

1 MARCH 1973 15p

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AUTOSPORT

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

1 March 1973 Volume 50 No 9

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After its winter hibernation, F3 gets under way again this Sunday at Brands Hatch. The spectacle promises to be equally close this year.



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AUTOSPORT, MARCH 1, 1973

EDITORIAL

The first big race meeting of the 1973 season, at Brands Hatch this Sunday, will bring an end to the winter of our discontent. As can be seen from our preview (page 11) there is a big and varied entry, which should ensure the continuation of the trend at the January club meeting at which attendance was 50 per cent up on expectations. The following weekend the big attraction is the international Formula 2 meeting at Mallory Park, followed a week after that by the Formula 1 Race of Champions. Both have full entries, as has the club meeting at Silverstone where over 190 people want to race on the same day as the Race of Champions.

There is no doubt that the interest among competitors is as high as ever. The big question is whether the action that these people provide will be sufficient to attract the hordes of spectators necessary for the sport's well-being. Last year, if we believe all we're told, the attendances dropped off, but there is a marked note of optimism at the prospects for this year. It is probably a conscious effort on the part of the organisers and promoters, who badly burned their fingers with depressing tales of low attendances last year. That note of hope is undoubtedly a correct one, for an epidemic of depression is an extremely contagious one. Once established, it is easily kindled by political squabbles, erection of metal safety barriers and traditional British bad weather. The result was seen last year, and has caused considerable self-analysis by those involved in the sport's promotion.

Although there may be no BOAC long-distance sports car race, no 2-litre European Championship race and fewer Formula 1 and Formula 2 races this year, in one respect this is a good thing. The spectators have become blasé about the volume of international sport up and down the country throughout the year, and maybe the enforced absence will make the heart grow fonder for what we have, and what, seemingly, will return another year. In their place there are more races for Formula 5000, prospects for which lavishly promoted (and subsequently expensive) meetings. None the less there are plenty of new ideas—such as the saloon and GT race that may be organised at Brands Hatch in October.

That plan, instigated mainly by saloon car specialist Ralph Broad, encompasses European GT Championship cars, special saloon cars, Group 2s and TransAm cars in an exciting anything-goes thrash.

AUTOSPORT, too, is changing. *Tune In*, established in late 1971, was followed by our increasingly popular rally column, *Special Stage*. This week we introduce *Purely Personal*, a weekly look by a staff man or guest writer at the motor racing scene, and *Sports Extra*. This section takes over where *Club News* (RIP) left off. But in addition to the normal club reports, there will be lots of news, features and gossip.

Here's to 1973!

our cover picture

Saloon car spectacular, as John Fitzpatrick swings his Schnitzer BMW through a Zandvoort corner last year. Our assessment of Group 2 racing starts on page 31.

Photo: Paul Thompson

Pit and Paddock

Three car DART GRD team

The works F2, F3 and 2-litre sports cars run by GRD this year will all be entered under the "DART racing with GRD" banner. This is the first result of the tie-up between Scottish industrialist Denys Dobbie and GRD's Mike Warner.

All the cars are painted in the immaculate blue and white colours which first appeared on the DART Chevron B19s a couple of years ago. Dave Walker will drive the F2 car in the European Championship, Alan Jones the F3 car in the John Player Championship and other selected events while John Miles will handle the 2-litre car.

The Dobbie Automobile Racing Team was formed at the end of 1970 to contest the 2-litre championship. The first year was fairly successful but after abortive deals first with Lola and then Rondel, 1972 did not see any of the cars racing in Dobbie's colours. DART racing with GRD has been formed "to allow the maximum benefit for future commercial companies who wish to invest and participate in International motor racing. It is the intent of the team to secure such interest from commercial investment based upon the track per-

formance of the racing team and the backing of works supported cars."

The F2 273 and the 2-litre 573 cars will be taken to Estoril this week for extensive testing. Dave Walker will still be in plaster for another three weeks but hopes to be fit enough to drive almost as soon as it comes off. In his absence at Estoril Reine Wisell, who will be present anyway with Sten Gunnarson testing their Pierre Robart sponsored F2 cars, will drive the car while John Miles will test the 2-litre car. Previously unseen on the F2 car is a full width nose and rear wing which extends way beyond the gearbox. Only Roger Williamson's Wheatcroft GRD will be at Mallory Park. Wisell, Gunnarson, Walker, Hiroshi Kazato, Tetsu Ikuzawa and Brendan McInerney will be at Hockenheim.

So far GRD have delivered 16 new cars this year and they are leaving the factory at five cars per week. In all they have sold 48 of their projected 55 cars. The biggest single customer is German industrialist Jorg Obermoser who has bought a total of 17 cars which includes five sports cars. Warner has sold another

five sports cars, one each to Rene Herzog, Hiroshi Kazato and DART and two to Portuguese driver Augusto Palmo. Not surprisingly the most popular car so far is the F3 373 model of which 15 have been sold.

An interesting order for two F3 chassis came from Toyota in Japan. They will be using the cars in order to evaluate the potential of their 2-litre road going engine for competition use. Six other chassis have been bought from Japan to be fitted with 1300 cc Honda engines for Formula Japan racing.

Warner has also got another big commercial sponsor lined up whose plans will be announced in the near future. The company is Myson who are a big heating and ventilating concern.

The factory expansion is going ahead on schedule with the new GRS extension completed and the prototype shop nearing completion. The projected F1 prototype is now a great deal further than being a twinkle in Jo Marquart's eye and there is a chance that a car may be seen before the end of the year. However, Warner is emphatic that there will not be a works run car in 1974.

F2 Chevron and Brabham for Morgan



Dave Morgan—busy year.

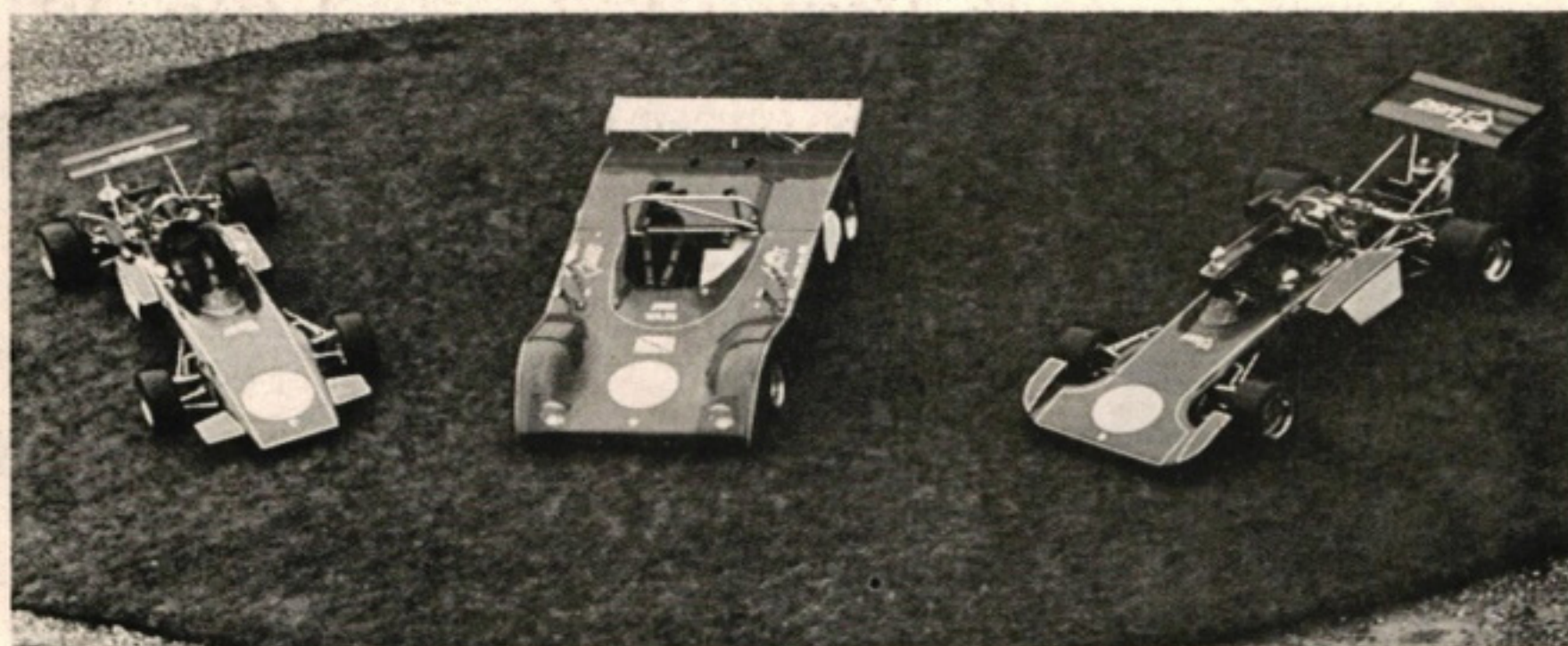
David Morgan created a surprise last week when he went testing at Snetterton and Brands Hatch in an F2 Brabham BT40 instead of the Chevron which he will campaign in the European Championship this year. His sponsor Ed Reeves originally ordered the car so that he could trade in his last year's BT38s, as he preferred to have a new competitive BT40 lying around rather than two BT38s. He did in fact sell one of the cars beforehand but decided to have the BT40 anyway.

Morgan stressed, however, that he would be using the Chevron B25 in the championship while the BT40 would either be kept as a spare or hired out. Morgan will use David Wood prepared BDA engines again this year.

In order that the 1860 cc engines which Morgan used last year would not lie around redundant Reeves has purchased the David Wood G2 Escort which Tom Walkinshaw drove very quickly at the end of last season and Reeves himself and Morgan will drive the car fitted with the old engines in as many British Touring Car Championship rounds as possible. The first will be the Race of Champions when Morgan will drive using, hopefully, the full 2-litre engine which he will use at Mallory Park the previous weekend in the F2 car.

So for Morgan, last year's premier Grovewood award winner, it looks like a busy year as he will be contesting every round of the F2 series which is 22 races alone.

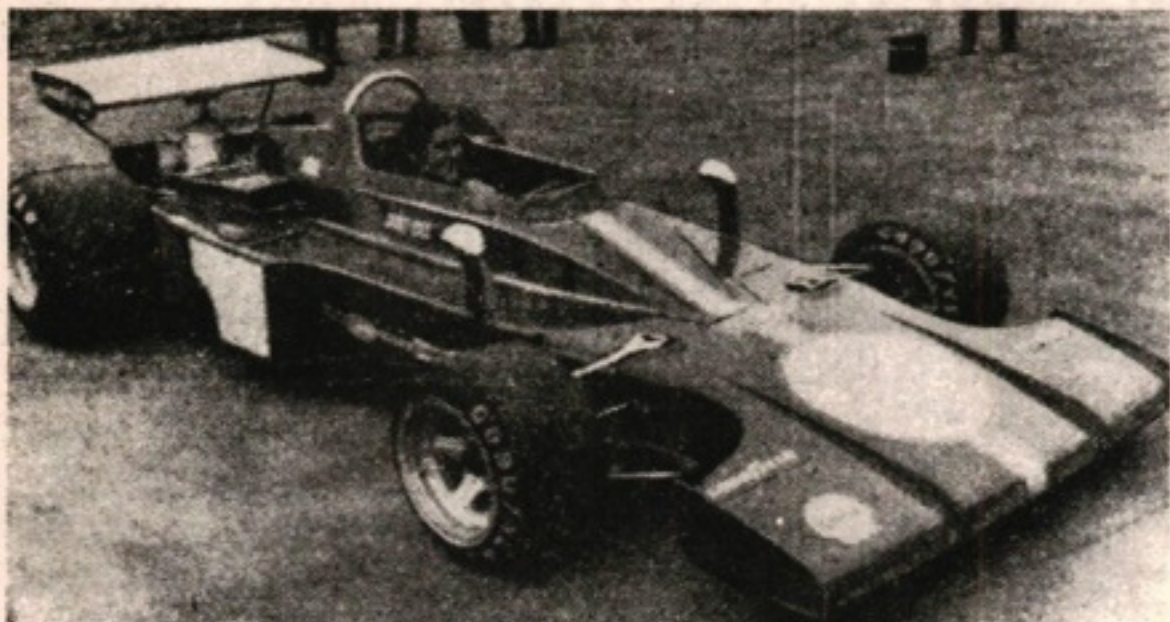
● Kaye Griffiths, who has been without a competition licence since the 1971 Tasman series, is to get his licence back in time for this season. He plans to compete in most InterSerie races with the Glamour International McLaren M8D.



The DART racing with GRD team (left to right) Alan Jones' F3 373, John Miles' 2-litre 573 and Dave Walker's F2 273 fitted with the previously unseen full width nose (above). The GRD production line at full stretch (below).



