ice Race series and the Finnish ice race championship driving a Capri.

## Valentine

The final qualifying event in the 1973 Ford Escort Rally Championship has now been decided. It will be the Dunfermline Car Club's Valentine Rally on March 31. This will be a daylight stage event starting and finishing in Edinburgh. Regulations will be available from Mr H. McNeill, 35 Sunart Place, Grangemouth, FK3 0HP.

## Dodds and Pearson ANECCC winners

For the second year in succession a Murray and Charleton-sponsored Mini has won the rally championship of the Association of North Eastern and Cumberland Car Clubs. After fifteen rounds in this year's championship, Len Dodds and Alan Pearson were declared winners with the M&C Mini 1275 GT. Both will be using the same car again this year and will contest the championship as before, with additional sponsorship from Alan J. Thompson & Co Ltd, a Newcastle based firm of insurance brokers. Final positions of the ANECCC Rally Championship are listed below.

### Drivers:

1, Len Dodds, Newcastle (1293 Clubman), 553 (10); 2, John Heward, Newcastle (Wylam Avenger), 486 (10); 3, Steve Rowe, Runswick Bay (Escort TC),

472 (10); 4, Ron Turnbull, Teesside (Cartune VW), 441 (10); 5, Mike Taylor, Thirsk (1293 S), 373 (8); 6, John Hodgson, Tow Law (Mini), 296 (7); 7, Dave Hunter, Teesside (Capri 3000), 291 (7); 8, Andrew Thompson, Teesside (Cortina GT), 286 (7); 9, Fred Ayres, Teesside (Mexico), 290 (8); 10, Alan Conley, Wylam (Avenger and Clan), 275 (5).

### Navigators:

1, Alan Pearson, Hartlepool, 560 (10); 2, Adrian Dixon, Teesside, 506 (10); 3, John Parker, Stokesley, 472 (10); 4, Paul Swift, Darlington, 448 (10); 5, Ed Graham, Hexham, 376 (7); 6, Chris Thompson, Teesside, 358 (8); 7, Dennis Trowbridge, Teesside, 342 (9); 8, Mary Fullarton, Northallerton, 295 (8); 9, Sid Rudd, Teesside, 291 (7); 10, Tony Longstaffe, Teesside, 280 (8).

## Ford Escort Championship presentations



Peter Ashcroft (left), Ford of Britain Competitions Manager, presents Will Sparrow, winner of the 1972 Escort Rally Championship, with his prize money. Martyn Watkins (centre), the co-ordinator of the championship, looks on. Sparrow also wins a works drive in an Escort RS1600.

On the opening day of the International Racing Car Show at Olympia Halls in London the top point-scorers in the 1972 Escort Rally Championship were on hand to receive their unusual prizes. Not only competitors were rewarded though, for Bruce Hodgson, on behalf of E. Hodgson and Son Ltd, Retford, Notts, received a large silver cup, presented by Ford Advanced Vehicle Operations to the dealer who entered the best placed Escort Mexico.

Winning driver in the Hodgson Mexico was 26-year-old Will Sparrow. Part of Sparrow's prize is a works Ford Escort RS1600 to drive in the Portuguese TAP Rally later this year. Sparrow also received £80 for his seven point win over Tony Pond, from Uxbridge. Pond's second place in the series earned him a Ford works drive on the Scottish Rally and £60.

Victory in the Escort Sport section of the championship went to Roland Young from Conway in North Wales. Young's reward

is the loan of a Ford Escort Mexico for the 1973 Daily Express Escort Rally Championship and £80.

### Ford Escort Rally Championship 1972

#### Final placings and awards

Escort Mexico category: 1, Will Sparrow (87 points), Works Drive (details to be announced) and £80; 2, Tony Pond (80), Works Drive for 1973 Scottish Rally and £60; 3, George Hill (73), Works Drive for 1973 Welsh Rally and £40; 4, Nigel Rockey (72), £20; 5, Peter Hughes (69), £10; 6, Russell Brookes (63); 7, Malcolm Wise (51); 8, Bob Bean (36); 9, Peter Hall (35); 10, Brian Newman (24).

Escort Sport category: 1, Roland Young (92 points), Loan of Group 1 Escort Mexico for 1973 and £80; 2, John Barter (90), £60; 3, Keith Watkinson (84), £40; 4, Bryan Thomas (82), £20; 5, Wyn Jones (80), £10; 6, Mike Bennett (51); 7, Peter Watson and John Kendrick-Jones (24); 9, Graham Arden (21); 10, Peter C. Jones (19).

Lloyds of Stafford's new driver, John Edwards-Parton, came second on the Targa Rusticana last weekend (report on page 17).





# Hibbert and Liddon all the way

Lindisfarne winners Mike Hibbert/Henry Liddon won last Sunday's Howells/Shell Tour of Dean day stage forest rally, in an Escort RS1600 entered by Clarke & Simpson, the London RallySport dealers and sponsored by the Centre Hotel group. This was the same car seen throughout last season, and incurred its very first dent in its hectic career, a slightly flattened rear flared wing. It has now competed 10 times, all on national or international events and has come home with two firsts, five seconds and three retirements, one of which was when it was lying third on the RAC. Mike beat his nearest rival Paul Faulkner by a 110 s margin over 14 stages, all of which counted, in a new 1860 cc David Wood powered car using a Jack Knight gearbox, which was said to deliver 210 bhp. After a wrong time was corrected, Reg Mullenger was eventually placed just under 1 m behind Faulkner, in his Roy Gladwin RS1600, while next up was Tony Pond in the Norman Reeves Mexico used in the championship events, an even more impressive run than Hibbert's last year, in another pushrod Escort. Goodyear German Ultragrip tyres shod the top four out of 120 drivers to finish. The weather held for the event, and the adequate provision for spectators made for a most enjoyable day.

Gradually the Tour of Dean gets better and better. The stage mileage is just too short within the present perimeters of the nature of the event for the RAC to take interest with a view to official acceptance within the national series, but this concerns only a few. To many it is an almost unique challenge, a break from farmtracks and the airfields of the usual day-stage events, and a greater driver's challenge than some other forest events. The entry field fills up very quickly, for the nature of using stages more than once during the day limits the number of drivers acceptable to 120. This year the once customary run to a distant stage designed to allow stage organisers within the Speech House complex to prepare themselves for a re-run was abandoned, and the event stayed within the usual popular area in the Forest of Dean, west of Gloucester. The entries received last year from Scotland did not materialise but instead came quite a gaggle of Irishmen.

Unfortunately Billy Coleman did not appear, as his Renault Alpine gearbox has not been rebuilt after the RAC and his new RS1600 engine has not been installed in his famous old Escort, and instead the Galway organiser Eamonn Cotter appeared in a BMW that looked almost too nice to aim between the trees at the speeds of the Tour of Dean. The traditional pair Colin Green and Tony Parish once again had the capable conduct of the event to themselves, aided by countless helpers and also the Nottingham group of the CSMA who produced the results in their usual efficient way, with such enthusiasm that prizes were distributed by 9.30 pm.

Probably one of the highlights of the Tour was to have been the appearance of Kleber Scholar Chris Sclater, who had to withdraw the night before the rally when his diff on RWC 457K started to fail during a brief pre-rally test in London, and the pressure of the forthcoming Monte forbade attempts to replace this. He was off to

practise the morning afterwards. Last year's winner was out without even an attempt to regain his title. As mentioned earlier the rally turned out to be a show run by Hibbert and Faulkner, with the Portsmouth builder eventually gaining another second place for the second year running. Then came Ron Clift, anxiously awaiting the arrival of navigator Peter Valentine from the Targa Rusticana where he had been navigating Kevin Videan in a G1 Mexico. The entry for the second works Clan did not materialise as the car is not yet finished, though Dawson was present. There was the road/rally version for Welsh dentist Mike Morgan and despite Firestones trying to bore their way through the rear wings, the car went perfectly and a class win was the result. This car was of course a standard 875 version.

Back with RS1600 power was Tony Fowkes, the second driver home on the RAC, with his Cables & Components Escort, while Jeff Churchill appeared with LVX 943J, the 1hd ex-Vic Pearson Safari works Escort which he reckons must have a pretty uncertain history. The engine and gearbox had come out of Chris Sclater's old orange car, though the latter was gradually giving up the ghost during the event. Roger Smith was in charge of the Blazespeed Cleveland Mini of Pat Ryan. Behind came quite a flood of changed entries, including the missing Escorts of Nigel Rockey (out arguing with marshals on the Targa instead) and Martin Clark.

For the first time in four years the start took place in the club's home town at the far end of the M4, so cars had to drive up to the special stages. The first stage was a long one in Reddings and Hibbert won this comfortably from Paul Appleby who put up a series of excellent performances in his Chris Steele BDA 1650cc, before retiring during the afternoon when the engine appeared to seize after using a lot of oil. He has been plagued by serious engine troubles for the past six months. Tony Fowkes in his Escort retired at the end of the first stage with a blown head gasket and John Price (Brecon MC Alpine Renault) did not reach this far, apparently due to transmission failure. Local driver Bob Bennett (BMW 2002Ti) put up good times in the early stages before retiring with a clutch which would not free at stage five.

Tales of adventure soon filtered through to the lunchtime halt at Symonds Yat Service Station, with Faulkner gradually learning to master an entirely new style of Escort motoring to which he had not been accustomed. Mullenger had a tale of a 5 m error on the very first stage which was leaving him undecided as to whether it was worth proceeding with a purpose, though late in the evening he eventually had the penalty made more appropriate. The HotRod hero George Polley had his secret formula for an invincible 1300 device: his Isenhurst Country Club Escort had a 1300GT engine with crossflow head, Bullit gearbox, Willment suspension and 5.9 diff, though he nearly did not start when the head gasket failed the night before and had to be changed in a very cold hotel car park. The Irish contingent were full of tales, the most unfortunate being Demi Fitzgerald's beautiful BRM-powered Escort having badly bent its back axle. Greg O'Gorman lost about 5 m when a fuel line sheared, while brother John admitted a spin (as did Mike Hayes) and an engine running hot. David Ewles, the promising young Surrey driver who eventually was to finish eighth had to change a bent halfshaft.

Speech House saw drama when Ron Clift overturned after drifting into a ditch, with surprisingly little damage, considering the speed of the stretch where it happened, though this was not all the dramas here, for Peter Smith's Alpine went off and ripped the front of the car off, and Jill Robinson in the old rebuilt Tony Maslen car put the crank on to the sump, continued on her way gingerly only to have the oil pressure fail as the oil pump was cracked. Randolph Whittall-Williams was another to need a halfshaft change, while Peter Kincaid's Datsun was having its rear wishbone changed after being slightly damaged following a

Paul Appleby/Keith O'Dell were lying second when their engine seized.







Tony Pond/Frances Cobb brought their Mexico to an excellent fourth place.

Jeff Churchill in his new ex-works RS1600 seen here on Serridge.



couple of punctures on that wheel. Bob Chapman the disabled wizard from the West Country, had a maximum on the first stage when the condenser failed and needed changing, and also he lost time by driving halfway through a nine-mile stage on a flat—yet still he only just failed to make the top 10 places! Jon Vicker, a local hero who has more than once scored class successes with his Imp Sport appeared in his Escort Sport (bought specifically to do this year's Sport championship, only to be told there will not be one) had two bent struts changed. Ice cream king Leo Bertorelli was out with a badly bent Alfa Romeo GTAm after rolling. Brian Englefield also went off in his enormous ex-works Triumph 2.5 PI for 10 m on stage 2 but got going, while Richard Acres' Connaught Court Hotels Escort suffered misfiring that stopped full power being available. Keith Holbrow arrived cautiously wondering if the loss of his drain plug earlier would have damaged his engine, the plug was found

neatly resting on his Mini's sumpguard! One of the best performances was being put up by Colin Symonds in a Cooper S which was leading its class, despite this being the driver's only third forest rally (the others being the '67 Gremlin and a Tour of Dean), which suffered a broken gearbox mounting early on. Tom Seal went out when his spare Mini's driveshaft failed on stage 4 and this was changed, and eventually the oil pressure went three stages later. He was in good company as Pat Ryan's Mini had its drive-shaft circlip fail and had the shaft turn in its splines. Tom's other Mini is still being repaired after the engine was damaged at the Tour of Eppynt by Russell Brookes. Brian Dennis was continuing well, learning to drive with an lsd for the first time in many years of Mini motoring. Terry Douce was at the wheel of a Cooper S lent by Ken Dart, and he went off on Stage 1, breaking his oil cooler and filter, but these were rebuilt and he continued. Frank Pierson looked a little

sheepish driving around at number 59 with Alan Jolley, but he took this number to save the rush over from the Targa and the car was one borrowed from Ted Clark of Willaston, anyway.

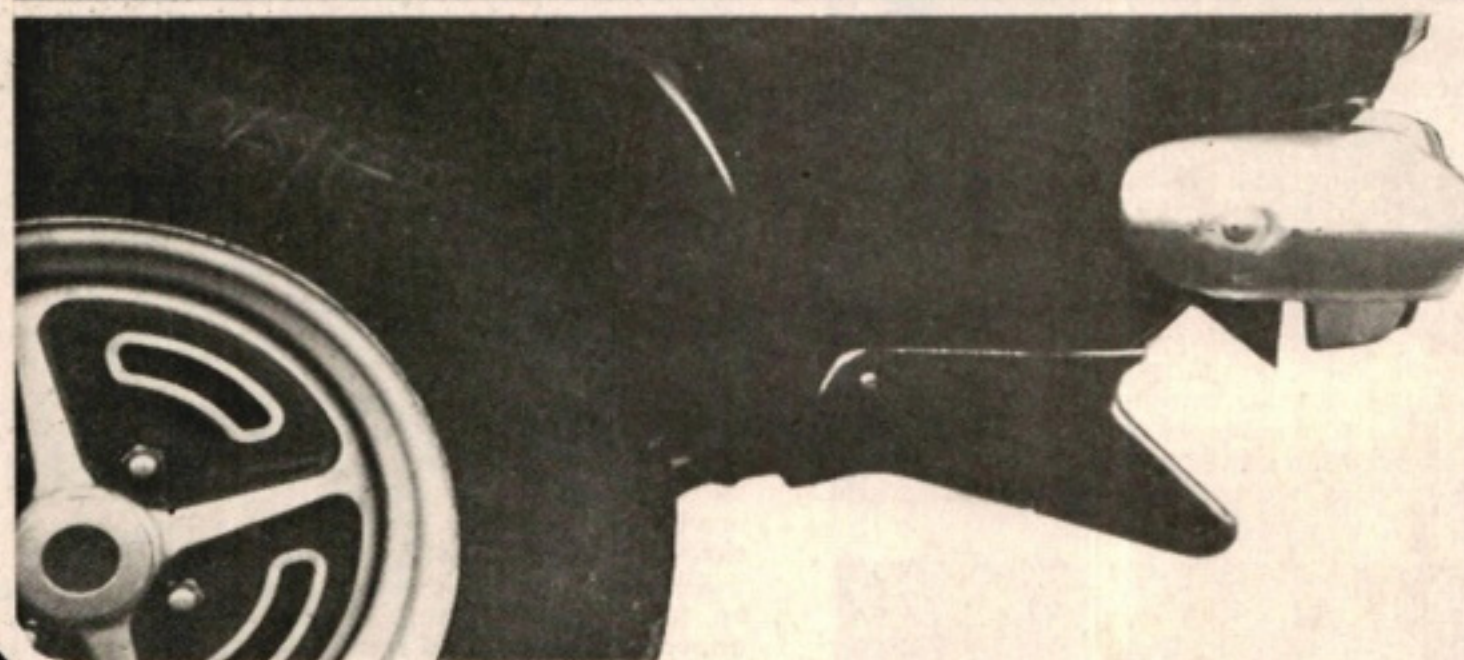
The second half was shorter in terms of numbers of stage, though the action was still there. Roger Platt, driving his 3-litre Capri in place of the old ex-Ullenhall and Brooklyn Garages Escort Mexico he used the night before, had a petrol pipe and exhaust fail and he retired. Keith Billows in the jinxed ex-Ian Harwood Escort had the right-hand turret pinch its way through the wing on the final stage. Jeff Churchill continued but sometimes could not even change down gears, so bent were his ZF selectors, while the engine was so woolly that it often went on to only two cylinders at higher revs. Charles Everson was driving Robin Langford's Mexico when the rear shock absorber failed on the penultimate stage, while the Shell-entered Escort of Bill Mather was to his amazement baulked by the same spectator's Minivan each time he drove through Speech House. Tom Burke had to finish with his 2000E gearbox stuck in top and Greg O'Gorman after some very good stage times had fuel starvation on two stages. Geoff Glover's hot little Datsun Cherry went woolly with a suspected broken tappet screw, though he still came third in class. Vaughan Bond had his halfshaft and wheel leave him behind at Stage 11, while the gentleman conveyance of Chris Field had a rear axle locating arm break at Speech House and the big Rover was steering both front and back.

It had been a great day for everyone, not the least the Irish! David Sutton was in delights and keen to show his gratitude to John Griffiths at Boreham for the loan of the Escort engine to replace that broken on the RAC. Without the glamour of the Hibberts, Faulkners and Mullengers, the Dean would not attract half its lay clients, but whether the top names are there or not, the Dean attracts the clubmen with such force that they will always be happy to enter and pit their skills against the unforgiving forests. The verdict: better than ever before.