New F1 Ferrari



Apologies for the quality of the picture but it is the only one available of the Anglo-Italian F1 Ferrari. Basically the car consists of a new monocoque designed in Italy and built by John Thompson in England, with familiar B2 flat-12 engine and suspension lay out. The car is officially called the B3 although logically it is the B4. To confuse matters the works have christened it the BCR. The car may go to Kyalami this week but the most likely place for its debut is the International Trophy at Silverstone.

Lloyd's continue racing insurance

Following a successful first year operating a specialised motor racing insurance scheme through Lloyds, broker Ian Bracey and underwriter Malcolm Blair have announced that they will continue to provide cover this year.

1972 was the first full year of the Lloyds scheme and they handled over 200 accounts. This included cover for all the competitors in single races at meetings in such far off places as South Africa and Australia (the Benson and Hedges 500); entire teams for a season's racing and a great many individuals for the whole season and individual events.

Altogether 31 claims were made during the year ranging from sports cars at Le Mans (Jo Bonnier) through InterSerie cars, Formula Fords and an engine destroyed by fire during a rebuild.

A great many people insured so that they could guarantee their race programme to sponsors. The great advantage of the insurance is that a crashed car can be repaired immediately, if three simple rules are adhered to: photographs are taken of the car, broken parts must be retained for inspection by Lloyds at a later date, and that the broker is informed within 48 hours.

Although there were a number of heavy claims during 1972 Lloyds underwriters were happy with the way the scheme operated and thus premiums will be no more expensive this year and no-claim discounts should be bigger.

One part of the Lloyds scheme which Bracey and Blair are expanding is that of insuring complete grids. They have a proposition which is being offered

to race organisers throughout the world, which should go a long way to helping them over starting money problems.

Taking for example Formula 1, the Lloyds scheme can insure a grid of 20 cars against rolling chassis damage up to £5000 per car for a premium of £2,500 for the whole field. Surely none of the F1 constructors can turn their backs if organisers offer full cover for their cars instead of increased starting money?

This scheme is not only aimed at Formula 1 but at organising clubs at all levels and groups of drivers. Even the smallest club race meeting can have grid insurance providing that there are more than 20 starters.

Formula associations are currently on the increase and they too can benefit from the scheme. As they sell themselves as a race package to organisers, with 20 or more starters they can arrange their own insurance for the whole package.

Another scheme being worked on is for Indianapolis. In such specialised races like Indy and Le Mans the cars are rated at 5%; however for Indy the cars are insured for a month to include qualifying (there must be more than 15 cars insured) and the race. Those that do not qualify and do not have to claim will receive 50% of the premium back while those who do race and still do not claim there will be a rebate of 25%.

For further details contact: Ian Bracey, Chandler, Hargreaves, Whitall & Co Ltd, Chandler House, 5/7 Marshalsea Road, London SE1 1EF (Tel: 01-407 8000) or any other Lloyds broker.

Final Tasman to McCormack

The Tasman series ended the way it started last Sunday with a narrow win for John McCormack over Alan Rollinson. The circus moved to the Virginia Raceway, Adelaide, for the final round with a slightly depleted entry as the Championship had already been settled in favour of Graham McRae for a third time.

McRae did not have a happy ending to the series however as the clutch on his McRae exploded virtually at the start. Frank Match took the lead with the Match-Repco and stayed in front for 56 of the 71 laps before stopping with fuel pressure problems. He continued for a couple of laps later on but went off in a big way and badly damaged the car; Match was unhurt.

This left McCormack's Elfin-Repco in the lead with Rollinson a few seconds behind. As in the first race of the series at Pukekoe, Rollinson put in a tremendous effort with the Duckhams McRae and he caught the Australian. However, he was never able to find enough room to get past and had to settle for second place 0.7 s

behind. He had the consolation of setting a new lap record of 50.7 s. McCormack's win took him to second overall in the championship with 29 points to McRae's 40.

The race was run in extremely hot conditions and a number of drivers suffered from fatigue. Kevin Bartlett was lying fourth when he had to stop for a rest and continued later to finish well down. Sam Posey, who has had a rather disastrous series with his Surtees TS11 retired on lap 50 when in fifth place. The engine blew up mightily and the car caught fire but he got out quickly and the extinguishers saved the car.

Steve Thompson had yet another steady race in the Servis Chevron finishing third a couple of laps down. Max Stewart had gearbox trouble throughout and never really got going. After a pit stop he took fourth place three laps behind. Gary Cooper's Elfin-Repco was fifth.

The final championship positions are: 1, McRae, 40; 2, McCormack, 29; 3, Match, 27; 4, Thompson 22; 5, Rollinson 21.



John McCormack's Elfin-Repco won the final Tasman round at Adelaide.

Mays at Donington

The official opening of the £500,000 Donington Collection of single seater racing cars at Donington Park will be performed by Raymond Mays. Mays in fact won the first ever 100 mile road race at Donington in an ERA in 1934 and also holds the short circuit lap record which will never be beaten. The official opening is on Friday, March 16, and the Collection is open to the public on March 17.

Tom Wheatcroft said that he was gratified that Mays had accepted his invitation to open the Collection because of the efforts he had made to uphold British prestige in international racing with his ERA and BRM projects. The first ERA and six BRMs are included in the collection.

Migault's F2 Pygmee

Marius Dal Bo's Pygmee set up will again be running in Formula 2 this year. There will be two cars based on last year's promising MDB17 for Patrick Dal Bo and Francois Migault. Last year there was an abortive attempt to run four cars but lack of finance and totally unreliable engines kept the cars out of the results, although Carlos Pace did lead a couple of races.

Migault has only done a couple of F2 races before but both times finished in the first six. He was sixth at Rouen in a LIRA Lotus 69 and fourth at Albi in a March in 1971.

David Oxtan bringing F5000 Begg to Britain

New Zealand Gold Star champion for the past two seasons, David Oxtan will be contesting this year's European F5000 series in the New Zealand-designed and built Begg FM5. Constructor George Begg will manage the operation and the third member of the team will be Joe Wright, a well-known spanner man.

The venture is without precedent for, although New Zealanders have built and raced cars in Europe, this will be the first occasion on which a car built in New Zealand has been raced in Europe. Present intentions are to do the complete series, but Begg is not counting chickens before they are hatched.

He reckons the team will need a lot of good fortune to gain wins, although he pointed out that with Oxtan driving his cars, the Begg FM4 last season and

the FM5 this season, they had only two d-n-fs. Finance is the big problem facing the team. Begg is looking for a sponsor, but failure to get one will not stop the venture from going ahead. Originally Begg and Oxtan proposed to contest the four Australian Tasman Cup races, but with the prospect of the European campaign they dropped out after the four New Zealand rounds, Oxtan having been placed fifth at Levin and Wigram.

Oxtan hopes to return home in time for the 1973-74 Gold Star series and then do the Tasman series, but Begg has been quoted as saying he has no plans to continue racing after the completion of the European F5000 series in October. That, of course, does not mean to say he will not be making plans over the next few months.

Vallelunga G5 testing

Further to our recent report of Ferrari tests at Paul Ricard it seems that we did Brian Redman an injustice. He took the new Ferrari around in 1 m 52.7 s not 1 m 54.6 s as quoted. This is 1 s off the unofficial best F1 time while the outright unofficial record stands to Donohue in the Porsche turbocharged at mid 40 s bracket.

Since Ricard the Ferrari has also been testing at Vallelunga where Brian turned in a 1 m 10.9 s which compares well with F1 times and the outright record of a relaxed Fittipaldi at 1 m 11.6 s in the last F1 race.

The Gulf Mirage team have also been testing at Vallelunga, with John Watson and Derek Bell trying the DFV powered Mirage. Bell's best time was 1 m 11.8 s but the car had gearbox and handling problems.

Arturo Merzario, Nino Vaccarella and Nanni Galli were trying the latest 2 litre Abarth. Times recorded were around 1 m 15 s, but Vaccarella indulged in numerous spins before shunting the front of the car, and Galli crashed the car and broke a shin-bone which will put him out of the South African GP.

Beltoise at Mallory

The "mystery" driver in the second works F2 March-BMW at Mallory Park will not be Clay Regazzoni as was originally thought but Jean-Pierre Beltoise. It was announced about a month ago that Beltoise would be doing occasional events for March in F2 this year although it was thought that they would all be French events. His team mate will of course be compatriot Jean-Pierre Jarier who has been frightening fellow F2 men with his testing times in the last week. Jarier and the Surtees TS15s of Jochen Mass and Mike Hailwood were at Mallory last Saturday on the club circuit and the March was reported to be extremely rapid.

Other March-BMWs at Mallory will be the privately sponsored but works tended car of Colin Vanderveil and private entries for Bill Gublemann, Jacques Coufon, Mike Beuttler, Vittorio and Tino Brambilla, Vern Schuppan and Tom Walkinshaw (entered by John Stanton). Ken Bailey will have his Atlantic 722 entered

by Graham Eden. As well as Mass there will be another works Surtees for a TBN driver (probably Mike Hailwood) while private entries will be in the hands of Andrea de Adamich, James Hunt, Dave McConnell, Peter Wardle and Bob Salisbury.

New Brabham BT40s will be handled by John Watson in the works car (Wilson Fittipaldi will not be there) John Wingfield, Cyd Williams, David Cole and a TBN entry from Fiddlers Three Restaurant.

The only likely GRD runner is Roger Williamson although entries have been received for Brendan McInerney, Hiroshi Kazato, Tetsu Ikusawa and Swiss Jo Vonlanthen. Peter Gethin, Gerry Birrell and last year's winner Dave Morgan will drive new Chevron B25s. Richard Scott has an entry in a new car which will be announced next week while sports car driver Brian Robinson will have his first single seater outing with the so far unraced ex-John Burton Ensign F2 car.

Sutcliffe and Kuwashima in Shellsport F3 team



Eric Hassell, chief mechanic of the Reystan/Shellsport F3 team, talks to Masami Kuwashima about his new GRD at Silverstone.

Shellsport announced this week two more additions to their sponsored cars for this year. They are sponsoring a two car F3 team run by Reystan Racing. The drivers will be Andy Sutcliffe and Masami Kuwashima. Sutcliffe will be driving the works supported Royale RP11A which will be based at the Reystan premises in London. Kuwashima, who was very fast on occasions last year with a Reystan entered GRD, has sold his old car to John Macdonald and bought a new 373. Sutcliffe's Royale will use a works Vegantune engine while Kuwashima will stay faithful to Holbay.

The team will be run by John Reynolds and managed by Roy Kennedy while 1972's Mechanic of the Year, Eric Hassell, will be in charge of the preparation.

As well as support from Shell the team has also got some backing from Graviner fire extinguishers, for whom Reystan are exclusive agents.

Shellsport's racing involvement now includes the Speed International run F5000 cars of Gijs van Lennep, Tom Belso and Clive Santo, the G1 BMW of Tony Lanfranchi, Nigel Stovin-Bradford's Hillman Hunter GLS and the 20 Escort Mexicos which will be used in MCD's Celebrity races.

Hanson's TecMec McRae

TecMec, a name which will conjure up memories of post war Maseratis and a late 1950s F1 prototype, will be returning to racing this year by sponsoring a new F5000 McRae GM1 for Yorkshireman Peter Hanson. The car will contest the whole Rothmans European F5000 Championship and the team will be run by Colin Lushington-Murray who used to race the TecMec Maserati. The McRae will use Race Engine Services-prepared Chevrolet engines and be based at TecMec's in Cristow, near

Exeter.

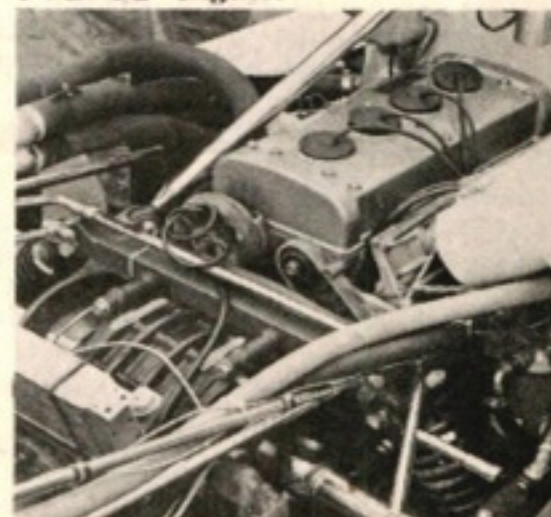
Hanson has been out of single-seater racing since his successful F3 exploits in 1970 and in the past couple of years has had plenty of success in 2-litre sports cars. He will continue in sports cars this year with a new Chevron B23 entered by Hire International. He will also do some G2 events with a Broadspeed-prepared Escort with John Hanson (no relation). Additionally he will drive a works G2 BMW at the Spa 24 Hours again following his success last year.

Williamson tests FVD

Roger Williamson took delivery of the first of Tom Wheatcroft's two F2 GRDs last week and took it to Silverstone last Friday. The car was fitted with an Alan Smith developed FVD engine which will be the homologated version of the FVC which should be allowed in F2 very shortly. This was the first appearance of the FVD in any car. On its first ever run at Silverstone on the Club circuit Williamson got round in 53.9 s which is 0.1 s inside David Prophet's outright lap record. The car was not fitted with the wide nose which is now available from GRD but Roger was delighted with the car and Tom Wheatcroft pronounced on Sunday that the

car would win the championship this year.