## MARTIN HOLMES

1. Mike Hibbert/Henry Liddon (1.8 Ford Escort RS1600), 861;
  2. Paul Faulkner/Monty Peters (1.9 Ford Escort RS1600), 971;
  3. Reg Mullenger/Gerry Turner (1.8 Ford Escort RS1600), 1028;
  4. Tony Pond/Miss Frances Cobb (1.6 Ford Escort Mexico), 1311;
  5. Eamonn Cotter/P. J. Dolan (2.0 BMW 2002Ti), 1123;
  6. Jeff Churchill/Roger Jones (1.8 Ford Escort RS1600), 1199;
  7. Terry Browne/Terry Thorpe (1.7 Ford Escort RS1600), 1204;
  8. David Ewles/Jeremy Denny (1.8 Ford Escort RS1600), 1223;
  9. Peter Kincaid/Richard Jarman (2.3 Datsun 240Z), 1224;
  10. Mike Hayes/Tony Francis (1.6 Ford Escort TC), 1283;
  11. Bob Chapman/Rich Winter (1.7 Ford Escort RS1600), 1293;
  12. Bill Mather/Neil Carter (1.6 Ford Escort RS1600), 1317.
- Stage Results
- 51 Reddings 8 miles, 8 m: 1. Hibbert, 171; 2. Paul Appleby/Keith O'Dell (1.6 Ford Escort RS1600), 175;
  3. Pond, 185; 4. Bob Bennett/V. Brookes (2.0 BMW 2002Ti), 187;
  5. Churchill, 188; 6. Faulkner, 194.
  - 52 Sallowvallets 2 miles, 2 m: 1. Hibbert, 53; 2. Faulkner, 56; 3. Appleby and Mullenger, 58; 5. Bennett, 60; 6. Greg O'Gorman/Michael Daly (0.7 Ford Escort TC), 61.
  - 53 Serridge 4.4 miles, 4 m 30 s: 1. Hibbert, 21; 2. Faulkner, 28; 3. Bennett, 32; 4. Mullenger, 34; 5. Ron Clift/Peter Valentine (1.8 Ford Escort TC), O'Gorman and Cotter, 35.
  - 54 Russells 3 miles, 3 m: 1. Appleby, 91; 2. Faulkner, 94; 3. Hibbert, 95; 4. Hayes, 96; 5. Churchill and Mullenger, 98.
  - 55 Speech House 2.9 miles, 3 m: 1. Appleby, 35; 2. Mullenger and Hibbert, 37; 4. Clift, G. O'Gorman and Kincaid, 43.
  - 56 Kensley 2 miles, 2 m: 1. Vaughan Bond/Edgar Harding (1.8 Ford Escort TC), 21; 2. Faulkner, 22; 3. Hibbert and Mullenger, 23; 5. Clift and Appleby, 24.
  - 57 Speech House 9.5 miles, 9 m 30 s: 1. Hibbert, 83; 2. Appleby, 100; 3. Churchill, 104; 4. Mullenger, 103; 5. G. O'Gorman, 129; 6. Cotter, 133.
  - 58 Blakenyhill 2.4 miles, 2 m 30 s: 1. Hibbert, 22; 2. Appleby, 23; 3. Mullenger, 24; 4. Faulkner and Churchill, 32; 6. John O'Gorman/John Hanley (1.7 Ford Escort TC), 34.
  - 59 Reddings 3.8 miles, 4 m: 1. Chris Field/David Bunker (3.5 Rover 3500S), 67; 2. Hibbert, 72; 3. Chapman, 78; 4. Appleby, 80; 5. Mullenger, 81; 6. Andrew Butt/David Thomas (1.6 Ford Escort TC), 92.
  - 510 Mallscot 4.5 miles, 4 m 30 s: 1. Chapman, 50; 2. Hibbert, 58; 3. Mullenger, 61; 4. Pond, 66; 5. Cotter, 70; 6. Kincaid, 72.
  - 511 Serridge 6 miles, 6 m: 1. Hibbert, 63; 2. Faulkner, 69; 3. Mullenger, 70; 4. Chapman, 81; 5. Cotter, 82; 6. Kincaid, 88.
  - 512 Kensley 2 miles, 2 m: 1. Hibbert, 30; 2. Faulkner, 32; 3. Chapman, Kincaid and Mullenger, 35; 6. Cotter, 38.
  - 513 Speech House 10 miles, 10 m: 1. Hibbert, 95; 2. Faulkner, 108; 3. Mullenger, 113; 4. Chapman, 122; 5. Cotter 141; 6. Pond, 142.
  - 514 Russells 3.5 miles, 3 m 30 s: 1. Faulkner, 37; 2. Hibbert and Pond, 38; 4. Chapman, 43; 5. Mullenger, 44; 6. Kincaid, 45.
- Class winners: Mike Morgan/Lee Vincent (Clan Crusader), 2019; Mark Perry/Adrian L'Estrange (Imp), 1311; Colin Symonds/David Winter (Mini Cooper S), 1410; Pond; Faulkner.
- Ladies: Mrs Joan Pink/Miss Sylvia Kearsley (Saab V4).





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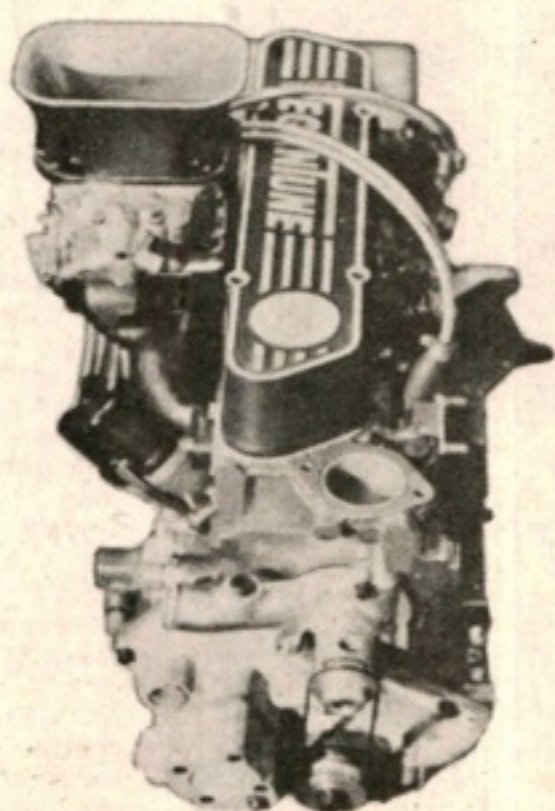
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# Mexicos dominate

## 1-2-4-5-8-9-10

They said it could never happen! A Mexico has won a Castrol/MN round! A full pukka Group 1 car! Russell Brookes and Derek Tucker were the men who killed the myth and Ullenhall & Brooklyn Garages the sponsors who provided the car that did it. And the Oxford University Motor Drivers Club were the enthusiastic club that overcame a host of last minute troubles to provide the opportunity. The closeness of competition that we have so often seen when Mexicos and C/MN machinery have met was again a feature of the rally, though the character of the Targa, which regulates with uncanny accuracy that only a smattering of crews escape fails, was again to the fore. And of the three cars to complete the whole route within the time allowance two were Mexicos, the other being the car of the new Lloyds of Stafford driver John Edwards-Parton and Don Davidson whilst Dealer Team Vauxhall's entry into C/MN sport resulted in a third place in the hands of George Hill and Keith Wood. Dunlops were used by all the top three cars.

What is so special about the Targa? First, the blame must rest at the feet of John Brown, the feet that surely must have trodden into more rally cars than any other

In deference to his win on the Shenstone and possibly Brown's weakness for Imps, a marque in which he navigated Colin Malkin to national success in 1968, Rodney Badham was seeded number one, in the Midland Rally Team entered 998. The DTV cars, a pretty standard Firenza for Hill and a Viva for Pierson followed, the first appearance of these drivers for this team, and the first major attempt at these rallies by these cars were seeded two and three. A mixture of crews followed, with rather more than the customary number of non-starters leaving gaps. The best seeded Mexico was that of Harold Morley, whilst Andy Dawson's anticipated Mexico was not ready in time. Brookes entered a new Mexico whilst his old Ullenhall & Brooklyn car was in the hands of Roger Platt. A famous old warrior was the Escort RS1600 of Eric Jackson, another venerable car was the ex-Sparrow G5 Mini which was once more in the care of Laurie Richards, this time Sky Petroleum sponsored, whilst only a few more cars down the list came Ted Cowell's Malcolm Angood prepared Escort TC. Bang up to the minute was car number 12, the Clan Crusader entered by Cars & Car Conversions Magazine and driven by Alan Conley, the car with new 10-gallon tank and

attention lest a cunning instruction was missed. And many were, even by the leading crews. It seemed the route was perhaps spoiled by the pressure on navigators. It was too good to need these added demands. Right from the first control just south of Lampeter things started to happen, first when Laurie Richards went off and bent the front of Bill Wood's Mini being unable to continue. By even the second passage check Kevin Videan, Jimmy Bullough, Bob Jeffs and Eric Jackson were in the fails, whilst only after about five competitive miles at the third passage check a total of seven of the top 12 crews were missing certain control cards, mainly through careless plotting, though in one case crews could not find the marshals even though they travelled the route correctly. The Targa story was unfolding! By the first petrol halt Nigel Rockey in the Hoopers of Bristol Mexico was leading with a six minute penalty, three minutes clear of Hill, Morley and Brookes. It was easy to be dispirited, Jeffs being seen no more after a couple of early fails, whereas Roger Platt with a couple of fails at this stage continued and finished ninth overall. Linda Jackson was also out, thus wiping out the luckless Sky team, going off after two other cars on waste oil, in her supercharged Escort 1500, whilst Edwards-Parton spun off into a drainage ditch and lost three minutes.

Soon after the re-start for the second quarter of the event, Nigel Rockey fell foul of the marshals at TC 9 and earned a wrong direction of approach, despite reversing away from the control before entering, and making a long detour. Entreaties failed, for the marshal had seen him coming, and Rockey lost his first real chance to win a C/MN event in a Mexico. Roland Young started suffering a failed alternator but continued bravely on, whilst Russell Brookes had his throttle cable adjustment slip.

The rally was meanwhile making its way on to map 127 where unknown horrors kept appearing along the route. The most amazing of these was quite a long track through woods just north of the Rheidol river. A long tarmac run around of Nant-y-Moch dam road provided some tarmac relief, but steadily the numbers of competitive crews were being reduced. Alan Conley was out of contention as he had been delayed by fog on the journey to the start, and only part of the route had been plotted before the start. This was no rally to plot on the move. Rodney Badham suffered an exhaust breakage and had to skip the last part of the route altogether whilst Morley (Lloyds of Stafford Mexico) had a puncture, went off, bent an axle and snapped a half shaft. David Oliver (Reeds of Torquay Mexico) had his engine seize solid, and for a heartstopping moment Russell Brookes went off the road in the later stages for a couple of minutes ("I was blazing angry after being held up by two other cars and lost my head!") but he was helped back and kept his lead.

It was a subdued gathering of cars that returned to Lampeter; the night had been long and tiring and quite a number of reputations had been injured. But DTV were buoyant in their optimism for the future: the Viva had only been driven by Frank shortly before the start, and took most of the event for its driver to be happy, and that was after swopping the Rallye Supers on the back for M & S-tyre Rs during the event. Colin Francis found the comfort almost overwhelming! For George the rally was pretty uneventful save for a puncture and a momentary engine boiling. It was Russell's second win running with Derek Tucker, and quite a family gathering since Russell's usual navigator was Brown himself! Sometimes this would have been more than a coincidence, but not this time. Anyone who enters and succeeds on a Targa Rusticana can vouch for this.

### MARTIN HOLMES

1. Russell Brookes/Derek Tucker (1.6 Ford Escort Mexico), 42 mins; 2. John Edwards-Parton/Don Davidson (1.6 Ford Escort Mexico), 53; 3. George Hill/Keith Wood (2.3 Vauxhall Firenza), 61; 4. Nigel Rockey/Paul White (1.6 Ford Escort Mexico), 1 fail 41 mins; 5. Kevin Videan/Peter Valentine (1.6 Ford Escort Mexico), 1, 69; 6. Ted Cowell/Julian Chitty (1.6 Ford Escort TC), 1, 70; 7. Frank Pierson/Colin Francis (2.3 Vauxhall Viva), 1, 71; 8. Bob Bean/Alan Greenwood (1.6 Ford Escort Mexico), 2, 63; 9. Roger Platt/Barry Hughes (1.6 Ford Escort Mexico), 2, 63; 10. Roland Young/David Cowell (1.6 Ford Escort Mexico), 2, 68.



Russell Brookes/Derek Tucker Ford Escort Mexico, first overall.

navigator, and until last month belonged to the only clubman still active who had won an RAC. John's organisational aptitude is a by-word, his ideas are ceaseless and many have become pacemakers in club if not world-wide rallying. His routes take rallymen places they had never been before, and often to places they never dreamed even existed. The result for the OUMDC is an event special for competitors, not so much an event which is special to win, more just an event special just to have entered. It was a disappointment for the club not to be included in the 1972 C/MN series, particularly after a really tough (too tough?) event the year before, but none the less the club instead made plans to hold their next round this January and come within the 1973 series. Rally reports of 10 years ago spoke of incredible keenness of the members of the organising club, when Austin Sevens were used to transport marshals to the most isolated places of the routes, and though the Austins have gone the spirit is thus there, only slightly dampened this year by an epidemic of flu.

stainless steel silencer. Kevin Videan found himself short of cars and borrowed a Mexico from his partner, who happened to be Rally Secretary Peter Rushforth, the car having been worn out recceing all the amazing new roads to be used by the rally. Roland Young appeared supported by Allitts Motors in the Ford loaned Mexico, his prize for winning the Escort Sport series last year, whilst Bill Bengry appeared once again in John Griffiths' Simca Rally, using John's engine but with a moded head. Non starters included Tony Pond in the Norman Reeves Mexico, Roy Fidler in the Withers of Winsford Mexico, Dai Roderick's RS, Phil Cooper's and Eric Davies' Mini Clubman, the latter a car we thought had long ago been sold.

It took all of the given hour to plot the route, and what was more the non-goers (necessary to plot accurately so as to interpret correctly the intended route) were not available earlier unless the cars had been first scrutineered. The Lampeter car park was full of hardworking navigators before the start, for each reference demanded very careful



# TUNE in

INTERNATIONAL

# Racing Car

# SHOW 1973



## New boxes, bits and cars at Olympia

BY BOB CONSTANDUROS

While the undoubted stars of a Racing Car Show are the racing cars themselves, there is always a lot more going on, and this is sometimes sacrificed in favour of some form of distraction. As a form of distraction robbed me of quite a lot of details at a recent exhibition, here's one or two lines on what you may have missed at this year's Racing Car Show, or what you might like to avoid in the next two days if you haven't already been.

It won't have escaped the notice of most racegoers that the back end of many formula cars is adorned with a yellow H and a cog. Hewland have been foremost in the gearbox field for many years, and requests to build a box capable of handling more power have resulted in a replacement for the LG while they have also improved the F1/F5000 box.

To replace the DG300, they've come up with the TL200. It has stronger, smaller side plates, integral oil system but most important, it is built in two sections. Reverse, first and the pump are situated in the back of the box, connected by one bearing, while another bearing deals with second, third, fourth and

fifth, instead of all gears using the same bearing as in the DG300, which has resulted in the box being returned bent on at least one occasion! There is provision to drive another unit from the rear of the box, instead of the old charge plate, and a simplified system of attaching the brake calipers to the box, while the intermediate plate between box and DFV is also made redundant. Cogs are now helical instead of straight cut, while the clutch teeth are involute.

Hewland's other box is the LR200 to replace the LG, which is used on CanAm, USAC and Indy cars. Once again there is a smaller stronger side plate, but while the LG offered a choice of two, four or five gears the new box offers four only. Once again, there is an integral oil feed system, helical cogs, while the calipers are bolted straight on to the box.

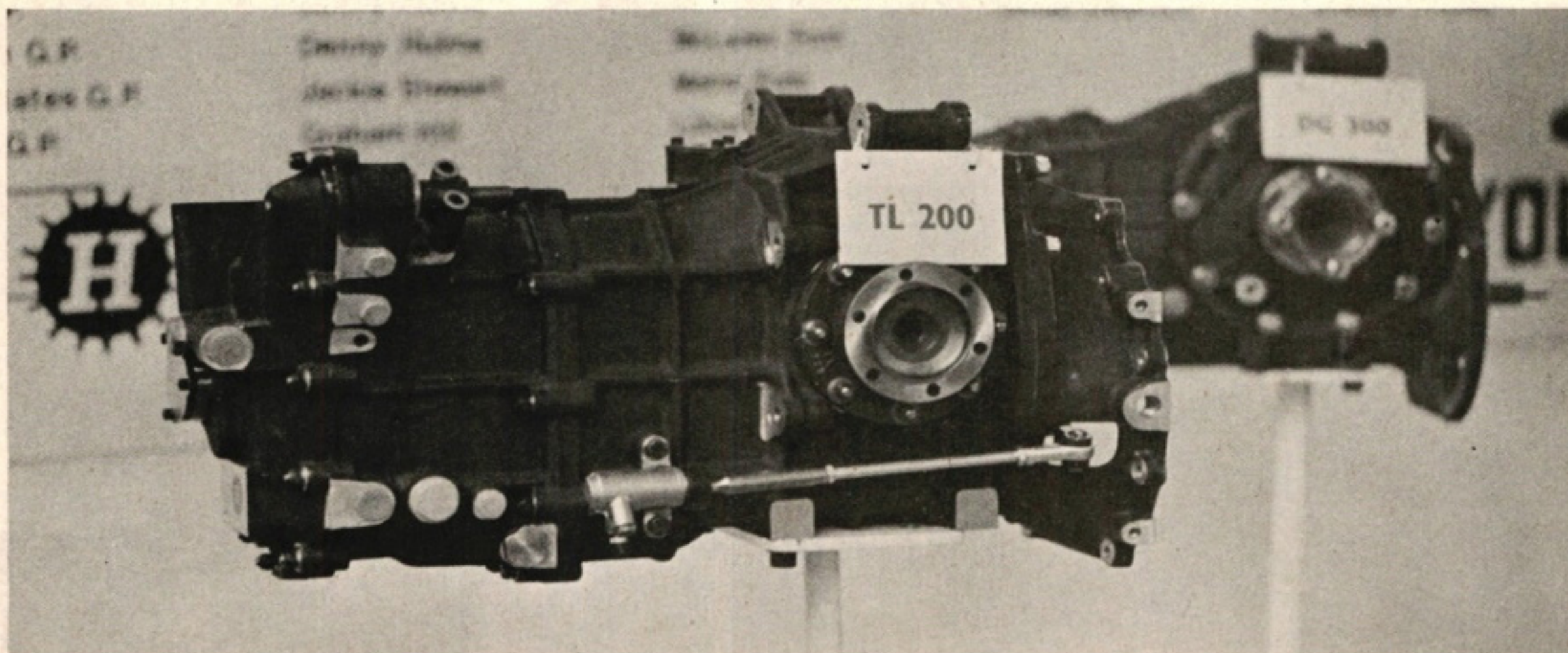
For something completely different, Neville Trickett offers a VW variant, known as the Saluki, from the Siva concern. The futuristic body is sold in kit form only, and bolts on to any post-war VW beetle chassis with torsion bar suspension. Features include retractable headlamps under see-through fibreglass, gull

wing doors and disposable bumpers which double as the forward trim. Windows and doors are fitted on the kit and the body is coloured in the mould, five colours being available. The show car hasn't endeared itself to many, being in a delicate shade of mauve with cream fibreglass interior. Siva also provide specially moulded and upholstered seats, which are certainly different, and an instrument panel and glove tray, which are mounted opposite one another supported by a fibreglass column beside the steering wheel. Siva reckon that with help, the average individual should be able to assemble the Saluki in a weekend.

The advanced design is offered for £395, and while VAT will add something to the basic price, Siva are hoping to absorb it with modifications. The Saluki succeeds the S160, accommodates almost any Porsche/VW engine and is 4 in longer than the S160. Siva's Aston Martin-engined car which attracted so much attention at the 1971 Motor Show is currently undergoing tests, to re-emerge later this year with a 7 litre unit.

On the clothing side, our near neighbours,

Hewland's new TL200 for F1/F5000 replaces the DG300 in the background.





Formula One, have come up with something to fill the gaps that sometimes appear between socks and underwear and gloves and sleeves. Their long sock is made in Nomex specially for them and costs £3.25 per pair. As opposed to being an ankle sock, it could be termed a calf sock, while the long gloves in triple layer Nomex reach well up the fore arm and cost £8.95, the shorter gloves costing £7.40. Amongst other items of interest is the Bob Evans visor with a piece of visor to show how well the material has stood up to shotgun pellets. The visor sells for £4. A considerably more expensive garment is the triple layer Nomex and Taslan suit which is made to measure and costs £80 in finished form.

Davrian, exhibiting with Bert Ray's RayRace enterprise were caught up with the clan of rallymen on the lookout for fibreglass Group 6 rally cars with which to beat the Dawson/Conleys of this world. The Clapham concern are offering a new mechanical variation on their GT body, which normally accomodates an Imp engine. Their new Demon may be fitted with almost any size of BLMC engine up to 1600 cc, but by retaining the Imp running gear, the Demon forgoes the pleasure of running Mini wheels, and retains the wheel size on the normal Imp. The new version was well received, for by half way through the second day, two Demons, an Imp and possibly a racing Imp had been sold. With the Davrian accepted for modsports this year, the company will enter a team of three cars to be driven by Bob Jarvis, Peter St. Barbe and Australian Bevan Cobb. Some indication of what might emerge was the presence of an Oselli tuned engine in the Demon, and a turbo charged engine in the Imp.

A company with a large number of goodies for all is GM Carbs, who are better known

by the family name of Mangoletsi. As well as the carburetter conversion business, which covers most popular makes of car available in Britain, there is a range of camshafts, modified cylinder heads and exhaust manifolds. One of their more interesting conversions is on the BMW 2002 which is featured on the stand. It consists of a Weber 28/36 DCD with specially designed silent paper element cast air cleaner which effectively keeps the noise produced by the tuned engine to acceptable levels. All makes of BMW are covered by the carburetter tuning kits, while the Datsun 240Z can be given some more go with three twin choke Weber 40 DCOEs.

Being beside a stair in Olympia, tucked away in a corner near a bar is not such a disadvantage as the men of Voodoo cars will tell, for their pretty black coupe, just under three feet high in its low profile boots, was a constant source of attention. Powered by a 998 cc Imp unit, the car has been around for some time but production is only now beginning to get off the ground. The chassis is a square tube space frame with double wish-bone front suspension, the rear suspension being by trailing links. There are fully adjustable coil spring/damper units all round, and the seats, floor and facia are integrated with the chassis. For this reason, the steering column and pedal assemblies are adjustable. The fuel tanks are in the sills, each holding six gallons and the whole car is clothed in glass fibre.

A racing version has already been tested, and a team may be in racing this year. However, this is partially in the hands of the company with whom Voodoo were sharing the stand, AB3 Racing. They have considerable ties with the States, and market a range of

products from their new brake hoses to wire wrap pliers. They like to call themselves "the people to see for the parts you've seen, used or wanted but have never known where to get." However, they are also an up and coming racing stable in the P and M vein. Next year they will be preparing at least three Formula Fords and two F3 GRDs. Drivers are mainly American, with Tony Rouff, who went well in his first race here at Mallory Park, driving both an FF Merlyn and one of the GRDs.

Making their debut on Gordon Spice's stand are the IGD safety visor and the FPT fireproof racing suit. The visors are made from thermoplastic polycarbonate of 2 mm thickness called Macralon, which has withstood shotgun fire from 10 metres distance. It is also highly fire resistant, the melting point being 375 degrees centigrade. Visors are available for the Bell Star and Trackstar 4000 helmets and cost £5.98. The FPT suit is distributed solely by Gordon Spice Ltd, and while it is making its debut at the show, most GP drivers are familiar with the material having been using it throughout 1972.

Most mortals would probably find the Datsun 240Z quite rorty enough without wanting to increase its performance any more. However, if you are a frustrated 240Z owner, and are fed up with BMW 3.0s squeezing by, then you'd probably be interested in the conversion offered by the Conversion and Tuning Centre. This consists of an inlet manifold with three 40 DCOEs, and a revised exhaust manifold. The 240Z normally has two Japanese 1½ in carbs so one can imagine the increase in performance resulting from the conversion. There is a similar conversion for the Cortina 2000 with twin 40 DCOEs, costing just over £80. The Conversion Tuning Centre

On the clothing scene, Gordon Spice Ltd have produced the FPT suit (right) and the new IGD helmet. Below, Chris Meek is measured (by Chris Steyne of Formula One) for a Nomex suit in the same material as Concorde seat covering.





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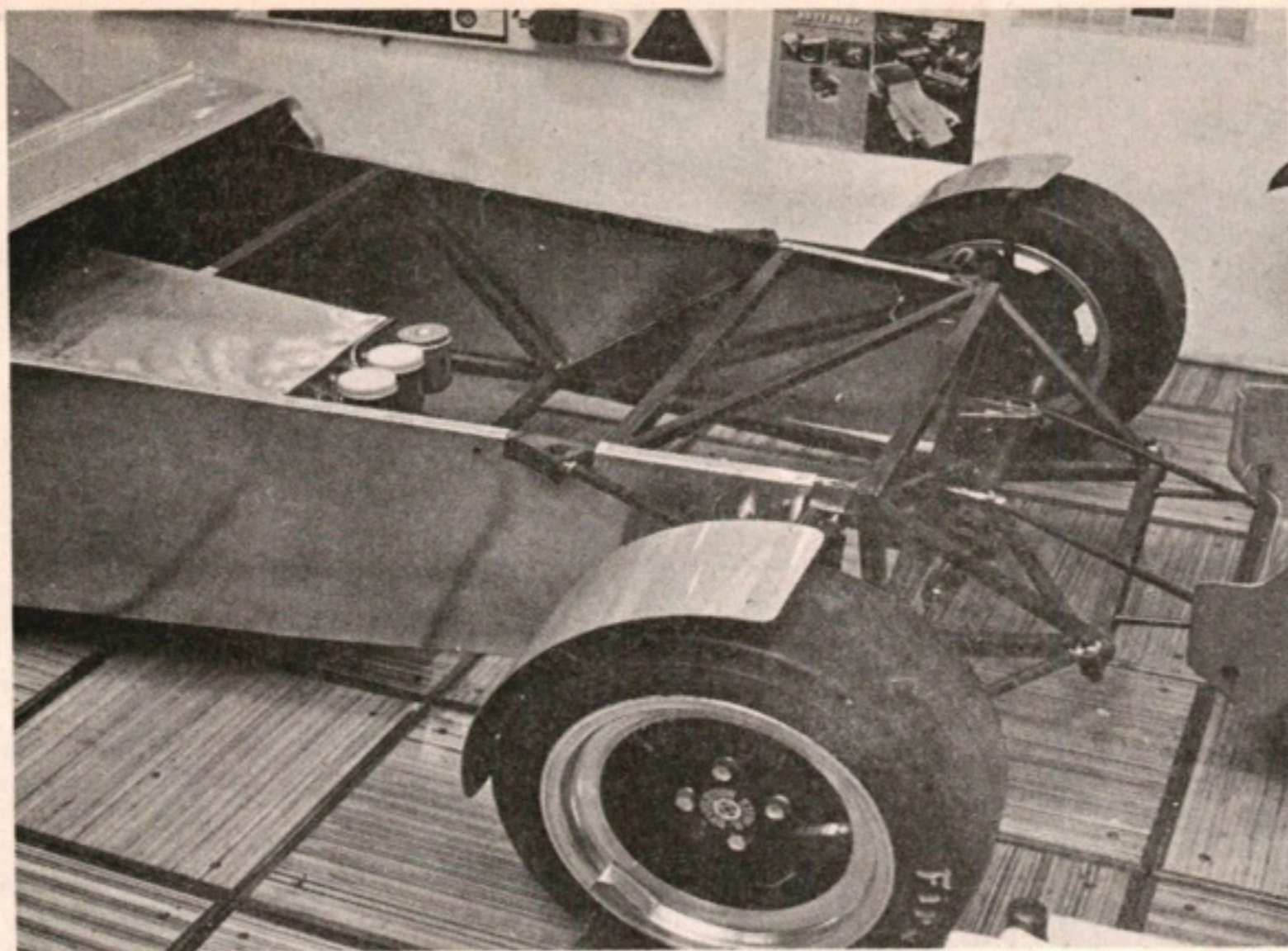
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Dutton's RBT is for Clubmen's/1200 racing, but hill climbers have other ideas. Below is the pretty Puma produced in Brazil and marketed by Chequered Flag.

will supply the goodies and fit them, or the work can be done by the owner.

On the clubman engine scene, Universal Racing Developments are telling people about their Panther range of engines, one of which powered Brian Jordan's Monoposto car this year, the car adding colour to Universal's stand. Universal offer the complete range of Ford engines on one for one exchange basis, and can tune BMC up to 1275 cc, Ford, Triumph, Vauxhall and Rootes engines up to Stage III. Their Clubman engine was on display, producing 157 bhp for £600. Universal are strong believers in crossflow heads, and also the use of flat top pistons, which they say allow much faster piston speeds and greater throttle pick up.

Still on the clubman scene, Dutton were exhibiting their latest B type chassis in Clubman/1200 form, although it appears that the hillclimb fraternity are interested in something more pokey; a V8 would you believe? The body is entirely in self extinguishing resin, with aluminium side panels, and the large nose and rear panels will be produced in smaller units, making it cheaper for replacements for those who may commit indiscretions. The racing Dutton is type numbered the RBT and is a more aerodynamic version of Dutton's B type road car, of which 170 have now been made. The B type will accept almost any four cylinder engine and works out as being lighter than the Lotus 7, with more engine options. For those who say that anything vaguely resembling a 7 must be cold, wet and draughty, there's a hardtop to keep out the elements, and the body work and windscreen are designed to keep the flow of water away from





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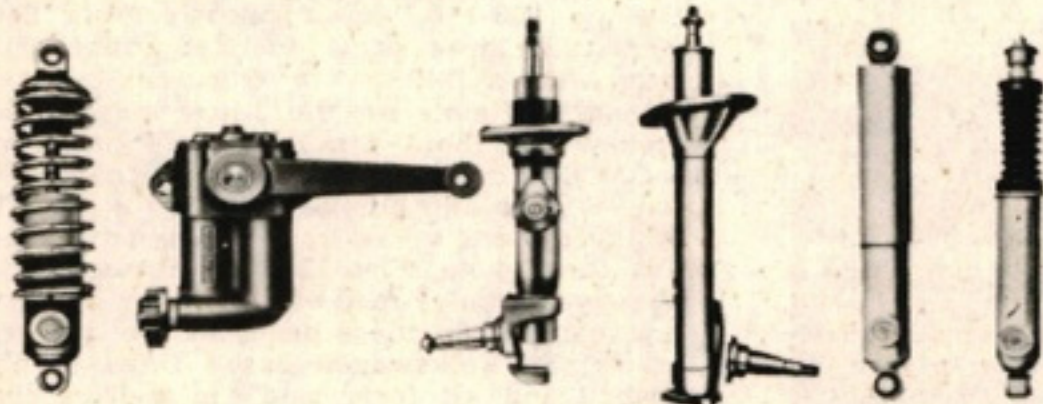
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Twin 40DCOE Weber carburettors on race inlet/exhaust manifold. Jetted to suit 1000 cc or 850 cc engines. Complete with throttle linkage and fuel lines. £100

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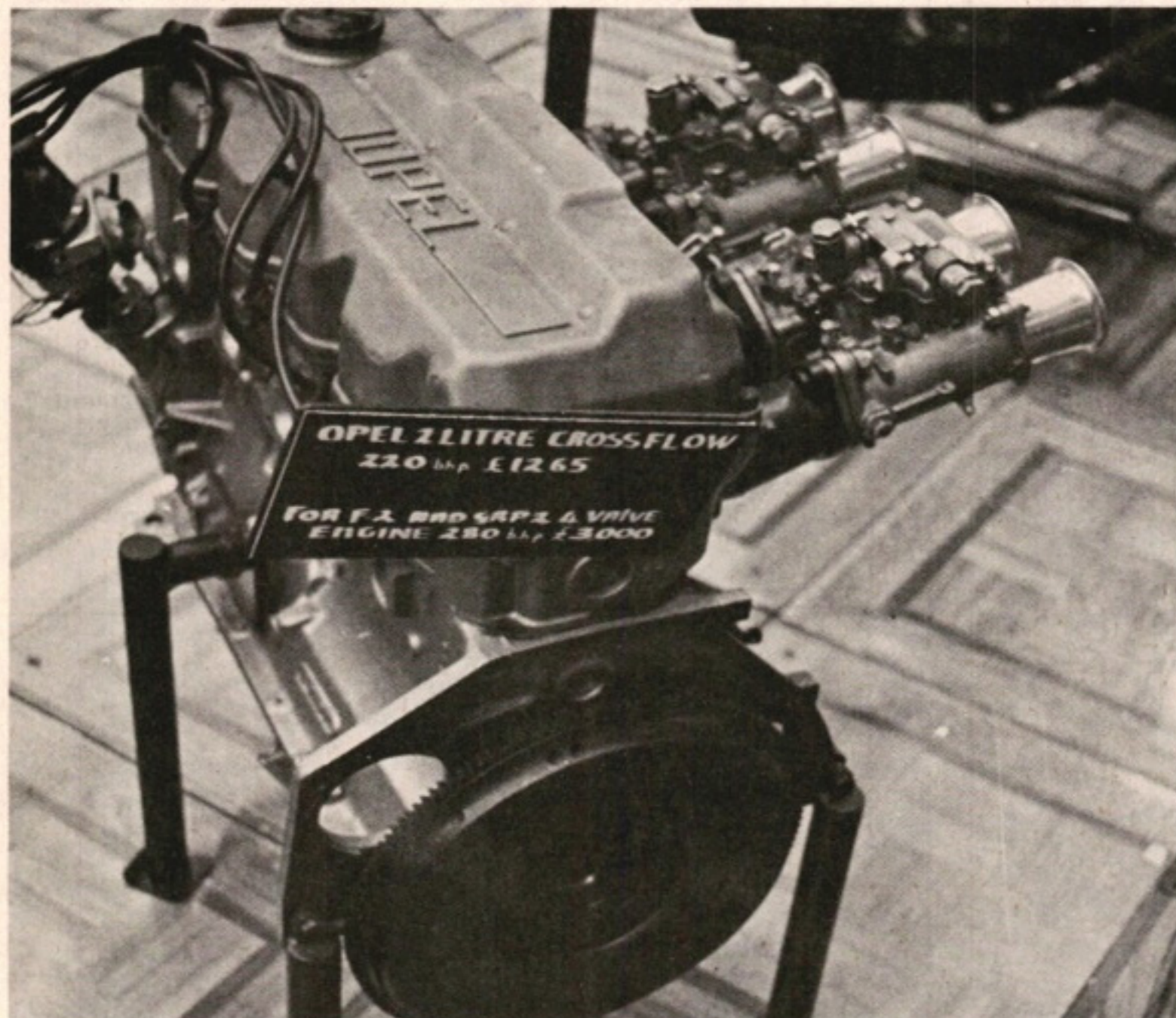


the cockpit. For greater thrills, it might be worth waiting for Dutton's prospected V6 engined version, which sounds very hairy.