The Alan Smith FVC-derived FVD F2 engine.



PAGE TOURS

SPANISH G.P. BARCELONA — APRIL 29

The flag has fallen for the start of the Page Tours motor racing season. As you read this, enthusiasts on our first departure of the year are already in South Africa awaiting the Grand Prix on Saturday (March 3rd). It's too late to join them but you can see the first European round in Barcelona on Sunday, April 29th.

LONG WEEKEND — £55

scheduled flight from London Heathrow

We leave on Friday from London Heathrow by scheduled service of Iberia Airlines. There is a choice of two departure times. Three nights' hotel accommodation in Barcelona are included and coach transfers to and from the circuit. The return is on Monday, April 20, and once again there is a choice of two departure times.

ONE-DAY FLIGHT — £27

direct from Luton Airport

This visit is ideal for those whose time is limited. Departure on Sunday, April 29, is from Luton Airport by Britannia aircraft at 07.00. Arrival in Barcelona is at 09.40. The whole day is geared to visit the Grand Prix and to see something of Barcelona afterwards. Return arrival at Luton is 02.00 (Monday).

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This will naturally be the last race of the day, entrants coming from the preceeding Formula 3, Formula Ford, Group 1 and Special Saloon Car events. Which all adds up to a thrilling days racing.

BRANDS March 4

Admission: Adults 70p. Children 30p.
Stands/Paddock 40p

The promoters reserve the right without notice to make any alteration to the race programme

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Clan's homologation in G4 challenged

There is a growing amount of opposition to the recent announcement that the Clan Crusader had been homologated in to Group 4, where there is a minimum production requirement of 500.

Gary Taylor of the Mod sports register has brought up the matter with the RAC and the FIA. Taylor states that "the managing director of the company was recently quoted as saying that at present they were only manufacturing one vehicle per day, a total of five per week. Production at this rate will obviously leave them well short of the 500 vehicles per annum."

Taylor's concern for the homologation has gathered considerable support, particularly as other small-car manufacturers such as Ginetta and TVR have been trying to get models homologated for Group 4 for some time. One of the results of getting the Clan homologated in to Group

4 is that it is immediately eligible for the new production sports car formula and Clan have already announced their intentions to run five cars in this series.

Why did the RAC approve the homologation of the Clan if 500 have not been produced? Apparently the RAC don't actually see for themselves that 500 have been produced but obtained a legal document from the manufacturers stating they have produced 500. Apparently to dispute the homologation with the RAC and FIA is quite an expensive matter with legal fees, so it is difficult to see what will happen.

Further to our mod sports/prod sports article last week, it seems that there is a move afoot to make the classes for 1974 modified sports: up to 1150 cc, 1151 to 1500 cc, 1501 to 3000 cc and over 3000 cc. There seems to be plenty of support for the idea, but no doubt it will bring about the usual complaints.

Kent Messenger back Brise

The Kent Messenger, the county newspaper of Kent, is extending its involvement in motor racing this year by sponsoring Kent resident Tony Brise in F3.

The paper has been involved in sponsorship for a number of years ranging from an F5000 race, an F5000 car, Ray Calcutt's Bevan Imp and their own special saloon car championship. They have recently been awarded the MCD Trophy for the best turned out non-works equipe in F5000

in 1972 with Calcutt's ex-Ganley McLaren M10B.

As well as sponsoring Brise with his new GRD-Holbay 373 (he will have last year's car as a spare) they will continue to sponsor the 1000 cc Brands special saloon championship and Ray Calcutt's Imp.

Brise, tipped by many to be this year's man-to-beat in F3, will be entered by Team Kent Messenger Racing for Kent.

Tony Brise tries the new Kent Messenger GRD at Brands Hatch.



Race of Champions: new Brabham debut?

Motor Racing Developments are working flat out in order to prepare their new Brabham BT42 for the Race of Champions at Brands Hatch on March 18. Should the car not be ready in time, Carlos Reutemann or John Watson will drive the current BT37.

Other exciting F1 entries include the two John Player Specials, which will be equipped with deformable structure chassis

for the first time. The McLaren M23 will make its European debut in the hands of either Denny Hulme or Jody Scheckter, the works' other entry being an M19.

Three Shadows (Follmer, Oliver and Hill), two Surtees TS14Bs (Pace and Hailwood), an Iso-Marlboro (Ganley) and three Marlboro-BRMs, whose drivers have not been finalised, are also entered.



The latest German Ford Capris being built up in the Cologne works. Note the revised rear wheel arches, similar to the ones used on the latest BMW CSLs. The new Capris, with their 12in and 14in wheels, have proved very fast in testing.

Pescarolo heads Schnitzer line-up

Yet more top driver signings to BMW were announced this week. The Schnitzer tuning brothers are to run at least two 3.3 litre BMW CSL coupes in European G2 rounds this year. Their leading car will be driven by Frenchmen Henri Pescarolo and Jean-Pierre Jaussaud with Bob Wollek and Walter Brun in the second car. A third CSL will appear at Monza for the Brambilla brothers, with Jacky Ickx and Rolf Stommelen making occasional appearances for the team in CSLs.

More details of this and of other exciting drivers and cars for the forthcoming Group 2 season can be found in our feature on page 31. Also announced in that article is a proposed big saloon race at Brands and the introduction of a new silhouette formula in Europe, which is hoped to become Europe's version of NASCAR racing.

The threatened strike by railwaymen, scheduled to take place yesterday (Wednesday), is likely to affect distribution of this week's AUTOSPORT. The publishers regret that if the stoppage takes place, which was uncertain at the time of going to press, it could make the magazine two or three days late in certain parts of the country.

Rothmans change

Rothmans of Pall Mall are to enter into a new kind of race sponsorship. Previously they have been involved with sponsoring the Formula 5000 Championship, but now they are to enter in to the sponsorship of a car. The car Rothmans are backing is a BMW 3.0 SI which will appear in Rothmans colours of blue and gold, and will be driven by Motor's deputy editor Roger Bell, who established some notable performances for BMW in British Group 1 last year.

Bell's Rothmans BMW will be entered in all the Castrol and Britax Group 1 championships, and will be assisted by BMW Concessionaires.

Damien Magee steps back

Exuberant Irishman Damien Magee was driving his old F3 Palliser at the Brands test day last Sunday instead of the hoped for new Brabham BT41. Larry Sevitt, who was to have backed the rapid Magee with the new car, returned to Israel recently and then called Damien and told him the deal was off; thus what looked like being a powerful force in F3 this year has been lost.

However Magee is determined to get some racing in to try to attract a sponsor and so has resurrected his old Palliser, which he used to good effect early last year, and will run it with help from JSM Supplies who are garage equipment suppliers.

Doubt over Swedish GP

Rumours are gathering strength that the Swedish GP has been cancelled. MCD's John Webb has received a communication from the owners of the new Italian circuit at Santa Monica stating that as the Swedish GP has been cancelled they have been granted permission to run a non-championship F1 race and would like Formula 5000 cars to be included in the race as well. There is scheduled to be a round in the Rothman European F5000 Championship at Santa Monica on the same date, June 17.

Atlantic Matthews

Stan Matthews, will be moving from F3 to F4 Atlantic this year. He will have a brand new Ensign chassis using Geoff Richardson prepared BDA engines. The car will be sponsored by Paul Hoskin, the owner of the Wicken County Hotel near Silverstone. Additional backing will come from Accuspilt 1, the American company which produce the revolutionary digital electronic stop watch. As well as backing Matthews, Accuspilt will be announcing further sponsorship plans in the near future.

Moskvich G1 attack

More Moskvichs will be gracing our Group 1 grids this year. Satra Motors will be running two cars headed by their 1972 champion Tony Lanfranchi, who will be driving the Moskvich in Britax rounds and the Shellport Luxembourg BMW in Castrol events. Other Satra Moskvich drivers are MCD's John Webb and the attractive 20 year old MRS girl pupil who races under the name of "Olinkha."

There will be a separate three car team entered by the Opposite Lock Club and supported by Satra Motors. Group 2 champion Bill McGovern will head the line-up on occasions, and other drivers will be. Tony Stubbs, Martin Hone, Paul Emery, Peter Jopp and Chris Davies.

Alfa Romeos in British G2

The Swedish Alfa Romeo Racing Team, formerly known as Top Con, Racing, have put in a couple of entries for the opening Group 2 race of the season, at Brands Hatch on March 18. Bjorn Steenberg and Ragnar Segring will drive 1300 cc Giulia Juniors under team manager Claas Feinbaum. If the team can obtain sponsorship, they plan to compete in all British Saloon Car Championship events.

New Chrysler 2-litre

Chrysler have added a new prestige car to the top end of their European range. Developed from the existing Chrysler 180, it is manufactured in France except for the transmission, which is American. The 1981 cc engine is, in effect, a watered-down version of the unit used in the Simca CG prototype sports car. It has a chain-driven overhead camshaft, operating the inclined valves through rockers in an aluminium head. Breathing through a twin-choke down-draught Weber carburettor, it has a net output of 110 bhp at 5600 rpm on a compression ratio of 9.45 to 1.

The new car will only be sold with the well-known Torque-Flite automatic transmission. The independent front suspension is on the MacPherson system while the live rear axle is on trailing arms and coil springs, with anti-roll bars front and rear. The steering is by rack and pinion. Incidentally, Chrysler make the only cars with live rear axles in France. The big four-door body is luxuriously appointed and elaborately equipped, with a vinyl roof cover as standard.

I was able to put the 2-litre through its paces in the South of France. Its two outstanding features are the superb automatic transmission and the excellent stability in side winds of gale force. The transmission is unbelievably smooth and, as it was originally designed for much bigger engines, it should last for ever. The stability in side winds

is almost in the front-drive class but the ride is not, for on bad roads the back axle makes its presence felt. In spite of taking 4½ turns from lock to lock, the steering is not light when repeated sharp corners have to be negotiated.

The driving position is comfortable and effective, though the soft seats might give a little more lateral location with advantage. The effective gear ratio is raised compared with the 180 as bigger wheels are used. I would estimate that the maximum speed is around 105 mph and the car cruises easily at 90 mph or so. Wind and road noises are commendably low, the Torque-Flite transmission is silent, though the rear axle is occasionally audible. During maximum acceleration, the engine is perhaps a little less reticent than it might be in such an executive-style carriage.

On the winding roads of the Riviera, I found it an advantage to keep the high second gear manually engaged. The disc brakes on all four wheels encouraged me to have a go, for they were excellent, but the steering and roadholding are perhaps more suited to less adventurous driving techniques.

Chrysler's new 2-litre looks more expensive than its £1849 price ticket and in England it would certainly impress the neighbours.

JVB

BRIEF SPECIFICATION

Car Tested: Chrysler 2-litre 4-door saloon, price £1,849.10 including tax.
Engine: Four cylinders 91.7 mm x 75 mm (1981 cc). Compression ratio 9.45 to 1. 110 bhp (net) at 5600 rpm. Chain-

driven overhead camshaft. Twin-choke down-draught Weber carburettor.
Transmission: Chrysler Torque-Flite 3-speed automatic. Hypoid live axle.
Chassis: Combined steel body and chassis. MacPherson independent front suspension. Rack and pinion steering. Live rear axle on trailing arms and coil springs. Anti-roll bars front and rear. Servo-assisted disc brakes all round. Bolt-on steel wheels fitted 175 HR 14 radial ply tyres.
Dimensions: Wheelbase 8 ft 9 in. Track 4 ft 7 in. Overall length 14 ft 10 in. Width 5 ft 8 in. Weight 2491 lb.
Performance: Maximum speed 105 mph (approx).

● A new high performance Executive version of the 1300 Escort is announced by Ford today. Called the 1300E, it has a top speed of 99 mph and is equipped with a twin-choke down-draught carburettor, a high lift cam and a 4 branch exhaust manifold; the engine developing 72 bhp at 6,000 rpm.

● Centaur Engineering of Halesworth, Suffolk are offering replicas of their successful Centaur Mk 14 F1200/Clubmans car. The prototype, designed by Richard Scott of Centaur, was raced successfully in F1200 last year by David Childs.