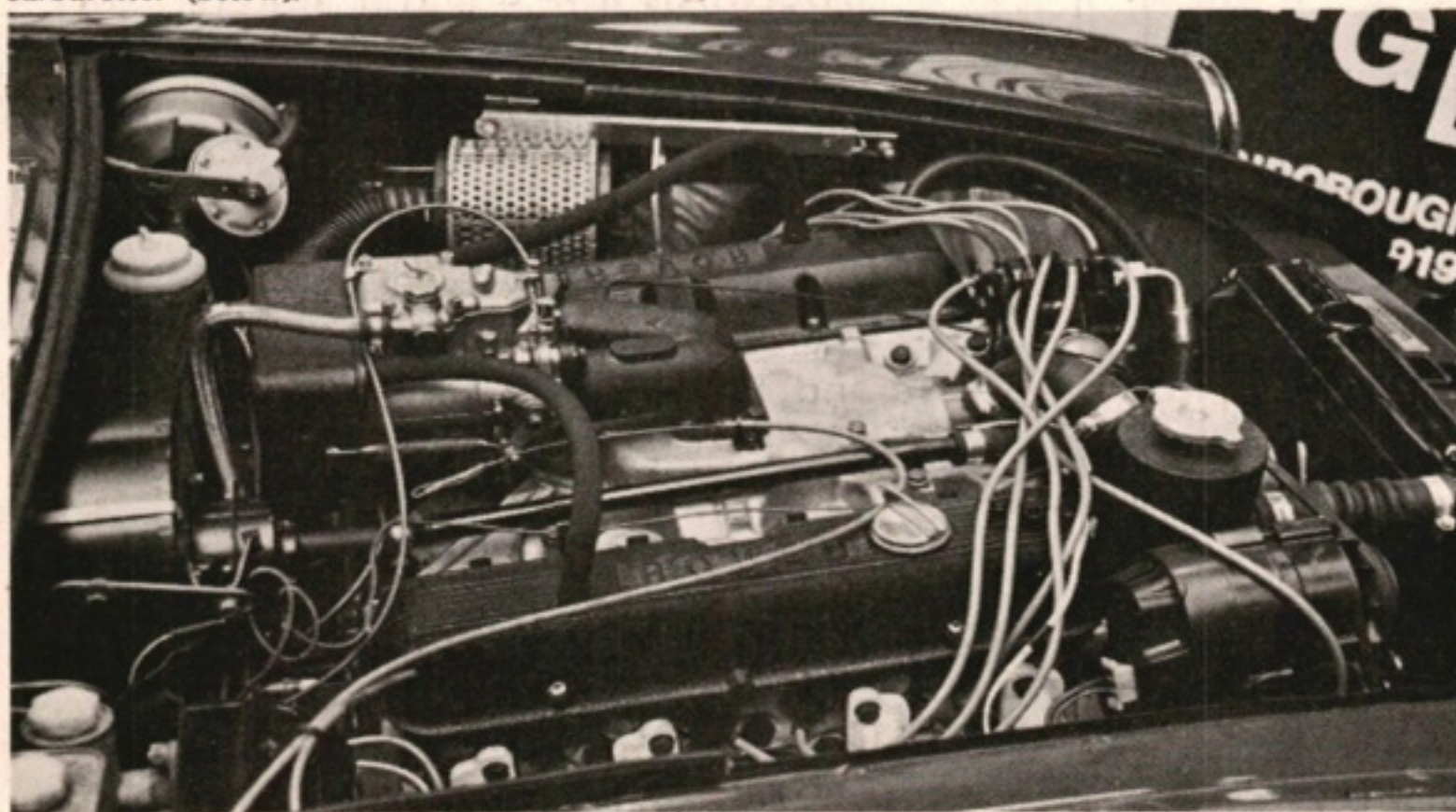
Chequered Flag have long been interested in sports cars, in fact that's how their business began, but their latest offering is surely one of the most pleasurable to deal with. The Puma comes from Brazil and is based on a shortened VW chassis. Before you get carried away with buggy thoughts, this comes in both GT and Spyder form costing just over £2000, the Spyder costing £100 more than the GT. The car is made entirely in Brazil, using a 90 hp VW motor, with different cam and Solex carburettors. Top speed in normal form is between 110 and 115 mph with 0-60 being reached in 9½ s. The car has been in production in Brazil for two years, so all the lessons that have to be learnt should have been. The frontal treatment is decidedly reminiscent of the Alpine, and bodywork is in a high standard of fibreglass. Rumour had it that Emerson Fittipaldi had had a lot to do with the designing, but I was reliably informed that

his expertise had gone as far as the steering wheel and no further.

Vegantune's name has been seen around for some time now in the back of F3 cars, but their new range has interest from Formula Ford drivers to top rallymen. Their Formula Ford engine develops close to 105 bhp and marks a return to the formula, for Vegantune produced an FF engine during the first year of FF, but not since. The show engine did not include a special air intake which has been developed with the aid of a mini-air tunnel to simulate the speed the engine will be travelling. The air intake remains on the secret list until customer engines appear in competition. The Formula 3 engine remains in production but the main change is the introduction of the BDA and twin cam offered in three different forms on an exchange basis. The three forms are standard, sprint special and rally special. The crossflow is also available in exchange as standard, Group One or as a rally special, each with six months' guarantee.



Opel's 2-litre for F2 use is on the Piper stand. Ken Costello's V8 MGBs now sport a Weber carburettor (below).



Great interest was taken in the smoker that Broadspeed had prepared for the show, and if you ever see a Capri going indecently quick, you could well hazard a guess that it was one of their turbocharged Bullits. It is based on a standard 3-litre, blueprinted and then exhaust turbocharged, giving 218 bhp at 5,500 rpm compared to the standard 3-litre, which gives 140 at 5300. Maximum revs are 6250 rpm. Maximum speed is at least 140 mph and 0-60 can be gained in 5-6 s. However, Broadspeed have come up with the idea of making it a dual purpose car, and the turbocharger can be turned off and the car used as a normal 3-litre which is just the thing if you don't like the wife doing the shopping in the equivalent of a 911S! Furthermore, not only do you turn off the turbocharger, but you can keep the key that turns it on if you really don't trust her. Of course, all this going takes some stopping, and the handling has been developed on the Group One car run this year by the company. Brakes are 10.5 in Lockheed ventilated front discs to Formula 1 specifications fitted with specially developed four piston brake calipers with servo assistance. Broadspeed have also gone into the wheel business for this beastie, producing a 6 in J in light alloy. They will do the conversion to existing Capris, but insist that all modifications must take place, not just the turbocharging. Approximate fitting time is 10 days from the delivery of a Capri and the price £3,250 in GXL form.

Racing Engine Services are another engine firm to be going into a new formula next year, for while they have been involved in engine work of Steve Thompson's F5000 Surtees this year, they can now offer a customer F5000 engine. The company are also going into F3 with a customer engine, which will be built in batches, probably of six. Last season saw the development work taking place in Brian McGuire's car.

BLMC's own V8 MG seems to be taking some time to get off the stocks, so meanwhile Ken Costello is selling his version complete with 3.5 Rover engine. The car now uses a Weber 40 DCOE instead of SU carburettors, which means that owners of these cars can now go incognito, because it does away with that tell-tale bonnet bulge that had to be made to accommodate the SUs. The alloy Rover engine is lighter than the standard B engine, which improves the handling. Special brake pads are used in conjunction with the servo, the car selling at £2,443.24.

With their re-entry into competition, Chrysler were showing the flag with a rally prepared Imp and the Hillman Tiger while showing some of the many performance items that can be bolted onto a standard car to bring it up to race and rally specification. Bernard Unett, a man who knows all about Chrysler's competition feats on the track was on hand to give advice and to point out the vast number of possibilities with a Chrysler car. With kit parts a car can be built up slowly to specification, although it is cheaper to do the whole business at once.

Any race goer who doesn't know the name of Piper must have been walking with his head in the air, for their cams and FF engines are well known on the track. Piper are showing a number of interesting engines, particularly a 2-litre Steinmetz Opel engine developing 220 bhp. Also on hand was a 3-litre developing 320 bhp. Their FF engine develops 106-110 bhp and costs from £400. Interesting ideas came in the turbocharged class, with a 1428 twin cam, turbocharged making it eligible for the 2-litre class with a claimed 265 bhp. Similarly, a Piper/Bevan tuned 925 cc Imp engine turbocharged to give 160 bhp and eligible for 1300 class. Also displayed were a vast range of exhaust manifolds for Toyota, Fiat 128 and Fords.

Lastly, if you've read of, but never seen, two cars featured on these pages in the last year, there's the Volkswagen based Nova in both finished and kit form, and the well received Bohanna from Bohanna Stables. The latter is powered by the 1750 Maxi engine, and has come straight off the road into the show. Many inquiries have been received, and it is hoped to get the car in production in slightly revised form soon.





Road test/John Bolster

Suddenly, the car buying public are getting sick of four-door two-seaters. It appears that few people wish to carry legless dwarfs on their back seats, and they are looking for cars which will actually accommodate people of normal stature. Among the most costly cars, the Jaguar, Daimler, and Rolls-Royce are now offered in long-wheelbase form. Passengers are beginning to go on strike against travelling with their knees against their chins, which means that cars of all sizes will soon have to have usable back seats.

For a long time, the British Leyland 1800 has offered enormous space but with a less than sporting character. Now, this dependable but unexciting car is also available with a six-cylinder engine, still transversely mounted and driving the front wheels. The designers could so easily have spoilt the 1800, but instead they have transformed it into a most desirable car with a very respectable performance. The increase in weight is negligible and the balance of the car is unaffected; though the capacity has only gone up from 1798 cc to 2227 cc, the power has been increased from 86 bhp to 110 bhp.

The secret is that the six-cylinder engine has an overhead camshaft and twin SU carburettors, being a much later design than the old pushrod four. In order to accommodate the longer power unit, the radiator has been moved to the front of the car where it has its own electrically-driven fan. Though the clutch is larger, the transmission is otherwise identical for the 1800 and the 2200, even including the gear ratios. The hydrolastic suspension is also the same for both models.

By mounting the engine transversely, a great deal of space has been saved. Indeed, the overall length is over a foot shorter than that of other cars with comparable interior space and power. The short bonnet is a great advantage under modern driving conditions and the car is exceptionally easy to park for a full 5-seater. What is extremely interesting is that the 2200 is considerably cheaper than some cars of similar size with 4-cylinder engines and live rear axles.

At the time of its introduction, I tried the car and found it to be a very useful and roomy family saloon, while subsequent experiences showed that a steady refining process was taking place. Then, I happened to drive a 2200 round the Silverstone Grand Prix Circuit when it was almost flooded. The cornering power under those appalling conditions can only be described as phenomenal and that is why I chose the car for this full road test.

My test car was a Morris with manual transmission and without the optional power-assisted steering. There is a wonderful sense of space, aided by the two extra rear windows which can be propped open on over-centre catches for air extraction. Even with the front seats pushed right back, there is plenty of knee room for the rear passengers. The driving position is good, except that the steering column is too upright and the instrument panel is rather far away for easy manipulation of the switches which it carries. The interior is plain but quite attractive, a much more

# Morris 2200: desirable and powerful



*The Morris 2200: a desirable car with a very respectable performance.*

luxurious standard of finishing being offered in the relatively expensive Wolseley version.

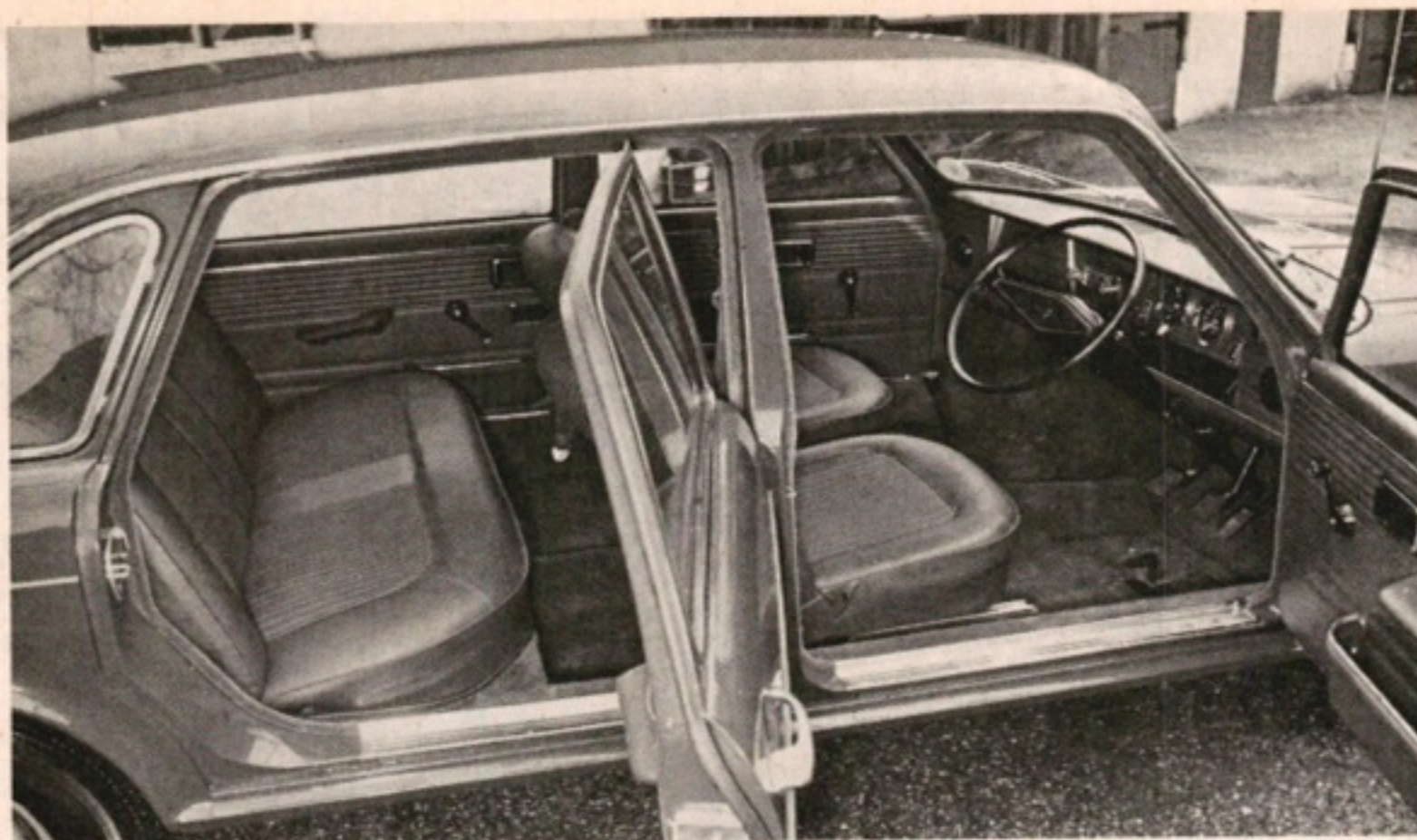
On the road, the 2200 gets on with its job with deceptive ease, but it is no sluggard. The timed maximum speed of 104 mph is most satisfactory and I covered considerable distances at a 100 mph cruising speed, at which rate the radio can be enjoyed—this is most unusual among medium-priced cars. The gearchange is perhaps at its best when used in leisurely fashion, but with a little more energy it can be really snatched through without noise or shock. As the data panel shows, the acceleration is distinctly lively for a substantial 5-seater with an engine of only 2200 cc.

The engine is an absolute delight and shows that a really good straight-six has no superior, unless you can afford 12-cylinders. Very quiet

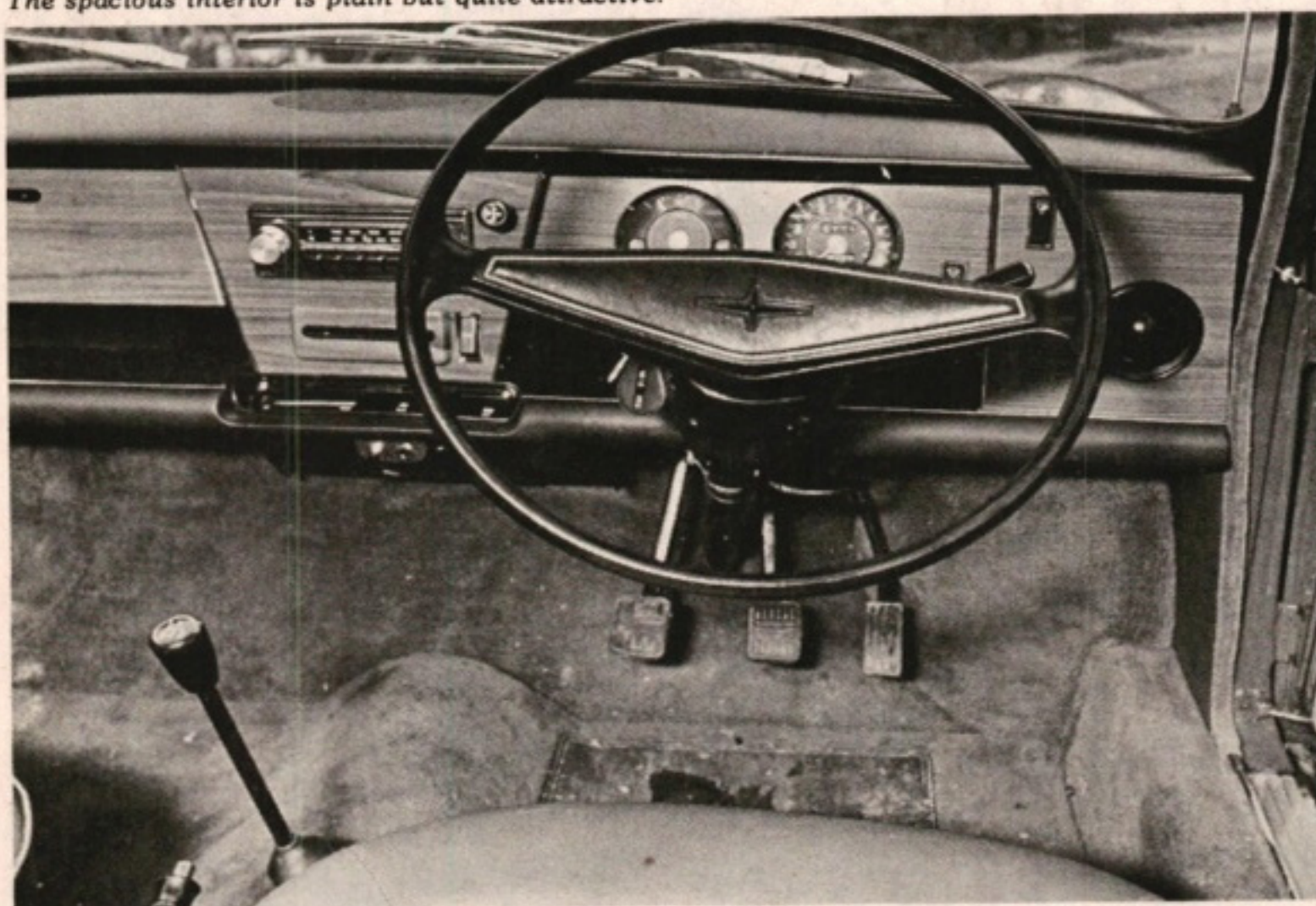
and smooth right through its range, it is also outstandingly flexible. There are four-cylinder engines of its size which give comparable power, but the difference in flexibility is immense. Few big fours will run smoothly below 25 mph in top gear, but the Morris picks up quickly from 10 mph without a tremor. When my speed was restricted by other traffic, I always started off in second gear and changed straight into top after a few yards. This lazy driving technique certainly saves petrol, incidentally.

This car retains the train of gears that is typical of the Issigonis front-drive designs, but the former whine and thrash has been almost eliminated. Indeed, one would not notice the sound of the transmission if the engine were less silent; there is a hum but it is by no means objectionable. There is some road noise on certain surfaces but it is



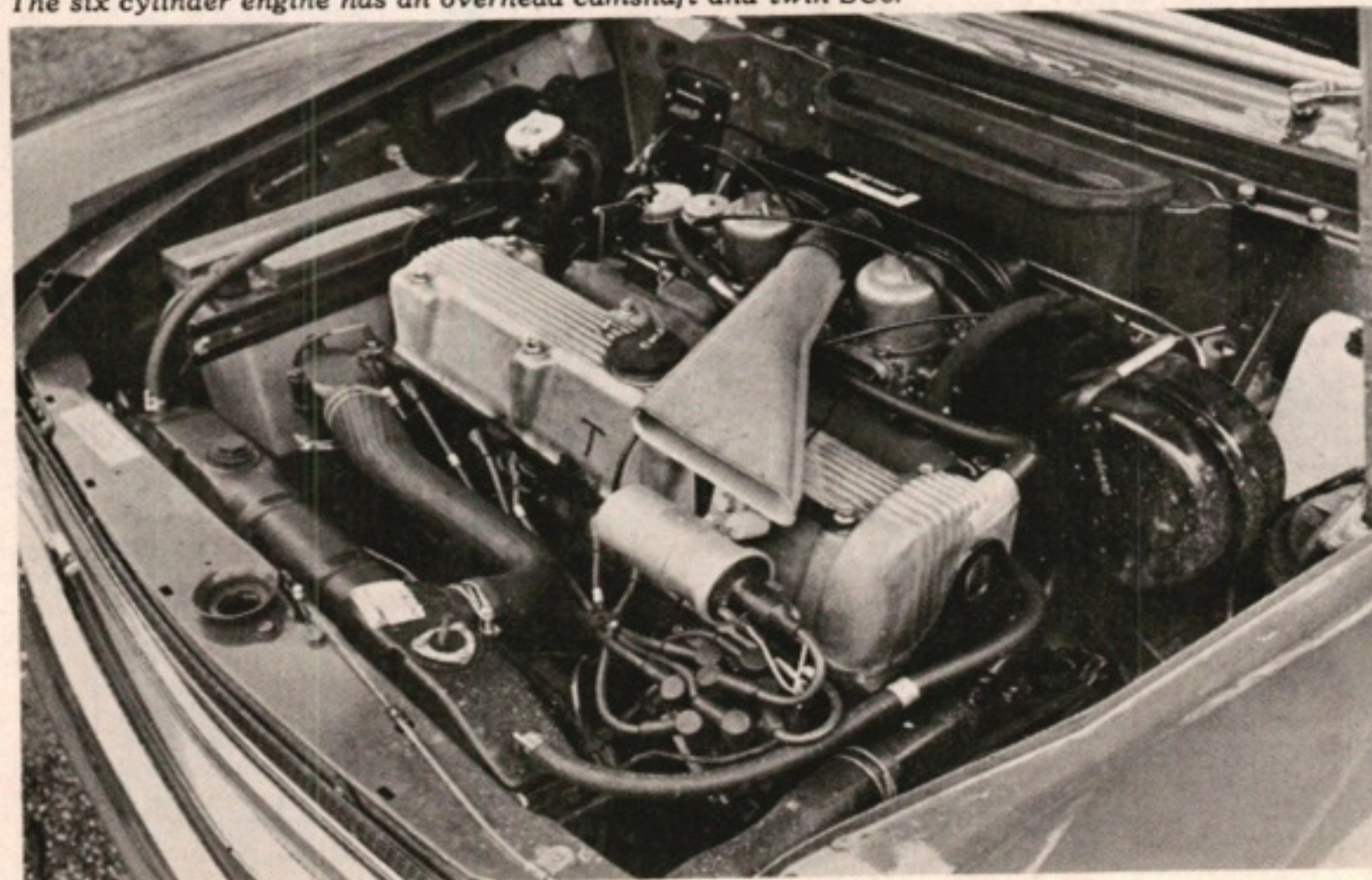


The spacious interior is plain but quite attractive.



The driving position is good, although the steering column is too upright and the instrument panel rather far away.

The six cylinder engine has an overhead camshaft and twin SUs.



never at all loud, the same comment applying to the wind noise at high speed, which is certainly not obtrusive.

I am far from enthusiastic about the hydroelastic suspension on the smaller BLMC cars, but its less attractive habits seem to have been eliminated in this case. Suffice it to say that the 2200 rides as a modern car with independent four-wheel suspension should. The comfort at high speeds is outstanding and the stability in side winds at once justifies the front-wheel drive design. The steering is considerably lighter than that of some comparable rear-drive cars and power assistance is an optional extra. I have tried the assisted version and liked it very well but the expenditure involved is far from essential. The roadholding on wet or dry roads is outstanding and violent braking never disturbs the stability. Incidentally, the hand-brake is unusually effective and the less dignified driver may be tempted to try a hand-brake turn on occasions. The heating is effective and a large volume of cool breathing air is passed by the adjustable ventilation outlets.

Too many six-cylinder engines have been built which were no smoother than a four. Too many front-drive cars have been produced which rode no better than the cart-sprung brigade. The Morris 2200 contains nothing new, but it is simply a front-drive six-cylinder in which the theoretical advantages of both these features have been realised. In practical terms, this means that after a long journey in wind and rain, the driver and passengers will feel fresh and relaxed instead of tired and tense, which is surely what modern motoring is all about. You can still win a race or a rally with a springless wonder, but after driving such a car for a few hundred miles, would you be fit to make important decisions at a conference? As a piece of business equipment, British Leyland's front-drive six makes a lot of sense.

#### SPECIFICATION AND PERFORMANCE DATA

Car tested: Morris 2200 four-door saloon, price £1448 including tax.

Engine: Six-cylinders, 76.2 mm x 81.28 mm (2227 cc). Compression ratio 9 to 1. 110 bhp (net) at 5250 rpm. Chain-driven overhead camshaft. Twin SU carburettors.

Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central remote control, ratios 1.0, 1.38, 2.06 and 3.29 to 1. Spur gear primary and final drive with helical teeth, ratio 3.88 to 1.

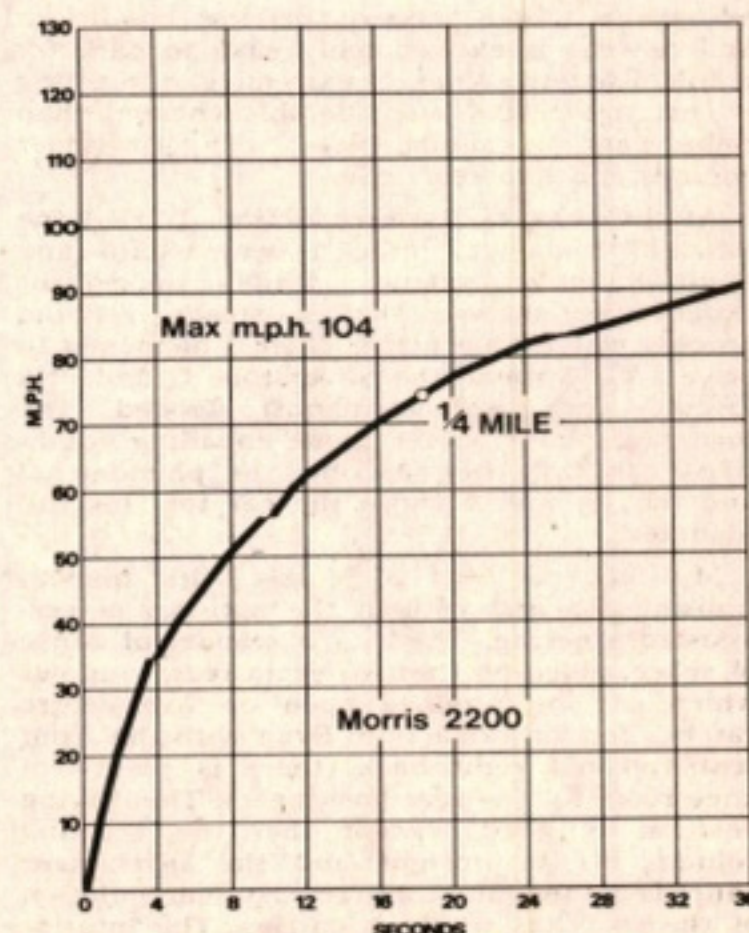
Chassis: Combined steel body and chassis. Hydroelastic independent suspension all round with wishbones in front and trailing arms behind. Rack and pinion steering. Servo-assisted disc front and drum rear brakes. Bolt-on disc wheels fitted 165 SR-14 radial ply tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Oil pressure, water temperature, and fuel gauges. Heating, demisting and ventilation system. Two-speed windscreen wipers and washers. Flashing direction indicators. Extra: Heated rear window. Radio.

Dimensions: Wheelbase, 8 ft 9.88 in. Track (front) 4 ft 8 in (rear) 4 ft 7.5 in. Overall length, 13 ft 10.21 in. Width 5 ft 6.87 in. Weight, 2617 lbs.

Performance: Maximum speed, 104 mph. Speeds in gears: Third, 83 mph. Second, 56 mph. First, 35 mph. Standing quarter-mile, 18.2 s. Acceleration: 0-30 mph, 3.4 s; 0-50 mph, 7.8 s; 0-60 mph, 11.6 s; 0-80 mph, 22.2 s.

Fuel consumption: 21 to 25 mpg.







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AUTOSPORT, JANUARY 11, 1973



# Two in a row for Vaughan

Peter Vaughan now seems the favourite to win the Martins/Texaco Croft Rallycross Championship after his second successive win in the series last Sunday. This time Vaughan's Richard Longman Mini Cooper S recorded a time 7.6 s less than his nearest rival, the Mini-Cooper S driver from Midhurst, Mick Bird. Once again the Darlington and DMC reverted to four cars per race of the championship runs, with six per race in the Knockout competition. The latter again produced some of the best racing of the day, with the honours falling to a very on-form Mick Bird. John Taylor could not finish higher than fourth in the main competition this week, but the Haynes of Maidstone Escort BDA driver is still only two points behind Vaughan.

The entry was much the same as on Boxing Day, although minus Drew Gallacher. Nick Jesty guarded against misfortune this time (he suffered a major mechanical calamity in practice on Boxing Day) and brought wife Judith's Mini as well as his regular Wessex Racing Developments Mini. The latter car is now putting out something like 135 bhp from a stretched 1380 cc unit. Even though it was not raining the ever present mist ensured that the course stayed rather muddy, so times were the slowest of the series so far. John Taylor therefore found little opportunity to exploit the 197 horses of his Haynes Escort to the full. An interested spectator at this meeting was Lydden rallycross organiser Ken Kaye, TEAC's secretary.

John Taylor set the initial standard by leaving the opposition in the first race far behind to record a time of 4 m 06.2 s. Rufforth's Keith Stones equalled this time after coming from behind Rex Hanson's Imp and John Welsh's Escort in the next race, but he had done a fair amount of marker-bashing on the way and was penalised out of contention. Race three started spectacularly as Peter Vaughan thrust his Longman Mini between Ken Pitt's Shannon Imp and John Forrest's Escort. Thereafter Vaughan drew away to record a sparkling 3 m 56.8 s, the only sub-four minute time set all afternoon. Taylor found himself pushed down to fourth after the first runs as both Mick Bird (4 m 04.4 s) and Jeff Williamson (4 m 05.4 s) turned in fast times after clear runs. Williamson was going well after some plug problems in practice on his Mini Clubman. One of the most remarkable runs was by Bob Moorhouse's Lotus 7. As ever the mobile mudbath was first off the mark but spun on lap two, letting Chris Fishwick's Mini-Cooper S by. Amazingly, Bob managed to catch and pass the quick Mini in the remaining distance and his time of 4 m 09.6 s put him in fifth place despite the spin. Roger Jackson (Mini-Cooper S) was 0.8 s slower than the old Lotus after spending most of his race behind Dave Cunliffe's well-developed 1650 Ford-engined MG Midget Mk 3. Unfortunately Cunliffe spun himself out of the picture. Race six was the closest fought of the first runs with the Minis of David Potter, Nick Jesty and Ken Shipley starting almost line abreast. It was only on the last lap that Jesty managed to find a way past Potter to record 4 m 10.8 s to place him seventh ahead of Potter. The remaining places in the Top 10 fell to Fishwick and Frank Greenway who did well to circulate his Escort TC in 4 m 17.8 s in the same race as Bird.

The second runs began with John Taylor flanked by Hanson, John Forrest and Pete Ripley's Zoflora Mini-Cooper. From the start things didn't go too well for Taylor as he had to find a way by Hanson. The Escort then drew away until Taylor suffered a beautifully held spin on the last lap which ensured a slow time. Keith Stones was even more luckless. He passed Chris Fishwick and set a time a fifth of a second faster than his first run before the penalties were added, only to



Mick Bird's 1.3 Mini-Cooper S on the way to second overall.

be docked another 5 s for hitting a marker, which dropped him from fourth to eighth in the results. Fishwick equalled his previous time for ninth equal overall. Fastest of all on the second runs was Jeff Williamson after a terrific battle with Mick Bird, the two Minis seeming to be very evenly matched. Williamson clocked 4 m 04.8 s, which was just 0.2 s too much to equal Bird's first run time. Bird thus kept his second place. The only other drivers among the leaders to reduce their times second time round were Nick Jesty (4 m 09.4 s for fifth overall) and Chris Fishwick (4 m 13.8 s for ninth equal). Vaughan was no less than 12.4 s slower than before, some of those lost seconds being attributable to him taking a lap to scuffle past John Welsh's Escort which then dropped well back. Bob Moorhouse led again from Jesty and Jackson, but this time he did not even survive a lap before spinning, while Jackson could do no more than shadow Jesty. Bird might have been faster than 4 m 10.0 s if he had not had Williamson to bother about just in front of him.

The six-car starts for the Knockout competition again produced spectacle. Bob Moorhouse kept his Lotus pointing more or less in the right direction to win the first heat, while other heat winners were Jesty, Stones and Bird. The first semi-final was soon down to four cars with Jesty just managing to pass

David Potter with John Cockerill's ICI Escort TC also making the final. The second semi-final featured a real tear-up between the Minis of Jackson, Bird and Stones. However, the unlucky Stones spun and the important third place fell to Frank Greenway. The final start was a bit fraught with the three fast Minis of Jesty, Jackson and Potter striving to come through from the back row. After a lap Bird led from Jesty and Greenway. This remained the order in fact with Potter, Cockerill (the initial leader) and Jackson (after a spin) completing the sextet.

Vaughan, Taylor and Williamson could all win the Martins/Texaco Championship at the last round on the 28th of this month, and the final promises to be good value, particularly if the anticipated extra entries from Rod Chapman and Alan Conley (CCC Clan Crusader) materialise.

## CHRIS MASON

Martins/Texaco Rallycross Championship (round 3): 1, Peter Vaughan (1.3 Mini-Cooper S), 3 m 56.8 s; 2, Mick Bird (1.3 Mini-Cooper S), 4 m 04.4 s; 3, Jeff Williamson (1.3 Mini Clubman), 4 m 04.8 s; 4, John Taylor (1.8 Ford Escort BDA), 4 m 06.2 s; 5, Nick Jesty (1.4 Mini-Cooper S), 4 m 09.4 s; 6, Bob Moorhouse (1.6 Lotus-Ford 7), 4 m 09.6 s; 7, Roger Jackson (1.3 Mini-Cooper S), 4 m 10.4 s; 8, Keith Stones (1.3 Mini-Cooper S), 4 m 11.0 s; 9, Chris Fishwick (1.3 Mini-Cooper S) and David Potter (1.3 Mini-Cooper S), 4 m 13.8 s.

Knockout Competition: 1, Mick Bird; 2, Nick Jesty; 3, Frank Greenway (1.7 Ford Escort TC).

Martins/Texaco Championship positions: 1, Vaughan, 28 pts; 2, Taylor 26; 3, Williamson 21; 4, Jesty 15; 5, Fishwick and Bird 14.