INTERNATIONAL DIARY

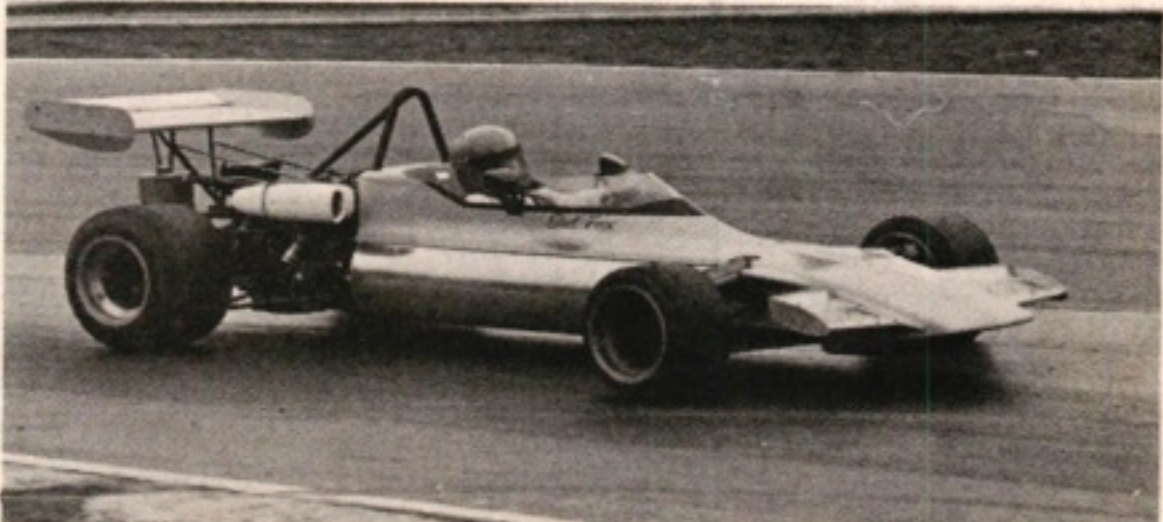
March 3
Kyalami, South African Grand Prix (Formula 1, round 3, World Championship).
March 4
Ontario 500, USA (NASCAR).
March 9/11
Lyon - Charbonnières / Stuttgart - Solitude Rally, Germany.
March 11
Mallory Park, England (Formula 2 Championship, round 1).
March 13/18
TAP Rally, Portugal.
March 17/18
Brands Hatch, Race of the Champions, England (F1, F5000).
March 18
Carolina 500, USA (NASCAR).
March 25
Vallelunga 1000 kms, Italy (World Championship of Makes, round 2).
Monza, Italy (European Championship for Touring Cars, round 1).

New cars at Brands and Silverstone

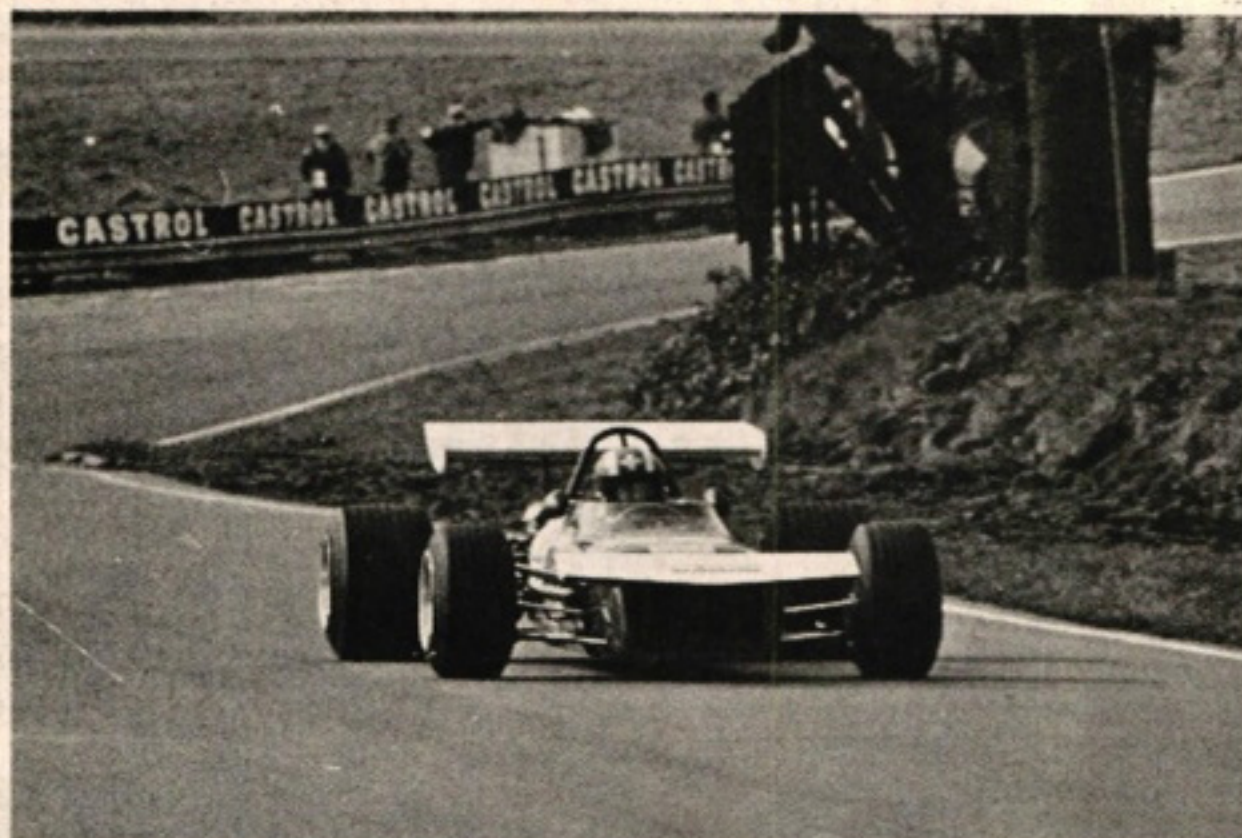
Guy Edwards gave his new Barclays and Amoco sponsored F5000 Lola T330 its first outing at Brands Hatch.



Cyd Williams went off at Brands while testing Graham Eden's new Atlantic Brabham BT40; damage was confined to the rear end (above). Sid Fox got the latest Huron Atlantic car going very quickly..



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Rothmans T-shirt, sizes: L, M	£1.00	55p
Rothmans Racing Cloth Badge	50p	30p
Rothmans 5000 Cloth Badge	50p	30p
Rothmans 50,000 Cloth Badge	30p	15p
BOAC T-shirt, sizes: M, S	£1.00	55p
BOAC Cloth Badge	30p	15p
Tyrrell T-shirt, sizes: L, M, S	£1.00	85p
Go-Gear T-shirt, sizes: L, M	£1.00	55p
Shell T-shirt, sizes: L, M	£1.00	55p
BRM T-shirt, sizes: L, M	£1.00	55p
Wiggins Teape T-shirt, sizes: L	£1.00	30p
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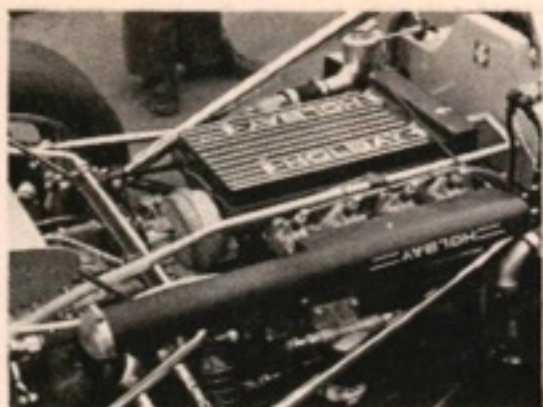
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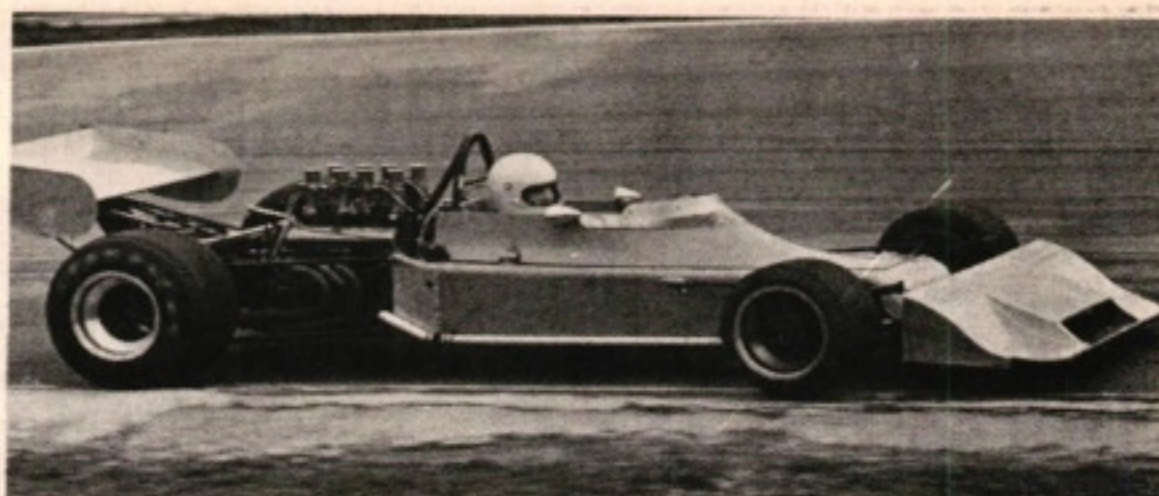
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Development in the Formula Three airbox department: the restrictor fitted to the Holbay engine in Brian Henton's GRD was reversed to prevent dirt and shreds of tyre being sucked down and fouling the fourth cylinder. A number of other engines had the same system (above left). Special nose treatment for the Trojan F5000 car (above right). Roger Williamson gave his F2 GRD its first ever outing at Silverstone last Friday and unofficially got under the outright club circuit lap record (below).

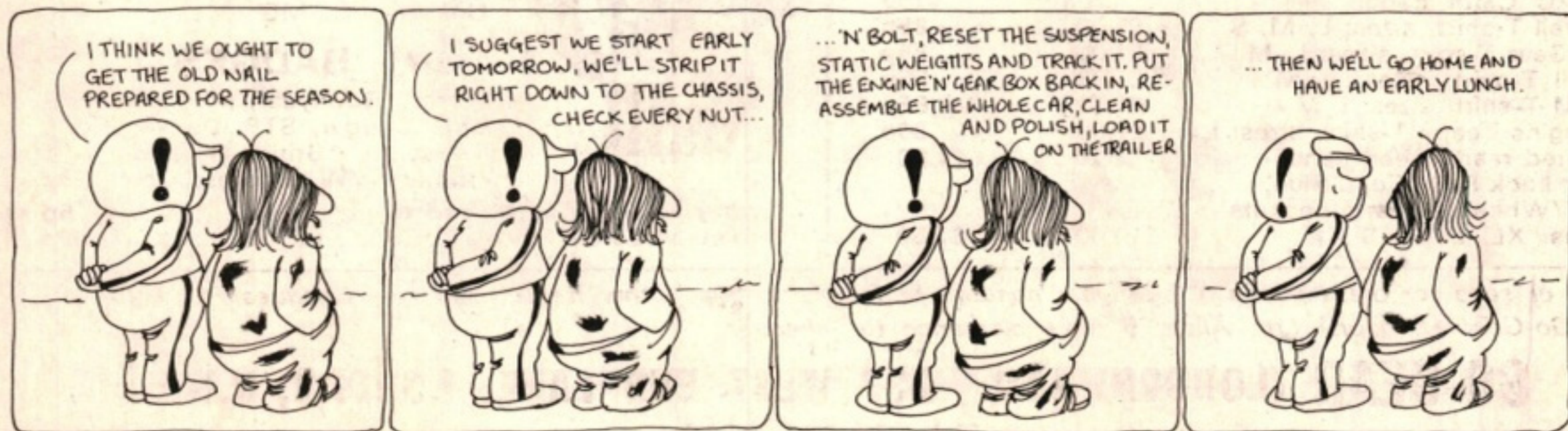


Keith Holland at speed in the F5000 Trojan at Brands Hatch (top). The marshalls' training day at Silverstone on Sunday included all aspects including fire fighting (above). The Northampton Motor Sport Society held the second of their successful motor shows in Northampton Town Hall on Saturday.



CATCHPOLE

By Barry Foley



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Make sure you've got a good spectator vantage point for the seventh race on the programme of this Sunday's first all-championship race meeting of the season at Brands Hatch.

Why, event seven? Because it's the first Shellport Celebrity Mexico race in which 20 identical gaily painted and road-going Escort Mexicos all fitted with Avon Wide Safety GT tyres, will be raced by the overall and class winners and high placed finishers from the preceding F3, FF and saloon races. Book your place at Paddock Bend now, as the sight of single-seater exponents taking on saloon aces on equal terms should not be missed!

Brise—man to beat

Will Tony Brise be the pace-setter in Formula 3? Many F3 experts believe he will be, and his new GRD 373 will have sponsorship from the local Kent Messenger paper group, so Brise



F3 contestants, Tony Brise (left) and Russell Wood (right).

will be all out for an important win on home ground. Mike Wilds for one is determined not to let Brise have an easy time, with his new Ensign, nor fellow Ensign driver Mo Harness. Not to be underestimated are the new streamlined Marches and judging by impressive testing performances, FF champion Ian Taylor and Russell Wood could well score debut wins for the new 733 model. Opposing Brise in GRDs will be Masami Kuwahima and Australian FF pilot Larry Perkins. Could they spring a surprise? Lombard North Central Formula 3 points are at stake for this 15-lap race, and it promises to be a cracking start to the F3 season.

STOP PRESS

Tony Trimmer will be driving a Brabham BT41 in the Lombard Formula 3 race on Sunday, on behalf of the works, as part of Brabham's development programme on the car. Trimmer will have Holbay power for this new car.



Which one to win G1—Marshall (left) or Spice (right)?

Marshall v Spice

And who is going to start the ball rolling in the revised production saloon car formula? The large controversial figure of Gerry Marshall is taking the helm of the hair-raising Shell Luxembourg BMW 3.0 SI—his spectacular antics with it at Brands practice last Sunday were quite amazing—and a similar model will be driven by journalist

Roger Bell. But will the BMWs defeat the Capris?—Formula 5000 exponent Gordon Spice and John Hanson have Broadspeed-prepared 3-litre Capris to deal with the BMWs. But another combination not to be underestimated is the 5.7 Chevrolet Camaro of Richard Lloyd. Another struggle likely to emerge is in the £1500 class where Vauxhall Firenza (with Denis Throne), Hillman Hunter GLS (Bernard Unett) and Opel Ascona (Richard Scantlebury) are candidates for maximum class points towards the Britax championship.



FF regular Bob Arnott (left) and newcomer to Britain Roy Klomfass (right).

Hectic FF start

Will one of the already established Formula Ford names such as Derek Lawrence, Syd Fox, Donald Macleod, Bob Arnott, Mike Young, Frank Hopper, Mike Taylor, Doug Bassett or Geoff Lees set the pace for the first round in the BOC Championship, or will one of the many new names which appear on the crowded entry list take over the running? New names such as Ted Wentz in the works Elden, South African Roy Klomfass in a Royale RP16 and more Royales for Eugene Griffin, Pat Gadsden, Wilhelm von Tiejn and Alo Lawler—will any of these obscure names usurp the stars from FF this year? We should be able to tell by Sunday's BOC race.

So large is the FF entry that apart from the 12-lap BOC race, there are two other non-championship FF events for the next 40 fastest. There certainly should be plenty of action from that lot.

Imp-Mini battle

There are great prospects for a thrilling battle in the 1-litre special saloon race, between the Imps of Ray Calcutt and Alistair McHardy, and the Minis of Rob Mason, Peter Baldwin and Roger Saunders. In an

equally well-supported over 1-litre special saloon race, watch out for the full racing Minis of Simon Ridge, Ian Bax, Terry Harmer, Bernard Bird and Alan Jones, challenge the over 1300 cc contestants, the favourites of which are Dave Millington's ex-Gerry Marshall Vauxhall Firenza and the Escorts of Tony Sugden and John Pope.

Our predictions

There we have it, eight action-packed races at Brands Hatch this Sunday, with practice in the morning. It certainly promises to be a great start to the championship season and the first race at this BARC Surrey centre meeting starts at 2 pm. Admission is 70p.

So who are going to be this year's national championship pacesetters? Our pick for winners are Tony Brise in F3, Gordon Spice in G1, Syd Fox in FF and Ray Calcutt and Terry Harmer in special saloons—see if we are right by going to Brands on Sunday.

F3 favourite, Tony Brise.



Rallycross antics at Lydden

With their Wills Embassy rallycross championship ended, TEAC are to stage a non-championship rallycross event at Lydden on Sunday, and again most of the top exponents will be there, in preparation for the European rallycross championship.

Can Embassy champion Don Gilham conclude TEAC's winter series with a win? Obviously Don will be keen to do so with his Mini-Ford t/c, but he faces a strong array of opposition. Runner-up in the series Keith Ripp has his Ripspeed Mini and the hair-raising Hugh Weldon is entered as well—nudge, nudge, say no more! But if the conditions are dry, the Ford Escort drivers are firm favourites, like last Lydden winner John Taylor or Stormont entered Rod Chapman or Ron Douglas.

There certainly promises to be lots of action at Lydden (seven miles south east of Canterbury) on Sunday. The fun starts at 1.15 pm.

Clubmen's at Silverstone

Aimed as an attraction for clubmen and their cars rather than for the spectator, the Midland AC have the first of the Silverstone clubmen's meetings on Saturday, featuring special saloons, sports GT, FF, libre, Mini 7 and Mini Miglia. First event starts at 2 pm.



Jumping for joy. Hordes of FF competitors start another frantic season on Sunday.

Roger Clark and Jim Porter scored a fairytale win on last weekend's Mintex Dales Rally in their 2-litre Escort RS1600, entered by Esso Uniflo. They finished the 32 stages only 34 s ahead of Will Sparrow/Nigel Raeburn in their Martins Group Firenza fitted with new 2.6-litre engine, creating much promise for the marque and giving enthusiasts the feeling that we might, just might, have in our midst a Clark beater. The other competitors stood no chance against this mighty pair, though Peter Clarke drove hard and consistently for third place in his new Silentnight RS1600 and Bob Bean drove his old Escort TC as hard as he could to beat his Yorkshire rival Eric Jackson.

The de Lacy MC of Pontefract provided stages with a mixture of the forests for which the country is famous, combined with the infamous airfields and certain private venues for their Seven Dales epic. The RAC in their wisdom have stipulated a minimum of 100 stage miles for their championship qualifying rounds, and the Dales organisers found they were able to double-up on a number of the airfields in a way which provided the basis of a rally, based on the Selby Fork Motel. The length of the route demanded an event of around 18 hours, and so the start was arranged for Friday night, leaving Saturday night for more relaxed activities, with results and prize-giving forming the major attractions.

By rights the rally looked as if Roger Clark was going to suffer a maximum penalty just after the halfway point, when his Escort stopped in the middle of an airfield test at Wombledon. The skew gear at the end of the distributor drive had broken off, and the car lay immobile for over a half hour whilst Norman Masters and Denis Featherstone rushed across the special stage to make it work again. Without any real enthusiasm, Roger set off again, duly completing the following stages and ultimately clocking in at the lunchtime halt—seven minutes late—to learn that the test had been cancelled after a land-owner had blocked the route. It seems that part of the airfield had been sold very recently and the new owner not aware of the rally, and the end result was that Clark was still in the rally and determined to win. Those road penalties closed the positions up, especially after a determined run through the daylight Yorkshire forests by Sparrow. Clark's failure was very rare, and his only trouble. The car was using bigger, 50mm carburettors for the first time, which offer the increased power that fuel injection provides and improves the slow-running performance, where fuel injection engines fall down. He had the usual range of Dunlop tyres, from the racers which provided a hair-raising sight for those behind him on the night-time Throlam stage (two wheels in the air are lurid enough in the daytime, but terrifying at night!), through the DIs on to M+S tyres, either of M



Roger Clark, seen here at the Wykeham Forest stage, won the second RAC rally round.

MINTEX DALES

Clark's lucky win but Sparrow shows immense potential

By MARTIN HOLMES

Pictures by HUGH BISHOP

pattern or the new snow pattern with suckers on the blocks, rather like on the Goodyear snow tyres, but individually larger. Roger was caught out by snow on the two Stang forest stages, using wide knobbly tyres as against others who had been lucky enough to have the chance of changing to more suitable tyres. In point of fact, the results of the rally did not materially depend on the snow at Stang, since Will Sparrow also had the wrong tyres but a comparison of times on these two short stages is striking:

	Stang 1	Stang 2
Roger Clark (M+S)	135	65
Will Sparrow (German Ultragrip)	159	74
Mike Hibbert (Goodyear snow)	90	40

The way the rally did alter was that Hibbert's efforts produced a badly bent axle on the Clarke and Simpson Escort, which in turn led to a broken spring and other troubles and

removed the erstwhile taxi driver from contention. Be that as it may, Hibbert can at least boast that he took over a minute off the great champion in four miles!

Like Clark, Sparrow swapped over to what again proved to be the wrong tyres at Ingleby, the next forest stage. The reason why these mistakes occurred was that both Stang and Inglesby were out on predominant limbs from the rest of the route, and this provided service trouble. There were instances of wrong tyre choices on the Church Hill stage near the end of the rally, which when tackled the first time through was hard and good for any type. As cars made their way across the hills in East Yorkshire down to Church Hill for their second test there, the rains suddenly descended, and what had the night before been hard was now extremely slippery. Peter Clarke made perhaps the most important error here, ending up with a time of 199 pens as against Roger Clark's 149. Basically the task of choosing tyres was made simple by the organisers by a sheet within the official service crew pack stating which surfaces could be expected, though there was an error on the list for Stainton, leading to a quantity of crews tackling an icy loose track on road tyres.

A rally won by Roger Clark is stale news, but a rally where a Vauxhall came second, beaten only by the RAC Rally winner is big! After unkind but factual reports in recent weeks on Vauxhall activities it is our pleasure to state just how well the 1970 RAC champion went in his Firenza. This car, producing 160 bhp at the wheels, must have been the most powerful car in the rally. It was the first time it had appeared in 2.6-litre form, this being achieved by the use of an ordinary 2.3 block with a new crank, rods and pistons from Blydenstein, which Sparrow assembled at Studley. It is the first time such an engine had been used, the racing 2.5s being similar but based on the 2.0 block. Will reckons the car has been developed to the maximum extent which the specification of the transmission will reliably tolerate. The

Will Sparrow (2.6 Firenza), 1970 RAC champion, was Clark's only close adversary.





The Eric Jackson/Tony Viles Escort, which finished fifth, is seen on Dalby South.

Snowman retirement was a hard-luck, one-off failure caused by a porous bore in no. 4 cylinder. Sparrow's RAC effort was no fluke. The Martins team intend to win their rallies, and but for the Wombledon affair they would have won this rally easily. The only trouble was persistent oiling on one plug, bubbling from the overflow pipe which led to an unnecessary radiator change at Flask Inn, the lunch halt, and a hairy excursion at a deceptive bend well known to Ove Andersson in Dalby.

What of the rest of the entry? Escorts provided the numerical strength, as customary, starting with Frank Pierson, the DTV road driver, in a 1.7 Escort RS in which he was best British private driver on the RAC, and Mike Hibbert in the Clarke & Simpson 1.8 RS, formerly known as CS1, but now languishing in the anonymity of LYX333K. With the car nearly one year old, a new one is being prepared for the Granite City and the Welsh. Jimmy Rae was the highest seeded resident Scot (Hibbert himself was Scottish champion six years ago); Adrian Boyd took over number six when the organisers gathered that Dawson could not come, this being the Lombard and Ulster team car which won the Galvay, despite the subsequent discovery that a head gasket had blown six stages from the end. Dawson later caused confusion by stating he had every intention of coming, but then he went practising at Bagshot, did rather too much damage to his Willment Mexico and non-started after all. Colin Malkin never appeared and so Peter Warren drove Mike Rogers' own Escort TC in the vacant no. 7 spot, whilst 70 miles from the start Tony Fowkes' Cables & Components RS1600 seized the cams on a borrowed Lievesley unit, after the unit Lievesley was building did the same! Tony then made for Spain to recce for the TAP, Bean's Escort TC had been lying idle since last year's TAP, and with all the Ford Sure Service Garage happenings very little was done to the car before the Dales. Eric Jackson's four-year-old Escort was still 1.7 RS powered, though Sean Campbell had its Boreham loaned 1.8 unit. Bill Taylor came hoping for great forest fun, though his rally ended down that Dalby firebreak with what was reported as a broken Jack Knight gearbox. Peter Clarke's Silentnight RS was on its second outing, while Russell Close had the old Clarke & Simpson team car. Hammie Hannah entered a Clan he has not even ordered, and appeared instead in a blue RS1600, whilst the treat of the local Yorkshire Escorts was Steve Howard's new

Crystals of Hull RS1600. Ian Harwood failed to start in the Rover-powered car due to electrical trouble, whilst Paul Faulkner resorted to his old 1972 1.7 engine unit in his 1973 car.

The non-Escorts were surprisingly numerous, with Tom Seal's 8-port Mini squeezed at number 8 when Fowkes did not come, whilst power-crazy Jack Tordoff felt underprivileged with his old, but immaculate Saab. Fidler had the Withers' Datsun 240Z, Phil Cooper the ex-World Cup Mini, but suffered a panic over his navigator who did not appear until a half-hour before he was due to leave, and at 20 was Colin Grewer's ageing Volvo, complete with motorist journalist Fred Game in the passenger seat. Chrysler was represented by Robin Eyre-Maunsell, who is completely enveloped in his passion for Imps: his old G5 car was repainted white and he started the rally with the feeling he was at last breaking through the mental barrier and about to join Malkin and Cowan on the other side. Mark Perry entered the Middlesex CAC Imp, supported by Secure insurance brokers, whilst Alan Conley appeared unexpectedly in the Triple C Clan Crusader. The most prominent non-Ford participation came from Vauxhall, with Firenzas driven by Ron Shipp (Thompson's of Hull 2.3), Peter Thompson (Harold Thompson & Sons 2.3) and many others.