John Taylor (fourth overall) with the Haynes of Maidstone Escort BDA.





# Italian manufacturers clin



Shekar Mehta's Datsun 240Z (above) is seen on the Scottish Rally, while (below) Gerard Larrousse's Porsche negotiates a bend on the Rouaine stage of the Monte Carlo rally.



Domenico Paganelli's Simpson RS1600 on





By John Davenport

# h the titles



124 Spyder on the Rouaine stage of the Monte Carlo rally (above), with Mike Hibbert's Clarke and Cottish rally (below).



The history of international rallying in 1972 centred round a large industrial city in northern Italy and a small village in Essex. The city is Turin which houses the firms of Fiat and Lancia who, though both owned by the same man, have provided most of the fire-works in the International Rally Championship for Makes, the European Rally Drivers' Championship and — naturally — the Italian Rally Championship. Lancia played the Charlie Chaplin role of the small man oppressed by the big one and as is the way with such scripts, they won out and took the IRCM in fine fashion and landed a final custard pie on the face of Fiat by winning the Italian Rally Championship with Sergio Barbasio and Piero Sodano.

There are already signs that Fiat is building up its forces to wreak revenge in 1973 but they had some consolation in that they won their first grands epreuves with Haken Lindberg and Helmuth Eisendle on the Acropolis and Austrian Alpine. In addition they collected the second most important FIA crown with Raffaele Pinto and Gino Macaluso who won five of the events counting towards the European Drivers' Championship and thus became European rally champions.

The small village in Essex is, of course, Boreham, where, tucked away on the edge of a disused airfield (at least it is disused as far as aircraft are concerned), is the Ford competitions department which produced two of the most historically significant wins for many years. First, one of their Escort RS1600s went and won the Safari with an overseas crew, namely Hannu Mikkola and Gunnar Palm while to cap it all, Roger Clark and Tony Mason went and poached on Scandinavian preserves by winning the RAC Rally. Thus for the first time ever Ford collected the envious double of having the first overseas crew ever to win the East African Safari and having the first British crew to win the major British event since it went into the forests 12 years ago.

For me, it is extremely irksome to have to discuss the fortunes of the year by talking about automobile makes rather than drivers, but while the FIA continue to organise their major championship for cars rather than drivers, it is pertinent to do it this way. At least one can see that rally drivers and rally journalists are united in wanting a World Championship based on drivers and one can only hope that eventually the FIA will catch up with contemporary thought.

Anyway, the car of the year was definitely the Lancia Fulvia 1600 Coupé which won the Monte Carlo, the Moroccan and San Remo rallies outright and very nearly won three others as well. Considering its age and the fact that 1972 was the year that the factory were phasing it out of production to be replaced with their new Beta models, this record is nothing less than fantastic. In the beginning of 1972, Lancia planned on doing three major events with the Fulvia and the rest of their effort was to be pushed into the development programme of the mid-engined Stratos prototype. At the same time, they felt that they could also manage the Italian Championship. As things turned out, they did all the IRCM events except the Safari and consequently the Stratos suffered and on its only outing — in Corsica — it broke down very swiftly. However, the renaissance of the Fulvia, long the bridesmaid of European rallying, overshadowed that and gave Lancia plenty to be proud of by the end of the year.

The Monte Carlo has always been the bête noir of the Lancia team since just missing the outright victory in 1967 by 13 s. The Fulvia has never been as powerful as the Alpines and the Porsches and attempts to extract too much from the 1600 cc Fulvia engine has resulted in catastrophes like 1970 when three cars went out with engine failure in the first stages. In 1969, Harry Kallstrom showed to good effect how the Lancia could take on and beat an Alpine when he defeated Nicolas for the prototype section of the Monte Carlo, but in the rally proper, it never seemed to happen and the decisive victory by Alpine in 1971 made it look as if the Fulvia would never make it. Naturally it needed something



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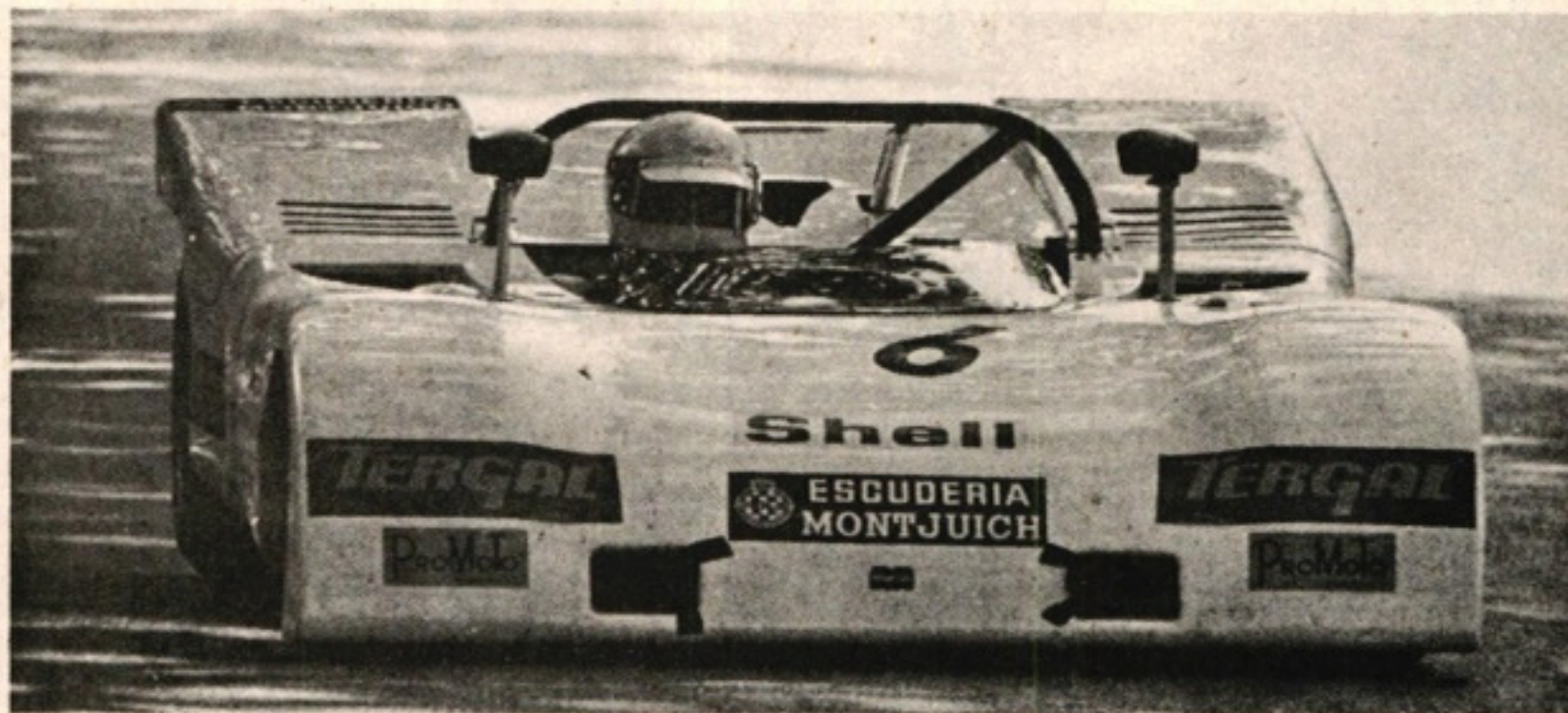
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Guy Chasseuil slides up the Col de Turini in the Monte Carlo rally in his Alfa Romeo (above). Below, Bjorn Waldegard, who mostly drove for Porsche, slides the Citroen DS 21 he occasionally drove during the season, at a post Monte ice race.



to equalise the two cars and in 1972 Lancia found it in the heavy snows of the Ardeche and the unreliability of the Alpine Renault gearbox.

Sandro Munari and Mario Manucci had for many years been on the brink of a big victory and they had proved on many Monte tests that they could be as fast in the Alps as the Scandinavians and French. Right through the rally they made the right choices of tyre and were always right behind the leading Alpines of Ove Andersson and Bernard Darniche. When these two hit trouble on the last night of the mountain section, Munari inherited a lead that he justly deserved and brought Lancia home a surprise winner, even to themselves.

The next event was the Swedish Rally where a lone Lancia was entered for Harry Kallstrom and Gunnar Haggbom. Normally they would have been left to fend for themselves but with Lancia leading the table, they had a very good service arranged and special Hakkapellita tyres flown in from Lampinen in Finland. Despite all the stud row and the arguments that went on after the rally, Kallstrom drove excellently to finish third overall behind Stig Blomqvist's Saab and Bjorn Waldegard's Porsche. Porsche had also been second on the Monte Carlo and this now put them second behind Lancia by just two points.

The Italian team had decided not to go to East Africa for the Safari as they had been for the previous three years, spent a lot of money and had a lot of bad luck. Porsche did not compete officially but lent a car to Sobieslaw Zasada who finished second and thus gave Porsche a clear lead in the championship. But now comes the turning point for Lancia sent another of their lone entries to the Moroccan Rally. This was a Fulvia driven by Simo Lampinen and Solve Andreasson and it was their first time in the rally as well as Lancia's first venture in those parts. What happened is history as well as being one of the most remarkable rally stories for as the Citroën and Alpine teams ground themselves into dust, that little red Lancia just kept on going and won by a large margin to Bob Neyret's Citroën DS21. This was not even a triumph of a large service back-up for Lancia had two service cars and a light aeroplane and on the third day of the rally, the aeroplane broke down!

This remarkable success in a rally so hard that it only had six finishers gave Lancia back the lead in the championship and saw any chance of Porsche or Alpine winning fade. However, at this point it was Lancia's parent company of Fiat that started to provide the real opposition in this championship. From a mere three points scored by Raffaele Pinto on the Monte Carlo, Fiat suddenly shot up into the reckoning with two straight wins on the Acropolis and the Austrian Alpine both with Hakan Lindberg and Helmuth Eisendle in the winning Fiat 124 Spyder. The victory in Greece was at the expense of Lampinen who when clearly in the lead was wrongly informed of the gap back to Lindberg and consequently when he eased off in the last stages, the Fiat driver kept flat out and snatched the victory. It all sounds very easy but it must be remembered that the Acropolis got a bit behind with its sums and with a hard rally like the Acropolis where both road penalties and stage times have a significant effect on the result, the team manager can often be out in his calculations of other cars' penalties.

The situation in Austria was no less incredible with two Lancias driven by Lampinen and Sergio Barbasio in the lead until just before the last two tests when they both retired almost simultaneously with mechanical failures of different kinds. Again the victory went to Lindberg who had driven the somewhat slower Fiat with considerable verve to stay with the leaders until their fate overtook them. For Lancia, the situation now looked extremely dangerous for if they failed to get a good result in their own Italian Rally of San Remo and Fiat scored again, the championship was all but lost. The San Remo is run on very similar territory to most of the Italian national events on which Fiat had often beaten Lancia as in Elba where Luciano Trombetta won for Fiat ahead of



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Tony Fall and Mike Wood well crossed up in the BMW 2002 on the Olympia Rally.



Gerard Larrousse crosses the Turini in orderly style during the 1972 Monte, and (below) Jacques Henry is seen at the same pass in an Alpine Renault.



Barbasio and Kallstrom. Consequently Lancia were in no mood to put all their eggs in one basket for just over a week after the San Remo there was the Press On Regardless Rally in America which, though practically unknown in Europe, was now a qualifying championship event. Lancia contrived to enter five cars in San Remo under the new Marlboro banner and also sent Kallstrom to the States immediately afterwards.

As things turned out, their excessive caution was unfounded and they walked away with the San Remo with Amilcare Ballestrieri and Sergio Barbasio finishing first and second overall thus giving Fiat only 12 points and assuring Lancia's success in the championship. However, it was a pretty close call for on the last night of the rally Lancia lost Kallstrom, Munari, Lampinen and Ragnotti and it looked as if their bid for victory was going to collapse. The win by Ballestrieri was very popular as he lives in San Remo and has been one of Lancia's most unlucky drivers and yet he is probably faster even than Munari. The Kallstrom effort on the Press On Regardless was thus not so important, but Lancia very nearly won that rally as well and only a worn away brake pipe cost Kallstrom the win he deserved and caused him to roll for only the second time of his career.

For Lancia, the final event of the championship was a mere formality but they did send two cars to the RAC for Kallstrom and Lampinen who drove very well indeed to take fourth and fifth places overall. This did demonstrate only too clearly that the Lancia Fulvia has been surpassed in brute force by Opels, Fords, Alpines and Porsches and it is to the drivers of the car during this year that the credit must go for its phenomenal success. Although Munari won both the Monte Carlo and the Targa Florio (in a Ferrari with Merzario) which must surely give him the highest possible rating within Italy, it is Simo Lampinen who should take the biggest credit for Lancia's success in 1972. His win on the Moroccan Rally was a fine example of how brains can defeat brawn and when you consider that he was also fourth on the Monte Carlo, second in the Acropolis, led the Austrian Alpine and was fifth on the RAC in addition to winning the 1000 Lakes in a Group 5 Saab, he must rate very highly as the driver of the year. On the contrary, Harry Kallstrom had a year of disappointments and it was only on the Swedish and the RAC where he showed just how well he can drive. The biggest surprise from the Lancia team is the speed with which such drivers as Barbasio and Ballestrieri have matured and shown that they can manage very good results in major events. Lancia have now lost Barbasio to Fiat where he joins the two established Italian stars of Alcide Paganelli and Raffaele Pinto, but it will be interesting to see how Munari and Ballestrieri progress at Lancia with the Stratos and Beta projects.

I have already said quite a bit about Lancia's two rivals for the crown in 1972 — Porsche and Fiat. The German company, despite selling expensive cars, don't have much left to splash out with in rallying by the time their sports car programme is paid for and they did not actually appear officially anywhere in 1972. The two 2.4 911 Ss driven by Bjorn Waldegaard and Gerard Larrousse on the Monte Carlo were privately sponsored and entered by their drivers. Larrousse did extremely well to finish in second place after losing a lot of time with worn out tyres in the snows of the Ardeche while Waldegaard finally proved that he was human and went off the road. It was just after he had put racing tyres on to do an almost dry test and he hit a patch of ice, but he did comment rather dryly afterwards that the car had so much power that it was much more difficult to drive than in previous years. Despite the extra power, he was unable to hold the flying Stig Blomqvist in the Swedish Rally and had to glumly give best to the Saab. Sobieslaw Zasada drove at his best to give Porsche their only other big points of the season by coming in as second European behind Hannu Mikkola's Escort in the Safari. If he had had the service organisation of Ford he



might just possibly have done something about it but spotted from the air and with Mikkola always knowing just where he was, he stood no chance of tactically outwitting the Ford. Still he had some recompense for in many other rallies later in the year he was able to drive a semi-works Porsche in his annual attempt to win the European Rally Championship for Drivers — which brings us to Fiat.

Fiat decided quite early in the year that they were more interested in the ERCD and sent Paganelli and Pinto out to do their best. Poor Paganelli had the rotten luck that seems to be his lot and it was Pinto that got in an early win on the Costa Brava so that he was then sent on many of the other 24 events which make up the ERCD. By mid-year he had established himself as the leader with wins on the Semperit Rally and Polish Rally but just behind him was Jean-Pierre Nicolas in the Alpine who had won the Olympia and Firestone rallies and come second on the Neige et Glace. The one event that Zasada had counted on winning was the Polish but there he crashed giving Pinto one of his best wins after a closely fought rally with Walter Rohrl in his German Ford Capri. Zasada made up for it a bit by coming second to Rohrl on the Baltic Rally and then winning the Three Cities but in Yugoslavia the tide turned against him once more for it was Pinto that got the victory ahead of him. This is truly one of the more remarkable stories of the year for Pinto hit a cow on the very first stage and the Fiat mechanics had to almost completely rebuild his car before he could go on to win. Zasada made a final attempt to close the gap by doing the TAP and Spanish rallies but his car broke down in Portugal and when Pinto won the 1000 Minutes Rally in Austria it was all over bar the shouting.

Zasada thus finished second in the championship that he won from the Italians last year and behind him came three Frenchmen, Nicolas, Jean-Claude Andruet and Bernard Darniche, all of whom drove for Alpine Renault in the course of the year. Andruet won three events of which one was the Tour de France where he drove a Ferrari Daytona with the young French girl "Biche" but his most spectacular rally success was his total domination of the Tour de Corse in an Alpine prototype with the same diminutive co-driver. Darniche was the man who had led the Monte Carlo in such fine form on the last night and his victory on the Neige et Glace was done while he was still in the same mood. However, he never really hit maximum form again during the year and contented himself with winning the French Rally Championship. Nicolas is always the man to win away from home as he demonstrated on the Firestone and Olympia rallies but his luck was out on the TAP Rally where the Alpine gearbox broke and robbed him of almost certain victory for the second year in succession.

The fortunes of Alpine Renault were not of the best in 1972. The Monte Carlo was a disaster of the first order and though they did well always within France most of their international wanderings came off badly. In Sweden, they got mixed up with Renault and went with two R12 Gordinis with Jean-Luc Therier and Ove Andersson who were long-ing to have Alpines. One car finished but it was clear that it was not possible to go straight into a major international with an undeveloped car and expect results. In Morocco, the Alpines led the field until a variety of problems—including incredibly, punctures—put all three cars out. With the successful homologation of the 1800 cc version and its triumph on the Olympia Rally, all looked well again but Therier and Andersson both led the San Remo and then ground to a halt with gearbox trouble. One hopes very much that in 1973, these little blue cars will have a more trouble-free time of it for when they are going, they are incredibly fast.