The mixture of the initial stages was typical of the Dales. Most were short though the test at Throlam, once known as Holme on Spalding Moor, consisted of three laps of a perimeter track. Roger Collinson was only timed for two laps, as indeed was Pat Ryan in the Rally Centre Mini, though eventually Pat's navigator Mike Nicholson had the error corrected. The farm track at Fair Oaks was mainly tarmac, though Ron Shipp went off for a minute on the short loose part. Mike Hayes' 1800 Escort TC retired with a broken gearbox shortly after Throlam after a flier time there, and Elvington brought trouble of a different sort, for three important drivers—Jimmy Rae, Harold Morley and Hammie Hannah—all incurred maximum penalties, the former two apparently for missing arrows in the darkness and the latter for going off. Hannah started the test one behind Roger Clark who treated those behind him to a beautiful swirl through the curves; when Hannah tried to emulate him, his Escort finished up off the track and in a field!

From South Yorkshire there was a long main road haul up to the army lands in the

Catterick region, mainly tarmac except for Stainton. At the stage actually in the Catterick camp Peter Clarke lost a fan belt which the driver changed whilst Seal's Mini broke yet one more driveshaft in its life. At the end of the Feldom stage the route headed over the hills towards Stang, and suddenly drivers found themselves faced with the snow. Among those who missed service points were Geoff Birkett in the Vegantune TC, who did the stages on racers and Frank Pierson who had DIs, whilst numerous well-known crews went off. Russell Close lost 5 m, and then had his throttle cable break twice, whilst Eric Jackson and Charles Eveson were just two to slither momentarily off the track.

The Stang stages brought the night section of the rally to a close, for all that remained was a run down the A1 to Londonderry for the breakfast halt. It had been a depressing night for many, for Adrian Boyd who had terrible trouble spotting the arrows on the airfields, for Pip Dale who suffered a head gasket failure on his Star Cars of York Escort and had to retire (unlike George Beaver who applied sealer and kept going) and Antione Lurot who had his screen popping out on the Satra Moskvich and retired. Paul Faulkner had trouble with his gearbox which stuck in gear, whilst Bob Bean changed another half-shaft to that which he dealt with the night before the rally.

From Londonderry, crews drove eastwards into the rising sun over towards Ingleby. The sun was bright when the stage was opened, and the stage was in perfect condition; it started with the railway straight where one day an enterprising organiser will time cars through speed traps. Climbing up the hill the cars were plunged into brilliant sunshine and tyres gripped a bone-dry surface. This set the pattern for all the Yorkshire stages, blinding sun around sudden corners and surfaces which were rare in their excellence. Kilburn provided the run of the line for Colin Grewer and Ron Shipp, a bad excursion for the first and a roll for the second. Then came the Wombledon (an incongruous section within the forests, and the scene of Roger Clark's remarkable good fortune) and the great Cropton forest. The most lurid violence was when Robin Eyre Maunsell rolled his Imp into a ball, and it took 50 yards to reduce the best rally Imp in the country to scrap. John Brown, the helpless passenger, put the crash into the category of one of the worst he has had, equal to Alex Bieber's departure over the edge on the Geneva and Pip Dale's

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AS 1

multiple roll on the Welsh Marches. "It kept crashing and banging so long you wondered if it would ever stop, and if so what would stop it," John recalled.

After Cropton came the Dalby complex of stages. Seldom have they been potentially as fast. Ryan's run was ruined when a throttle broke on the long Dalby South test and he had a maximum penalty, which in the intense competition was almost enough to make it senseless to continue. Adrian Boyd stopped between stages with gearbox trouble and a starter motor falling off, whilst Jimmy Rae retired with an oil pump gasket blown. Barry Reed, at no. 113 in the Automex Escort, rolled on a straight and found on the wreckage a badly cracked Minilite, whilst Philip Barnes at no. 86 retired at Dalby South with differential broken on his Mini-Cooper S. The open moorland stage at Langdale saw the end of Hibbert's challenge and at the final stage of the morning, Harewood Dale, Terry Hall's new Imp was totalled on hitting

some logs end-on. Flask Inn was the location for the lunch halt, a place so cold and windy one wondered how man could survive there. Sean Campbell was reporting that he had lost third gear and Sparrow's men were changing the radiator. The others hastened into the cafe for as long as they could.

Two more forest stages were left, with a tour of most of the airfield and farm sections visited earlier the previous night. Two forests were one too many for Tordoff, whose Saab had a dead short when the spare wheel carrier touched the battery, whilst Appleby unwisely attempted the Cottam airfield in the height of a sleet blizzard, missed an arrow and went round in circles finding the route again. A few minutes earlier the sun had been out!

At Church Hill, where many crews misjudged their tyres after the rain fell, Richard Metcalfe had his Escort gearbox jam and one stage from the end Mike Davidson's Vegantune Escort lost its first gear. For the tired

crews the airfields were out of keeping after the enjoyment of the forests, but then this has for years been the character of the Dales. This year the tiredness came in the middle of the day, rather than in the middle of tough night road sections. Eventually the survivors arrived at the final stage, performed as best they could for the hundreds of spectators and made their way to the finish. It was very shortly after the promised hour of 10 pm that the results were eventually posted, and apart from Boyd whose penalties were wrongly added and Pierson who attracted undeserved road penalties, they were finalised.

1. Roger Clark/Jim Porter (2.0 Ford Escort RS1600), 2203 points; 2. Will Sparrow/Nigel Raeburn (2.6 Vauxhall Firenza), 2237; 3. Peter Clarke/Tony Mason (1.8 Ford Escort RS1600), 2345; 4. Bob Bean/Alan Greenwood (1.6 Ford Escort TC), 2392; 5. Eric Jackson/Tony Viles (1.7 Ford Escort RS1600), 2441; 6. Adrian Boyd/Beatty Crawford (1.8 Ford Escort RS1600), 2498; 7. Paul Faulkner/Monry Peters (1.7 Ford Escort RS1600), 2537; 8. Ray Fidler/Bob de Jong (2.4 Datsun 240Z), 2567; 9. Steve Howard/Richard Ward (1.7 Ford Escort RS1600), 2571; 10. Paul Appleby/Keith O'Dell (1.9 Ford Escort Mexico), 2571; 11. Frank Pierson/Martin Holmes (1.7 Ford Escort RS1600), 2576; 12. Sean Campbell/Peter Scott (1.7 Ford Escort RS1600), 2594; 13. Alan Conley/Crawford Dunn (1.0 Clan Crusader), 2639; 14. George Beaver/Bob Redhead (1.7 Ford Escort RS1600), 2695; 15. Jack Tordoff/Brian Marchant (1.8 Saab V4), 2739; 16. David Farnell/Phil Short (1.6 Ford Escort RS1600), 2782; 17. Mike Davidson/Terry Weaver (1.6 Ford Escort TC), 2859; 18. Paul Ashford/Christine Ashford (1.6 Ford Escort RS1600), 2992; 19. David Thompson/Martin Welch (1.8 Ford Escort TC), 3058; 20. Graham Taylor/Tony Delaney (1.6 Ford Escort RS1600), 3102.

Best non expert: Nigel Mead/David Bates (1.7 Ford Escort RS1600), 3148.

Best Ladies: Miss Vicki Lambert/Mrs Dilys Rogers (1.9 Opel Ascona), 3724.

Stage Times

SS1 Mintex, Sherburn airfield, 1m 30s bogey, tarmac: Times cancelled, watches not properly wound up.

SS2 Fair Oaks 1m, 20% loose, 80% tarmac: 1. Clark, 37s; 2. Sparrow, 39s; 3. Pierson and Jackson, 42s; 5. Jimmy Rae/Mike Malcolm (1.6 Ford Escort RS1600), Bean, Howard, Pip Dale/Richard Stark (1.7 Ford Escort TC) and Conley, 44s.

SS3 Throlam, 7m, three laps of perimeter of airfield: 1. Clark, 4s; 2. Mike Hibbert/Howard Scott (1.8 Ford Escort RS1600), 23s; 3. Sparrow, 30s; 4. Boyd, 31s; 5. Tordoff and Mike Hayes/Tony Francis (1.8 Ford Escort TC), 32s.

SS4 Churchill, 1m, loose, farm tracks: 1. Colin Grewer/Fred Game (2.0 Volvo 132), 107s; 2. Clark and Sparrow, 110s; 4. Hibbert, 112s; 5. Clarke, 117s; 6. Faulkner 118s.

SS5 Castrol, Melbourne airfield, 2m 30s, tarmac/concrete: 1. Clark, 41s; 2. Pat Ryan/Mike Nicholson (1.5 Mini Cooper S) and Dennis Pelling/Tony Taylor (1.6 Ford Escort TC), 45s; 4. Sparrow, 46s; 5. Jackson, 48s; 6. Bean 49s.

SS6 Elvington 2m 30s, perimeter track: 1. Clark and Hibbert, 46s; 3. Clarke, 53s; 4. Campbell, 54s; 5. Fidler and Pelling, 55s.

SS8 Full Sutton, 2m, airfield: 1. Clark, 118s; 2. Dale, 123s; 3. Ron Shipp/Dave Whiteley (2.3 Vauxhall Firenza), 124s; 4. Sparrow, Pelling and Howard, 125s.

SS10 Stainton, 1m 30s, loose track: 1. Sparrow, 1s; 2. Rae, 10s; 3. Clark and Clarke, 11s; 5. Faulkner, 12s; 6. Dale, 14s.

SS11 Catterick, 3m, concrete: 1. Howard, 31s; 2. Richard Metcalfe/Stephen Slater (1.6 Ford Escort TC), 33s; 3. Sparrow, Bean and Campbell, 34s; 6. Rae, 36s.

SS12 Downholme, 1m, concrete: 1. Metcalfe, 8s; 2. Clark and Sparrow, 13s; 4. Bean, Jackson and Faulkner, 14s.

SS13 Feldon, 2m, concrete: 1. Boyd, 31s; 2. Jackson, 33s; 3. Sparrow, 35s; 4. Bean, 37s; 5. Clark, 40s; 6. Fidler, 43s.

SS14 Stang 1, 2m, forest: 1. Hibbert, 90s; 2. Bill Taylor/Ian Maciver (1.6 Ford Escort RS1600), 109s; 3. Rae, 113s; 4. Fidler and Phil Cooper/Eddie Bamford (1.3 Mini 1275 GT), 131s; 6. Bean and Taylor 134s.

SS15 Stang 2, 2m, forest: 1. Hibbert, 47s; 2. Taylor, 48s; 3. Rae 52s; 4. Robin Eyre-Maunsell/John Brown (1.0 Sunbeam Imp), 56s; 5. Clarke and Grewer, 57s.

SS16 Ingleby, 2m 30s, forest: 1. Mike Taylor/Adrian Dixon (2.0 Vauxhall Firenza), 70s; 2. Clark, 83s; 3. Sparrow, 85s; 4. Rae, 87s; 5. Pierson and Bean, 92s.

SS17 Boltby, 3m, forest: 1. Rae, 122s; 2. Sparrow, 123s; 3. Clark, 124s; 4. Bean, 127s; 5. Boyd and Clarke 131s.

SS18 Kilburn, 2m, forest: 1. Sparrow, 68s; 2. Clark, 69s; 3. Rae 70s; 4. Ryan, 71s; 5. Bean, 72s; 6. Hibbert, 73s.

SS19 Womblesdon, 2m, airfield: Times cancelled, stage blocked by non-competitor.

SS20 Cropton, 6m, forest: 1. Sparrow, 153s; 2. Clark, 161s; 3. Jackson, 167s; 4. Hibbert, 171s; 5. Boyd and Clarke, 174s.

SS21 Mintex, Dalby S, 10m, forest: 1. Clarke, 33s; 2. Sparrow, 37s; 3. Boyd, 52s; 4. Bean, Russell Close/John Dolan (1.6 Ford Escort RS1600) and Metcalfe, 55s.

SS22 Dalby N, 2m 30s, forest: 1. Sparrow, 87s; 2. Clarke, 88s; 3. Clark and Boyd, 89s; 5. Jackson, 91s; 6. Pierson and Hibbert, 96s.

SS23 Staindale, 2m 30s, forest: 1. Sparrow, 116s; 2. Boyd and Clarke, 121s; 4. Clark, 122s; 5. Jackson, Close and Ryan, 124s.

SS24 Langdale, 2m 30s, forest: 1. Jackson, 77s; 2. Clark, 78s; 3. Bean, 87s; 4. Boyd, 88s; 5. Clarke and Ryan, 92s.

SS25 Harewood Dale, 1m 30s, forest: 1. Clarke, 59s; 2. Clark, 61s; 3. Sparrow, Bean and Howard, 63s; 6. Beaver, 64s. Note Mike Taylor given 23s.

SS26 Wykeham 1, 3m, forest: 1. Clark, 50s; 2. Sparrow and Boyd, 57s; 4. Bean, 59s; 5. Jackson, 61s; 6. Fidler and Conley, 62s.

SS27 Wykeham 2, 2m, forest: 1. Clark, 98s; 2. Sparrow, 109s; 3. Bean, 117s; 4. Appleby and Conley, 121s; 6. Pierson and Thompson, 122s.

SS28 Cottam, 2m, airfield: 1. Clark, 61s; 2. Boyd, 67s; 3. Sparrow and Clarke, 68s; 5. Pierson, 75s; 6. Bean, 82s.

SS29 Full Sutton, 2m, airfield: 1. Clark, 92s; 2. Boyd, 96s; 3. Sparrow, 97s; 4. Bean, Clarke and Howard, 98s.

SS30 Church Hill, 1m, farm tracks: 1. Clark, 149s; 2. Bean, 162s; 3. Howard, 166s; 4. Davidson, 1968s; 5. Sparrow and Conley, 169s.

SS31 Castrol Melbourne, 1m, airfield: 1. Clark, 35s; 2. Sparrow, 42s; 3. Appleby, 45s; 4. Howard and Conley, 47s; 6. Ryan, 48s.

SS33 Elvington, 2m 30s, perimeter track: 1. Clark and Boyd, 56s; 3. Sparrow, 56s; 3. Clarke, 57s; 4. Faulkner, 59s; 5. Pierson and Thompson, 60s.

SS35 Fair Oaks, 1m, mixed track as before: 1. Clark, 24s; 2. Sparrow, 28s; 3. Jackson and Clarke, 29s; 5. Bean, 30s; 6. Pierson, Ryan, Faulkner, Appleby and Conley, 31s.

SS36 Mintex, Sherburn, 1m 30s, airfield: 1. Appleby and Robert Mather/Neil Carter (1.9 Ford Escort RS1600), 37s; 3. Ryan and Geoff Birkett/David Culley (1.7 Ford Escort TC), 38s; 5. Ashford, 41s; 6. Fidler, 42s.



Blizzards and snow made the choice of tyres important. Conley/Dunn (Clan Crusader) finished thirteenth while (below), the Clarke/Mason Escort chased home the battling Clark/Sparrow duo.



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correspondence

Club racing review:

At last a really provoking piece of journalism in AUTOSPORT. I refer to your editorial in your edition dated February 15.

It was an interesting start, the way you admitted to such a large amount of criticism by telephone of Ian Titchmarsh's account of club racing 1972 but it was a pity that you had to spoil it by criticising the people who felt they had something to complain about. The fact that they made their feelings known to you about your so called "detached comment" should be good enough. Personally, I feel that if you continue to publish that kind of comment which can only be described as being downright rude and offensive towards those competitors who are forced by financial reasons or otherwise to compete in the cheaper forms of our sport, you are treading on dangerous ground. Beware the credibility gap!

I have no axe to grind as far as Ian Titchmarsh's factual account of Sports/GT racing is concerned although it would have been nice if you had published the results correctly at the end. I do object strongly however to his first sentence. This is a CLUB racing formula and it should be reported as such. There can be no comparison between the regular GT competitor's car and that which is run on a budget of about four times my salary. However, most of the GT competitors turn up at every round of the championship, win or lose, often in the face of awe-inspiring odds—(ask Brian Baker about rebuilding the back half of his chassis in a week's worth of spare time).

I won't go into the argument over the lack of coverage of the 1300 cc class—that was covered by Mark Cole last week but why do all reporters persist in being so disparaging about Sports GT racing? I've been forced on two occasions this season to watch GT races, and with as unbiased a view as possible, I thought it was good racing to watch. Watching Lynda Thorne and John Calvert trying to outbrake each other on the limit at Woodcote, or Jeremy Lord's incredible control in the streaming wet on slicks are among a host of memories of last season and I'm sure there are a few spectators who remember three and a half GT's arriving at the Mallory hairpin at the same time on the last lap.

Finally, rather than decry Sports GT racing, why not be less unfair to us, and give us the credit that is due to us. After all, we survived the F100 onslaught which was aimed at us rather than Clubman's racing and we are part of the very basis of true club racing and have been for years. The fact that few of us contemplate the chances of leaping into an F1 car shouldn't make us automatic targets for your criticism. If it wasn't for the true club racing driver you would have precious little to write about.

RAF FINNINGLEY, YORKS. LES AYLOTT.

We asked for it...

In reply to your editorial of February 15, I suppose I must be one of your "heroes." On reading Mr Titchmarsh's article my first impulse was to pick up the phone and demand to speak to the Editor, but of course after a while common sense prevailed and things got back into perspective.

The problems with a Seasonal Survey begin after the recognised front runners have been dealt with and while agreeing with Mr Titchmarsh that it is very difficult to mention

everybody, one is still left with the impression that certain "end of season wonders" and "local lads" are included and once started it is very dangerous to stop until everybody who sat in a racing car during the season has been mentioned.

In my own case, I do not consider I exactly set the track alight and consequently did not expect to be mentioned but when other Palliser drivers (there are not that many) are, none of whom did anything in particular, it does make my three wins in a month stand out a little bit more. Sob-section: first ten races run with an Escort distributor cap in place of Cortina one lent to a competitor; moral: sod everybody else. Last ten races not done due to Bank Manager fatigue; moral: have a soccer star's picture on the car.

Incidentally, I've realised you might as well struggle in F3 as FF so I don't expect to feature in your Formula 3 survey this year either.

SWINDON TOWN AUTOMOBILE STEVE COEN.
RACING TEAM, WILTS.

...and got it!

I am a FVee driver, and after reading the Club Racing Review on FVee, I am shocked you would print such a thing. Why pick on all the small clubs? Just because we don't have pretty cars (they are pretty to us) and no one has been killed, you think no one else likes them or they are not interesting to watch. Well I must say you haven't been to many FVee meetings.

This formula is a cheap formula, how do you expect us to keep that way if you want to see pretty cars with big tyres and fast engines (remember things like that cost money) and not so noisy (you can always get earplugs for our race if it bothers you that much)?

I suggest you stick to writing about big, fast and pretty cars, eg F1, F2 etc and leave the clubs alone. Give the job to a man who watches the club racing, and can help by making the coverage more interesting to read.

1st G. Meek, runner-up M. Bailey: you even got the final result wrong, for Bruce Venn is the runner-up, and he got a cup to prove it. PS. I would like to send the best of luck to F4 and any other club that was degraded by the awful article.

MILTON KEYNES, NORTHANTS. M. WOODMAN.

Support for I.M.A. Nobody and...

I find your magazine very informative, and with some help from Peter Lyons, very, very enjoyable. Particularly interesting was the letter in the February 15 issue on the popularity of Jackie Stewart by a Mr Nobody, a real shot in the arm for me. I am an ardent fan of "Superscot" and hate to see anti-Stewart articles with complaints of his fight for safety on the circuits and his non-appearance at our British non-Championship F1 events.

As far as circuit safety goes no complaints can be justified as far as I am concerned. I would like to see Jackie more often but I think he is under no obligation to appear before us in these non-Championship events as he gives more value for money at our own Grand Prix than any other driver. I would like

to finalise this letter by saying too many so called "fans" complain about this sort of thing yet do not realise how spoilt we are in Britain, seeing no end of F5000 events, and these occasional Formula 1 and Formula 2 events, not forgetting the very popular Group 2 saloon car races.

So before these "fans" send in their complaints I hope they think about the comparatively deprived enthusiasts broad who probably see only as much as four of these top class races in a year.

SHEFFIELD, 5. WILLIAM SMITH.

...Jackie Stewart

I would like to congratulate I. M. A. Nobody on his excellent letter which I read in last week's AUTOSPORT. Despite the correspondence I see in your magazine, I fail to see how anyone could dislike Jackie Stewart because he tries to make motor racing safer. I for one am quite prepared to stand in the mud at Brands knowing that the money which could have gone to spectator facilities has gone to making the track safer for the drivers.

While I am writing I would also like to wish Jackie Oliver the very best of luck for the new season.

HAYWARDS HEATH, SUSSEX. GUY WRENCH.

Home with STP

After having read Robin Rew's letter about oil additives I feel that I have to write about my experience as well. In my case it concerns STP Oil Treatment.

In 1971 I noticed a noise in the engine of my Fiat 125 which I traced down to a camshaft bearing. I added the said oil thickener and within 500 miles the noise had disappeared and never returned.

Half a year and 15,000 miles later I was in Germany where a Fiat dealer put in a cross-flow instead of a full-flow oil filter and within 200 miles I heard the most horrible main bearing tick I had ever heard in my life! There was hardly any oil pressure left but I had to take the car to Holland. After replacing the oil filter, I put in two tins of STP and started for Holland.

After 350 miles of careful motorway driving the noise had disappeared. After a few miles of town driving in Rotterdam, though, it came back but I made it home—thanks to STP!

P.S. I have no connection with STP at all.

JOHN H. W. RIJLAARSDAM.
ROTTERDAM, HOLLAND.

500 Clans?

I have read with interest Robert Fearnall's article on "Production Sports Car Racing" and in particular the Eligibility List.

It becomes immediately apparent that this championship will be reduced to a complete farce if the specialist sports cars are admitted.

The Homologation form clearly states that 500 cars must have been produced and not that it is possible to produce them in the twelve consecutive months.

For this reason I now await the outcome of the latest controversy which has arisen in connection with the recent application for eligibility by Clan for the Crusader.

HORLEY, SURREY. R. P. SCOBLE.

The editor is not bound to agree with opinions expressed by readers.

M. L. RICHARDSON



MGB Mk III, 1972. 10,000 miles. 1 owner. Fitted radio and overdrive. Rostyles, SPs **£1245**

MGB Mk IIs, 1970/71. Choice of 2 excellent cars. Both fitted overdrive, numerous extras **£1045-£1195**

MGBs 1965/1966/1967. Choice of 3 cars. All fitted with overdrive and various other extras. Prices from **£475-£665**



Opel Manta Rallye SR, 1972. Finished in flame red, with black interior. 10,500 miles. Fitted HRW, radio, reclining seats, Sportsdeck, Rostyles, wide ovals. Extremely competitively priced at **£1375**



Austin-Healey 3000. White, red interior, overdrive. Matching works hard top/soft tops, Motorola radio, extra instruments, subject to recent £130 overhaul, luggage rack and spots. Extremely original condition **£665**

MGAs, 1600 roadster. Red, black interior, wires **£295**

MGA twin cam roadster. Fitted 1600 engine... **£245**

MG Midget 1965. Vgc **£275.** Mini Cooper 'S' **1275.** Service history **£395.** Triumph 2000 automatic. 1968.

Rover 2000 TC. 1967. Vauxhall Firenza 2000. 1972, 1 owner. 9,600 miles. Radio, HRW. **£1075.** Mercedes-Benz 190SL. Hard and soft tops.



Jensen Interceptor, 1968 (Nov). Californian sage green with black leather trim. 2 owners. Automatic, power steering, HRW, Sundym windows, radio. A truly outstanding example **£2495**



Lotus Elan Sprint, 1972. DHC. Gold Leaf colours. 1 owner. 7,600 miles. In pristine condition **£1665**

Lotus Elan Sprint, 1972. DHC. Special paint finish (Mono). 1 owner. 10,500 miles. Sundym windows. Radio. Naturally superb condition **£1665**

Lotus Elan +2, 1968 (G). Radio. K/o, servo **£1095**

Elan S3, FHC, 1967. Subject to recent extensive overhaul. Fitted radio, electric aerial **£765**



MGB GT Mk II, 1971 (May). Bronze yellow, black interior. Fitted overdrive, 8-track stereo, HRW, Radio, Rostyles with latest Dunlop D70s. Only **£1275**

MGB GT Mk II, 1969 (Oct). Mineral blue with black trim. 2 owners only. Low mileage. New radio. An outstanding example at **£965**

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To get to the land of the Swedes, we crossed in one of their boats—the Tor Line Hollandia—from Immingham to Gothenburg. It is the first time that I have used a boat for that journey since the mid-1960s and I was very impressed with the smooth, aseptic nature of the crossing. Not only did they have a lift to take you and your baggage up from the car deck to the cabin deck, but there was a full grown sauna, a 24 hour cafeteria and an excellent bar, all of which we patronised during the 24 hour trip. The other half of "we" was Andy Dawson and the Willment Ford Mexico for that young man had persuaded me to go and help him make his Mexico debut in the specially organised Ford Mexico section of the Swedish Rally. In such elevated company as that of Ronnie Peterson, Torsten Palm and Reine Wisell, we were destined to slither round the second loop of this World Championship event for a Ford-donated prize fund which equalled that of the main rally itself.