We come at last to a British company. It is a shame that it has to be an American-owned one, but at least the workmanship and direction of their rally team stems from Britain. I refer, of course, to Ford who in many ways have had a most successful year. It didn't



*Saabs may look outdated — but on rallies like this they still win.*



*Fiorentino's Simca CG racer on the Tour de Corse.*



*Roger Clark's Esso Uniflow works RS1600 on the Scottish Rally at Cardrona.*



start too well for on the Monte Carlo the Escorts didn't show up as well in the bad conditions as their drivers had hoped. Timo Makinen put in some very good stage times where the weather was predictable but before the rally got back into Monte at the end of the 24 hour loop, his engine became detached from the clutch and though he started the last night, he didn't finish. It was left to Jean-Francois Piot to finish fourth and win the Touring Category which was quite a flip for Ford but when you have a Motor Sports Director whose avowed policy is to win outright, it is a bit of an anti-climax. Ford need not have worried however if they had been able to glance into a crystal ball, for though Makinen lost the Arctic Rally to Leo Kinnunen's Porsche 911S after a mix-up on one blocked special stage, his fellow Finn (who had caused that Arctic block!) Hannu Mikkola went on to win the Safari in what can only be described as fine style. The whole victory reflects very favourably on his ability to drive a car quickly and intelligently as well as on the ability of Ford to plan and organise a complicated attack on a very difficult rally.

Poor Timo Makinen had to be content with another second place when Lampinen beat him home in the annual Finnish Grand Prix called the 1000 Lakes but he had the satisfaction of knowing that his engine was one of Boreham's experimental 2-litre alloy blocks with which he was hoping to win the RAC Rally. Sod's Law dictates that such hopes are certain to be dashed and this was the case with Makinen for his Escort retired on the RAC and it was Roger Clark who profited from the testing of the 2-litre alloy block and a season's very successful rallying in British nationals to win the RAC and end the rule of the Scandinavians. It should not be overlooked when considering Ford's 1972 record that in Britain they were practically invincible and it is only necessary to cite the RAC and Hannu Mikkola's brilliant win on the Scottish Rally to prove the point. Clark won both the other home internationals, the Manx and the Welsh where he was hardly ever challenged, so much faster was he and his Escort than the best of the rest.

The title of the oldest car in rallying really belongs to the Saab 96 but that is a bit unfair on a design which has now swallowed a V4 engine, a couple of large Weber carburettors, various gearbox and suspension modifications and several styling changes since the start of the last decade. It is still a winner as Blomqvist proved conclusively on the Swedish Rally and his second place on the RAC Rally showed that it could stay ahead of most of the contemporary machinery. He was not so fortunate in Austria where the Alps proved more of a test for the brakes on this rather heavy rally car and it was Per Eklund who picked up third place points after Blomqvist crashed. Still it did give him a very good opportunity to show that a Saab could be driven fast on three wheels much to the consternation of the Austrian motorists. Saab did very little rallying outside Scandinavia, but when they did, they showed that they are still one of the most professional teams around who seldom fail to get a good placing and their fifth overall in the IRCM tables confirms this.

The dreaded Datsuns are still with us though they still really only drive three events—the Monte Carlo, The Safari and the RAC. In 1971, their big win was the Safari but despite a strong team of three 240Zs backed up by an 1800 SSS driven by Ove Andersson, their hopes of making a hat-trick in the Safari came to nothing. Mechanical trouble of one kind or another dogged all four cars and though they all finished, which was a remarkable show of strength considering what some of them had been through, it was not a famous victory for the Japanese. On the other hand, the Monte Carlo which is not really suited to their cars proved to be an excellent event for them with Rauno Aaltonen and Jean Todt taking third place after a very determined rally. Tony Fall and Mike Wood would have been there too but for a drive shaft failure on the last night. For Fall the season has not been terribly kind and



Andero Kullang's Opel Ascona on its way to fourth place on the Swedish.



An Alpine on the Austrian Alpine. Russling/Weiss start stage 11.

even his rides with Peugeot and BMW have been unproductive though on numerous occasions he has shown that jumping from one make of car to another does not seem to affect his speed. On the RAC Rally he was up to fourth place in the second half before some bad luck with a petrol blockage dropped him out of the top 10. Rauno Aaltonen drove the Safari with Fall as co-driver which worked very well but didn't seem to bring either of them better luck as they finished with the suspension strapped up with a tow rope.

Citroën and Peugeot are two firms who keep the spirit of international competition alive in France but neither has a quick enough motor car to be competitive with the four or five makes which dominate European rallying at the moment. However, by virtue of hiring such drivers as Mikkola, Waldegaard, Aaltonen and Fall, they have both put up some pretty impressive performances on various rallies this

year, especially the Moroccan. Citroën have always favoured using prototypes and their plastic, foreshortened SM is the ultimate of its kind. Waldegaard was given this car for the TAP Rally and gained an excellent third place overall after having hydraulic troubles in the early stages. In contrast, Peugeot has much more of a leaning towards Group 1 though their Group 2 versions of the 504 have been getting faster and one would expect them to start doing well in rallies like the Acropolis and Moroccan if the factory starts to expand its competition activities.

Perhaps the biggest and brightest hopes of the season came from BMW who with Achim Warmbold enjoyed a fair measure of success, plenty of promise, and the bitter taste of failure on a couple of occasions. Warmbold started off the season by doing ERCD events and was second to Pinto on both the Costa Brava and the Semperit. The Acropolis was the first big event that BMW drove, though



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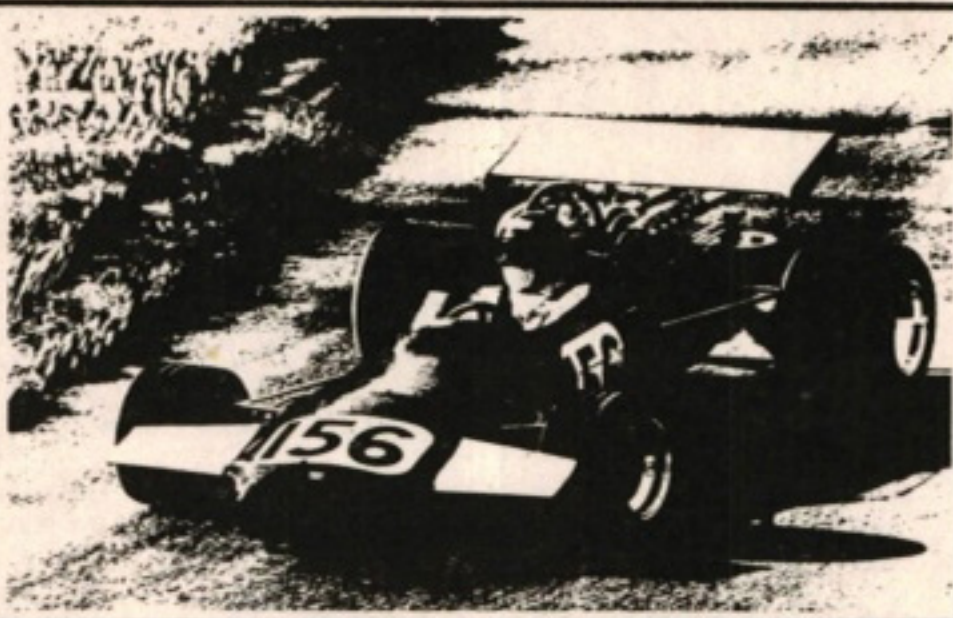
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# CLUB NEWS



## CASTROL/BT&RDA AUTOCROSS REVIEW

### More assorted machinery John Bevan dominates

Although there is a nagging suspicion in the minds of some people that autocross is beginning to lose its appeal to the general public there's no doubt that 1972 was a really good season with plenty of interesting machinery to contest the 21 rounds in the BT&RDA Championship which had, for the second year, support from Castrol and which was of considerable benefit in the many ways in which this company supports both clubs and competitors.

The weather, as ever, was a major stumbling block for many organisers. It either rained too much, witness the early rounds, or it was too dry for some of the later events when prayer mats were called for to turn the wind away from the paddock and spectator enclosures on the day. However one has to accept the conditions and make the most of it and this clubs and contestants did with a will and a smile.

It is also pleasing to record that thanks to the very careful selection of timekeepers assigned to events that the majority of meetings were kept moving at a fair pace to maintain interest not only for competitors and paying public, but also to allow events to conclude before darkness.

The BT&RDA championship attracted a healthy list of 234 registered entrants, the only major change being introduced being a class for standard class which, through no fault of the organisers, proved to be a flop. This is being modified in 1973 to allow both Group 1 and Group 3 and it is well worth while intending competitors checking with the FIA Yearbook to see whether their vehicle is included or not.

The other major change that is taking place in 1973 is in Class A where the maximum capacity is being raised from 865 cc to 870 cc which will allow the fortunates to fit the latest pistons and still be eligible! This class modification is also being allowed in the similar RAC Championship.

Now to the championship which comprised 20 rounds, one being cancelled, plus the final organised in the Midlands at a new venue by the Dudley club who were given this honour for the second year in succession. Undoubtedly the man of the year, and about whom many words of praise have been written, was John Bevan from Gloucester who took the championship, albeit by a very narrow margin, for the second year in succession. Bevan with his Naveb Special retained the Castrol Shield and the AC Westwood Trophy but has made no decision as we go to press on whether to continue with his activities in 1973.

Only once during the year did the machine let him down, due to oil pressure or the lack of it but he still managed to win 15 rounds and be one of five drivers to come to the final with the maximum 63pts. Always the bridesmaid never the bride when Bevan was

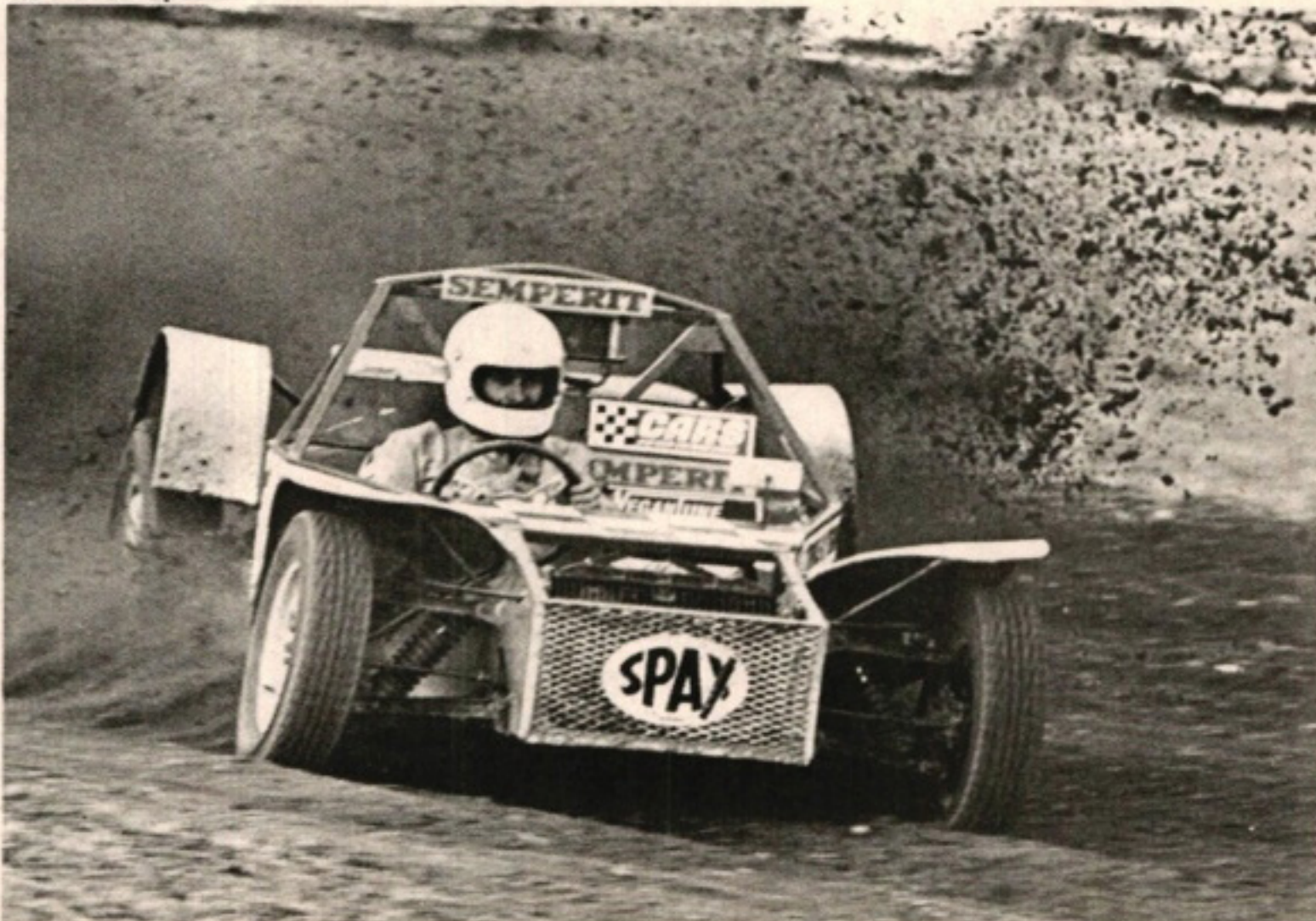
about, Mike Turpin improved steadily with his Bevan type replica and was going great guns towards the end of the season and was close to causing an upset on several occasions.

In contrast to Bevan's regularity the season's runner-up Tony Merridale was only able to attend nine meetings with his Escort which was a great pity for the sight of one of these cars, properly driven, is a joy to behold whether it be wet or dry. However he made up with it at the final which went to a tie decider on a slowing course and he missed top honours by a mere half second.

However to revert to the classes in their order of running. The standard car class, as previously mentioned, was lacking in support throughout the year but Muriel Banks showed her enthusiasm by regular attendance and was rewarded with the honours. The small capacity class for Minis was a battle for supremacy initially between Martin Barnard in the first of the HF Sprint team cars and Malcolm Riches. They were joined in mid-summer by David Angel who proceeded to collect six wins to be a top qualifier at the final and who deservedly took the class on the day.

Of the 21 competitors who scored points

*The 1972 Castrol/BT&RDA autocross championship has been dominated by John Bevan and his Naveb Special.*



in the small capacity FERWD class only a handful attended more than half a dozen events and the class, for no apparent reason, certainly did not attract the same support given to the others. Merridale and his Escort were never in trouble and he easily qualified for the final day's sport with clearly the best suited car. As always the sports car brigade provided their own thrills and although only a dozen cars were seen during the year there were some real old tussles between the TVRs of Ron Easton and Ted Cooke, with Howard Murray occasionally thundering round with the Tuscan. Power told at the final and Murray took the class with Cooke collecting the runner-up award overall alongside Merridale. Roger Dowson and Paul Northall deserve praise for their efforts with their Spitfire which was frequently demoted because of lack of power but they've got a GT6 ready for 1973 which should put them on a better footing.

There is seemingly nothing to touch a VW in the rear engined class, either with a 1.6 or a 2-litre engine. John Button had a successful year with his smaller engined machine, having to give best at the final to the flying 2-litre Autocavan model of the Harrold brothers who were unable to attend as many meetings as they would have liked. There was a glimmer of hope for supporters of the Imp faction when Dave Reynolds managed to beat Button a couple of times and he could be the nigger in the woodpile in 1973.

Back to the Mini brigade and in particular to the up to 1000 cc class where Frank Morris again demonstrated his prowess by collecting eight wins during the season but coming unstuck at the final when Mick Bird, after being relegated to second most of the season, really screwed himself and his machinery together to beat Morris to take the overall class honours.

In the absence of the regular appearance of the men of the heavy brigade, namely Tony Drummond and Ron Douglas, seeking fortunes elsewhere, the lone Welshman George Warren took the over 1300 FERWD class, though Drummond just popped along for the final to show everyone the way round. Newcomer Alan Nolan showed promise with his Escort but a bad roll near the end of the season took the edge off his performance.

Most consistent performer of the whole series was Midlander Terry Smith who scored at 17 events and collected a maximum on the way. Hopes were high in his camp that he would qualify to make a three car tie at the final in the over 1000 Mini class but once again David Angel was the fly in the ointment.



at the final being appreciably quicker. Smith's lead was big enough, however, to give him the class and he also took the newcomer's trophy. The threat of Nick Jesty and John Jacques, the West Country protagonists never materialised for a variety of reasons though when they did make infrequent appearances they were always front runners.

Finally the coveted team award was won very convincingly by the Midland Manor Club with the HF Sprint team trio of Barnard, Morris and Smith taking it home to Birmingham. There are several new events in the calendar of 22 rounds for the coming year. This means that for instance, if you live in the Midlands, and want to do all of them you will have to travel more than 4,000 miles just to compete.

With rising costs, etc, it will be interesting to note how many competitors just take in the necessary qualifying rounds and hope to do well enough to be in with a chance at the final and if it proves to be a majority then surely the BT&RDA must start thinking in terms of a championship based on four or five circuits each of which could be visited twice or three times in the season by the "regulars" with considerable advantages to all concerned. The writing is on the wall and must not be whitewashed or ignored.

## PRODUCTION CAR TRIAL REVIEW

# Change in trend



Production car trial "king," Bill Moffatt with his Imp.

In this review last year it was recorded that 1971 had been a year of consolidation for the members of the various clubs who competed in the BT&RDA series of production car trials and it was also recorded that the committee of the BT&RDA who look after the organisational side of things hoped to do something about the gradual decline in the numbers of competitors which had been apparent for some time.

Therefore dealing with the 1972 season it is a fact that the committee have certainly gone some way to achieving their aims—they have halted the decline in numbers—and they have taken positive steps to try to really reach new participants by the alterations to the scoring system for the coming 12 months.

One would be perhaps overstating the case to say that prod trials have lost their appeal to other branches of motoring for by and large the same well known faces were in regular attendance during the year. Moreover they enjoyed the season, there were less grumbles overall, and there was an exciting run in to the championship climax with the final destination of most of the trophies being decided only at the last round.

What then is wrong—if indeed the average of around 45 entries per event is cause for concern? Is it the lack of competitors, albeit



VW Beetles are successful autocrossing machines in the rear-engined class. This is John Button's example.

novices, who are not prepared to battle against the establishment or has the sport lost its appeal because it is too subtle? Whatever the cause it is certainly to be hoped that the new marking in 1973 will provide the remedy. Just to recapitulate on the new scoring championship points will be awarded for a competitor's best nine performances during the year and each class will be treated separately. At each event the winner of each of the four classes will collect 10 pts, the runner-up 9 pts and so on down to 10th place. It will be seen that it will be possible, and highly probable, that at the end of the season several competitors will have maximum scores, producing a tie. If this is the case the matter will be resolved by using the Appleton method of scoring where a competitor's net score is his number of marks greater than minimum for the class.

The BT&RDA Committee also want to see a grand finale to the championship, similar to that successfully held for some years by the Sporting Trial boys, but this will not be held in 1973. However competitor's views will be canvassed during the year and it may be held in 1974.

What then of the season just past. It is now history that Bill Moffat became the first man to win the championship, and the allied

RAC championship, three years in succession with his Imp. Moffatt, modest and as quiet as ever, had the whole scene sewn up satisfactorily by three quarter distance and he quietly retired to Gloucestershire to decide whether to change his sport for the coming year or return to see if anyone would offer a challenge.

Well the man has decided to return to the fray with the same car—which will be 10 years old incidentally—and one has the feeling that he will be in for some stern opposition, perhaps the best yet.

With Moffatt taking the laurels almost from the word go in the calendar which included two national events, Messrs Mike Stephens, Austen Rumney and Don Hobbs were the early challengers for honours. At the halfway stage, after the Glossop event, Stephens was firmly entrenched in second on 173 points, Rumney had 131 and Hobbs 118, just three more than Nick Pollitt. It was at this stage that Mac Hazlewood, who had been doing the odd event in company with his wife Jean, acquired a Mexico, and with the skill of years past, began to make his mark on the series, the net result being that he finished the season in third place behind Hobbs whose late burst of two wins and a second hoisted him to his best ever placing in the series. Coupled with Hazlewood's rise was the fade out suffered by Stephens who dropped to fourth spot, one lower than the previous year.

The big excitement in the closing stage was the battle for fifth spot between Rumney, Alf Williams and Brian Midgley, last year's runner up. Rumney took it finally after tying with Williams (number of second places deciding) while Midgley was seventh only three marks behind. Rumney's season was rewarded with the Alan Eadon Trophy, awarded to the best performance driver not having won a major award in the previous five years.

Behind Midgley came Mike Harrison to win the Martin Appleton Trophy, Harrison being again a staunch supporter of the sports car class which once again was sadly lacking in entries on the majority of events. His season was highlighted by an outright win—a rare feat indeed. The new ladies champion, winning the Nancy Mitchell Challenge Trophy, was Jean Hazlewood who, for once, was able to put in more appearances than hitherto and her consistent driving gave her a handsome advantage over Anne Roe and Ruth Atkinson her nearest challengers.

Once again the honours have been dominated by Midland drivers who have been the backbone of the series. How nice it would be to see a challenge again from the North Wales area and what about the Yorkshire people, famed in the past, emerging once again in the coming year to offer a challenge under the new scoring system.



## Janner Rally

This bright New Year of ours was to have had a nice relaxing start for the Rallies Editor. Nice it has been, but definitely not relaxing. The idea was that for the first time in ten years I would not be competing in the Monte Carlo Rally, but I would do some testing with Achim Warmbold in the 16 valve BMW 2002 for a week prior to the rally and then stay down there to do ice notes for the Ford team. Thus I should be covering the rally in a slightly less exhausting way than usual and could have a cosy Christmas with no recceing to spoil it.

I had the cosy Christmas but to spoil the plans for 1973, I found myself doing the Monte Carlo with Chris Sclater in his Kleber Scholarship Escort. As I was one of the judges who made the decision to give it to him, I suppose that this is as good a way as any of putting my judgment to the test. In fact, my only mistake was to let Ford know that I wasn't driving in the Monte with anyone else and it was that slip that sealed my fate. Anyway we had to try to do some sort of a recce for the new tests and on January 3, I left England in the hope of meeting Chris the next Monday to do a quick whirl round the Alps before winging home for the Glasgow start. I left London for Stuttgart with Peter Moon who was bound for the Porsche factory to seek a Carrera RS in which Chipsteads of Kensington could enter Bill Fritschy in the East African Safari. With the help of Jurgen Barth who is himself entering two Carreras in the Safari to Bjorn Waldegaard and Sobislaw Zasada, we found one whose owner no longer wanted it and which was due to come off the production line in a week which would give plenty of time for it to be prepared for the Safari. As it was, the two works cars were just being started when we looked round the Sport Department. From Stuttgart we went post-haste to Munich where the man who technically owned this car was living and got him to part with it.

While we were there, I went over to BMW Motorsport GmbH which is a shining new factory for the preparation of racing and rally cars under the direction of Jochen Neerpasch. He was having the representatives of the CSI in to see him in three days' time for the 3.0 litre CSL homologation and thus didn't have too much time to talk. It does appear that both the BMW factory 16 valve engine and the 16 valve Schnitzer have been homologated for the 2002 though the difference is that the factory engine with its greater bhp output, split heads and gearwheel camshaft drive will be principally reserved for Formula 2 and sports cars while the less powerful but cheaper Schnitzer engine is for Group 2 and road cars. Initially the BMW rally programme will be pretty low key with Bjorn Waldegaard kicking off in February with a 2002 on the Swedish Rally but then both he and Achim Warmbold will do the Acropolis Rally and several other events before the end of the year.

I finally found Achim who was just recovering from a monster bout of 'flu and he said that the car we were meant to be testing was ready at Schnitzer's factory just over the border in Austria at Freilassing. How would I like to go down with him to fetch it and then go on to drive in the Janner Rally in Austria? Carried away on the spur of the moment, I said yes and he trotted off to ask if we could enter the car. The decision was negative but having got so enthusiastic, we decided that we would all go down and watch. The next thing that happened was that Peter and I missed our rendezvous with Achim outside Freilassing and went into a Salzburg hotel for the night as we had no idea where the rally could be taking place. We managed to get in touch with one of the organisers and he got Achim to phone us whereupon it suddenly transpired that we were doing the rally, but in a Porsche Salzburg VW 1302 S with full permission from BMW.



## RALLY RECORD

JOHN DAVENPORT

"Our times on the stages were good but were equalled by Grunsteidl so that everything now hung on the last road section which had been cleaned by both of us in 14 min and now had to be done in 13 min."

Like Burlington Bertie we rose at 6.30 am and pounded down the Autobahn and up into the hills past Linz to a little village called Konigswiesen that was full of rally cars. In a hotel, we found Achim and the Porsche Salzburg team manager, Herr Strasse, who were on the phone to Germany fixing up insurance for us and getting the number of Achim's 1973 licence from the ADAC. This was 9.15 am and at 9.30 am we were sitting in a VW practice car and heading towards the first stage. The rally comprised five laps round a 114 kilometre loop and each loop had two special stages and two tight road sections which meant that we had to make about 80 kilometres of pace notes. It was at this point that I learnt for the first time that the rally started at 1.00 pm that day!

We finished our recce such as it was at 12.30, swallowed some coffee and sandwiches and then we were off. Such was our haste that somehow we had not been given a time card so the start time was given on the back of a cigarette packet and the official at the first passage control produced our time card. Both stages were quite icy but really there was very little snow for the time of year and this caused a lot of trouble for those—like us—with plenty of tyres were constantly changing them so as to have the best combinations for the tests, while the private owners who had come from Germany with only a couple of sets of tyres as the rally is normally 100% snow were wearing them out on the dry bits.

Initially, Georg Fischer led in another of the PS VWs from Gunther Janger who has just left Porsche Salzburg to drive an Opel Ascona prepared by Annessi. However, the power in the cross-flow engine on the Ascona proved too much and Janger lost second and finally third gears and dropped out. From then on, it was something of a VW benefit for both Brink and Ottensmann found the going too slippery for their 230 bhp Porsches and when they ran out of studded tyres, they had to give up. Ex-German champion Zweibaumer got his 2002 Ti BMW into the reckoning once or twice on the stages but finally his motor blew up. The most impressive man without doubt was Pickel in the AMG 6.3 litre Mercedes 300 who went really well with the big car on the first three laps to lie ninth before the brakes gave up the ghost. Incidentally, in Germany he rallycrosses a 6.3 which has the motor occupying the front passenger seat and his tow car is a 200 with a 6.3 engine squeezed in under the bonnet. On the fourth lap, Husar turned over his very fast Fiat 125 S trying to make one of the road sections in time and that was it as far as the opposition went.

Back in the Volkswagen camp, Fischer had lost his lead to Herbert Grunsteidl who had got off to a bad start by spinning on the second test and lost a rear wing and quite a few seconds. By some pretty fast driving, he had got back ahead of Fischer and we too were now through to second place at the end of the second lap for Achim was beginning to learn how to handle the rear engine car. What was ultimately going to decide the rally however was the final road section of each lap. It had started off on the first two daylight laps as 17 km in 17 min but on the third lap the time was 15 min, on the fourth lap 14 min and on the last lap it was down to 13 min which everyone agreed was im-

possible. Just 8 sec separated Grunsteidl and Warmbold when the last lap started and I would like to be able to say that we went so well on the stages that we pulled it back and went into the lead. Our times on the stages were good but were equalled by Grunsteidl so that everything now hung on the last road section which had been cleaned by both of us in 14 min and now had to be done in 13 min.

We had been having a fuel starvation problem which many changes of fuel filter and fuel pump had not cured for it seemed to come and go at will. Now it was Grunsteidl's turn to have problems but his were more serious and he had the linkage between the two downdraught Webers come adrift so that he could only get full throttle on two cylinders. Consequently he lost 3 m into the last time control while we cleaned it, and Fischer lost 1 m.

For Volkswagen it was a very big success for not only had Porsche Salzburg got their three cars into the first three places but two other VWs prepared by them came fourth and fifth overall. No one was more surprised than we were to win just like that with so little practice and not even knowing the car at all. I had a chance to drive it for a bit after the rally and I must say that it was quite an impressive device. The 1600 cc engine is equipped with a dry sump like a normal Porsche and with a suitable camshaft and twin downdraught Webers gives about 128 bhp at the crankshaft. This is coupled to the wheels via a five speed gearbox and a limited slip differential of a very weak nature. Driving the car, one is most impressed going uphill for there are very few occasions when one must lift right off and even hairpins seem to be a question of full throttle and merely a bit of changing down as the car goes sideways. It is quite accelerative with a low axle ratio but of course it is not in the Escort/BMW/Ascona category though it makes up for this by being small and manoeuvrable. There is very little wasted time with it once one can believe that with the power on, it will answer to the steering much better than with the power off when it will understeer initially and then finally break away.

The rally finished shortly after 1.00 am when we were taken away to sleep until the middle of the next morning when the celebrations began in earnest. This formula was ideal for a short winter rally of just over 300 miles or so. With such cold conditions the roads did not get torn to pieces while the business that it brought to the small town of Konigswiesen repaid them for the temporary disruption of traffic and the loan of their sports-ground and creamery for controls and parc fermés. Certainly the quality of the entry and the enthusiasm shown for this modest event makes one wonder if the same thing couldn't be done here if only the government would allow a 40 miles circuit of roads to be closed. Do you think Llandovery would be interested in having all its hotels filled for three nights for the sake of closing Abergwesyn for half a day? I think that they would and if we can't have tarmac roads at a decent time of year, how about trying to get the same distance on two adjacent forests in the middle of the winter when with no studs, the forest roads won't be rutted up by doing four of five laps on them.



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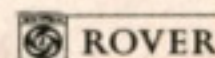
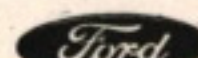
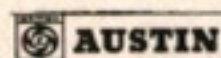
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PAS ..... £3250

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1969 Elan S4 FHC, Orange ..... £1095  
1967 Elan S3 FHC, S/equipment ..... £795  
1969 E-Type Mk 2 Roadster, Primrose ..... £1645  
1971 MGB GT, White, O/d, radio, HRW ... £1295  
1970 TR6 Roadster, Red, O/d, w/w ..... £1195  
1967 (F) Lotus Elan S3 SE, Yellow ..... £845  
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(41916)

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cloth trim, 1 owner, 5-speed gearbox,  
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..... £1875  
1971 ALFA ROMEO 1750 saloon, Fawn, tinted glass  
..... £1445  
1970 ALFA ROMEO 1750 GTV, Yellow ..... £1575  
1971 JAGUAR E-TYPE Coupe, Light blue, radio/ stereo  
..... £1875  
1970 E-type Roadster, red, £1995, 1969 E-type Roadster,  
red, radio/stereo, £1895, 1968 E-type Roadster, hard  
top, £1495, 1969 Morgan +8, red, many extras, £1445.  
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Triumph Stag, white, radio, £2145, 1968 +2 Elan, beige,  
£1045, 1969 MGB Roadster, O/D, BRG, £950, 1970  
MGB GT, silver, stereo, O/D, £1145, 1971 MGB GT,  
red, £1195, 1971 GT6, blue, 1969 GT6, maroon, 1971  
Spitfire BRG, 1970 Midget, red, 1970 Porsche 914, blue,  
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(41717)

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Superb vehicle ..... £1650  
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1971 LOTUS +2S 150, HRW, Sundym ..... £1,999  
1972 LOTUS ELAN SPRINT, FHC ..... £1,749  
1971 LOTUS ELAN Sprint ..... £1,499  
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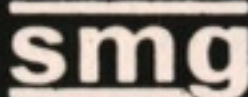
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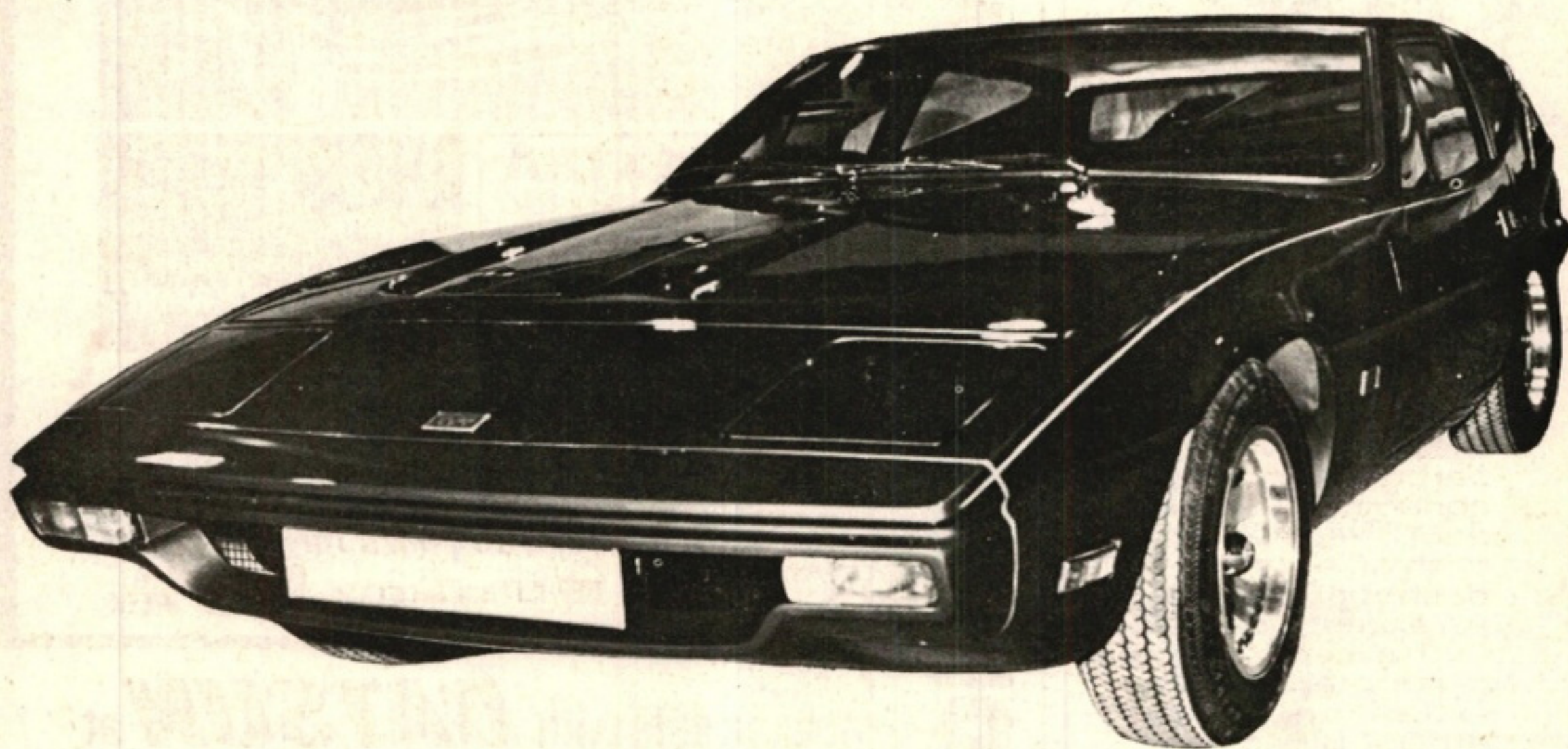
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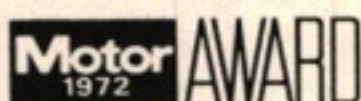
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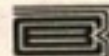
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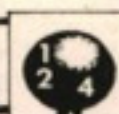
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