Until the moment that we arrived in Sweden, its wooded central part had hardly seen snow in the course of the mildest winter for many years. As we drove into Karlstad, the rain which had been falling turned to snow and by morning, most the special stages were blocked. Of course, we British optimists didn't credit that so much could have fallen in one brief night so off we went shortly after the crack of dawn to recce some stages. If I tell you that we had wide rims with part worn SP 68s you will realise how it was that an hour and a half later we were back in Karlstad knocking on the door of a tyre distributor. For the rally, our specially selected Goodyear snow tyres were given free and we now drew upon our supply of six in order to be able to move at all on the stages. Now came Mr Dawson's first nasty surprise as he met the socialist ideal at work for, although it took the two Swedish fitters less than 15 m to strip, fit and balance six wheels and tyres, the cost of labour was a mere £14.

Anyway the thin section Goodyears were a vast improvement on our original equipment and we did get up and down a few of the stages though some were not ploughed out until the day before the rally and we were reduced to borrowing notes from Ove Andersson and Piero Sodano after they had retired. Our recceing was not without its moments like the almost blocked stage where we had to push Lars Nystrom and his dad in their automatic VW recce car because it was slung so low that it couldn't get up hills which the Mexico took in its stride. That's not to say that we didn't get stuck but the only occasion when that happened was when we were turning round and the front end just fell into the ditch. Frankly, without studded tyres, there were few enough occasions when the car could be got going fast enough on these snowed-over roads to get it to leave the road. It was a bit different on the rally when some of the roads had been ploughed and all of them had a large number of competitors over them before we arrived, but during the practice, the car was a rather slow snow-plough.

On the rally, we had no trouble at all from the car which was a very good thing as it enabled Andy to start getting the hang of Swedish roads, the Mexico and my pace notes without having to worry about anything else. Even with our friends from Wolverhampton and South Staffs plus Bill Meade with a Boreham service car out helping us, the only things we did to it were to pour oil and petrol in at opposite ends. Our first delay on a stage came when we got stuck avoiding a VW which had failed to make it round a junction right, and we both got snarled up in opposite snowbanks. A bit worse befell us later on when we were faced with an interesting alternative route behind a tree which we opted for as a matter of discretion. On that occasion it took three large Swedes plus my own feeble efforts to bodily lift Mexico and Andy back to the beaten track. The most ridiculous thing however was the stage on the frozen lake which proved to be the most slovenly slither of all. Reine



RALLY RECORD

JOHN DAVENPORT

"Thirty-eight seconds later we were bearing down on the first bend at a speed approaching 15 mph"

Wisell started just one minute in front of us but by the time I got our route book back with the time and the man had started to count us down, he had only made it through two corners. When Andy lifted his foot off the clutch I discovered why for we did not move at all and had to suffer the indignity of being pushed off the line. Thirty-eight seconds later we were bearing down on the first bend at a speed approaching 15 mph. Even so we only just made it. I spent more time out of the navigator's seat pushing than is normally considered respectable but no one passed us. Tony Pond in the Norman Reeves Mexico later confessed that he had spun more times than we had. All in all it was a waste of time as far as rallying at speed is concerned and I think that was my main objection to the whole thing.

It was all right if you were Stig Blomqvist with a lot of practice, an early number and a car which suits these conditions perfectly. Don't think that I am detracting from Blomqvist's driving performance by saying this for he would probably have won no matter what kind of tyres were allowed. Incidentally I did ask him after the event if he had enjoyed it and he said that he had, but that if given the chance to use studded tyres, he would as with more grip and speed so more skill was required to control the car. The Saab is ideally suited to the Swedish Rally road conditions as they were this year. It is front-wheel drive as I am sure you all know, it has 15 in diameter wheels, and perhaps most important, it has the wheels set well inside nice rounded wings. No matter how wide you slide with front or rear of a Saab, provided the power is kept to the front wheels, the car is very unlikely to "catch" on a snow bank, for before the wheel reaches the bank, the bodywork is already leaning on the snow and starting to push the car away. You could notice the same thing with Jean-Luc Therier's Renault Alpine for not only did the 15 in R8 wheels have the effect of lifting the car up bodily in the air, but the wheels themselves were so much thinner than the usual 13 in alloy ones that the wheels were set back farther in the fibreglass body.

It is interesting to find out why studded tyres got banned in the first place. I am pretty sure that there was no pressure brought upon the KAK by the owners of the roads used by the Swedish Rally for I have been assured by them that the rally does much less damage to them than their own trucks. However, it is true that there has been an outcry in Sweden from their equivalent of the

National Farmers Union against the damage done to farm tracks and back roads by the national rallies. This has led to restrictions on length and number of studs in such rallies as well as the creation this year of a class for studless tyres. All well and good, but what I can't see is why the jolly old KAK should rush off on a World Championship event with no police or road owner pressure and ban studs entirely.

The RPA came out quite strongly in favour of a return to studs unless, of course, they are banned throughout the entire country for all road users. It seems crazy to think that rallying has developed the studded tyre to the point where it is the best winter equipment you can buy for your car, and then without reason they are banned from a major rally. Apart from the consideration that Italian, French, German and British competitors are coming from places where winter rallies entail the use of studded tyres, there is the consideration that if a less road-damaging stud is to be developed, it won't be out of competitions where studs are banned.

Finally, I personally fear that there is a real danger that the organisers of the KAK may be trying to pre-judge the entire question of road safety in winter and the use of studded tyres. Evidently the Swedish government—like many others—has a difficult decision to make: whether to continue to allow studded tyres and accept the damage that they do to the roads, or whether to ban them and make winter accidents more frequent. It is no help to them for the Swedish Rally to try to anticipate their choice and then argue that Stig Blomqvist's non-studded performances are so good in comparison with his times on studded tyres the previous year that it is safe for all winter driving to take place without studs. What Mr Blomqvist can do on a road in his Saab when he knows that no one is coming the other way is no good to Mr Average who wants to stop his Volvo hitting the truck in front of him. I feel that it would have been much better for the Swedish Rally to be fully aware of the dignity of being part of the World Rally Championship and to have left such experiments to the Scandinavian equivalent of the Road Research Laboratory. Then next year, if the government has decided to ban studs by considering what happens in ordinary traffic driving, then by all means run the rally without studs and let the Hakan Lindbergs of this world loose with their plastic and rubber studs.

Per Eklund ploughs into the shallow snowbank. The Saab does not easily get "caught."



Makinen for Hong Kong Rally

Entered for the Hong Kong Rally (March 2/4) is Timo Makinen with Henry Liddon to drive an ex-Boreham car prepared and entered by Harper's, the local Ford importers. Major Ted Moorat, with Harper's director, Gordon Fleming, will also be competing. Ford's Bill Barnett describes the Rothmans Hong Kong International Rally as quite a tough event with 600 miles in two days. The proper rally sections take place at night with auto tests and "rallycross" sections during the day. There will be 37 (yes, thirty-seven) British Army Land-Rovers boosting the entry this year. Timo Makinen won last year's Hong Kong Rally for Ford.

Makinen's schedule for the next few months is, to understate, hectic and must surely outpace D. Frost and J. Stewart put together.

Starting from the beginning of the year Timo Makinen commenced, of course, with the Monte until January 25th. The list continues: Jan 27 ice race, Finland, Feb 2 Arctic Rally, then to Kenya to test tyres for Dunlop. Feb 22, back to Finland for another ice race. This Sunday—Hong Kong then back (you guessed) to Finland before Kenya once more, this time to recce the Safari. Ten days after the Safari Makinen should be starting the Moroccan Rally. Truly a "Flying Finn."

Tulip Rally plans

The 23rd International Tulip Rally, Round 7 of the European Rally Championship for Drivers will, in association with the Dutch motoring weekly *Autovisie*, start from Warsaw on May 2 with the finish back in Holland on the 5th. In Poland the rally will cover 1800km in the southern mountain area with 350km of stages. Via Eastern Germany the rally will return to base on the Dutch coast with more stages in West Germany. Regulations can be obtained from the Royal Dutch Automobile Club, Tulip Rally, Sophialaan 4, The Hague.

● Entries for the East African Safari Rally are disturbingly few. By Monday, Feb 19, only 22 had been received and this time last Monday the figure has only increased to a total of 27.

● Harold Morley has ordered a Porsche Carrera similar in specification to Jack Tordoff's. Reg McSpadden the Irish driver usually seen with BMWs is also planning to rally a Carrera.

Tony Fall —a VW for the TAP



Biggest news this week concerns Britain's roving free-lance, Tony Fall, who now has his fourth contract this year after signing to join the Porsche Salzburg team for the TAP Rally. Fall will be joining Harry Kallstrom and the Austrian drivers Herbert Grunsteidi and Georg Fischer to drive Volkswagen 1302s. Regular co-driver Mike Wood will be partnering Fall. More TAP news next week.

Helmuth Bein for Opel comps.

Helmuth Bein who has been in charge of BMW's participation in rallies for the past two years and was a very successful rally driver in 1800s and 2002s before taking that post, has just left the Munich factory to go to Russelsheim to head the Opel Sport Department. At the moment, Opel in Germany do not compete in rallies officially but there have been signs recently—viz their involvement with the Opel Automatics on the Monte Carlo Rally—that they are poised for greater things.

Have travel — no car

Rally driver with a problem is Finland's Hannu Palin who has sponsorship arranged for the Welsh Rally. Only stipulation is that Palin must drive a British car and as no suitable car has yet been arranged, that's the problem.

● Cal Withers is to receive sponsorship from Shellsport for any cars he enters this year.

WELSH MARCHES PREVIEW

Mexico crews are prepared

This weekend the GP 1 Ford rally crews swing into action again for the fourth round of the *Daily Express* Escort Mexico Rally Championship, Herefordshire MC's Henlys Welsh Marches Rally. Being the fourth round of the series the Mexico crew who lead the championship after the rally will win for themselves the quarterly prize. A works RS1600 "identical to Roger Clark's" for two stage events during the next couple of months.

Only two crews stand a chance of winning this coveted prize and they are Nigel Rockey/Paul White and Russell Brookes/John Brown who have 27 pts and 25 pts respectively, in the championship to date. Current third place is held by Bob Bean/Alan Greenwood with 16 pts.

The Henlys Welsh Marches will, as usual, start from its sponsor's garage in Widemarsh St., Hereford (142/511405). The first car should leave at 22.30 on Saturday night to cover the 200-odd mile route which finishes at the Metropole Hotel in Llandrindod Wells.

Eric Jackson/Don Barrow are first car away in their Service Station, Barnsley entered RS1600, in front of Richard Hudson-Evans

and Kevin Gormley in RHE's long awaited, Will Sparrow prepared, Escort RS1600. The organisers' idea is that the faster RS1600s will prepare the Marshals for the following onslaught of Mexicos, which is headed by Nigel Rockey/Paul White in their Hoopers, Bristol Rally and Tuning Centre Entered example. Russell Brookes/John Brown follow at 4 in their Brooklyn Garages, Inkberrow Mexico ahead of the Bob Bean/Alan Greenwood example now resplendent in the Ford-Sure Car Service Programme colours as announced in last week's special stage. George Hill/Keith Wood make a welcome return to the series at 6 in their Charles King of Bedford Mexico, while at 7 is Andy Dawson, competing on his first British event in a Ford, with Derek Tucker in the left-hand seat of his John Willment (Mitcham) Ltd entered Mexico. Steve Webster/Tony Newsum are at 8 in the Hodgsons of Retford car followed by Gillian Fortescue-Thomas/Tony Mason in the Wipac entered Mexico, no doubt hoping for better luck than on the Bristowe a fortnight ago, and completing the first ten are Kevin Videan/Peter Valentine in the AVS Garages example.

Fritschy and Mandeville for Safari come-back



Bill Fritschy and Viscount Mandeville to complete Porsche Safari team.

A surprise Safari entry was recently received from Bill Fritschy, who, together with another familiar Safari face, Viscount Mandeville, will once again appear in the entrants' list of the East African Safari. Bill won the event in 1959 and 1960 driving a Mercedes on both

occasions.

This time the car will be a Porsche Carrera. Bill Fritschy now owns Chipstead of Kensington selling Mercedes, BMW, Alfa and Lancia. The Porsche is being works prepared in Stuttgart and will complete their team.

Lancia pull out of World Championship

As soon as the Rallye Neige et Glace was finished last weekend, Jean-Pierre Nicolas, Bernard Darniche and Jean-Luc Thierier left France for Portugal to start reccceing for the TAP Rally which is the next round in the World Rally Championship for Makes. This strong challenge by Renault is likely to result in a further increase in their lead in this championship for their closest rivals, Saab and Lancia, will not be competing.

Lancia after finishing fourth in Sweden have decided to pension off the Fulvia and will not be participating in any more World Championship events except those which they think that the Fulvia may win outright. They will have no cars in the TAP and will be concentrating on an entry of Sandro Munari/Mario Manucci and Amilcare Ballestrieri/X in a stratos and Fulvia respectively on the San Marino Rally. Then they hope to enter two examples of the Stratos on the Lyon-Charbonnieres for Jean-Claude Andret and Munari and if all goes well, back that up with a similar entry on the Firestone Rally. This means that Lancia will definitely not take part in the Safari despite Marlboro-sized rumours that they would go to Africa.

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Alroyd sets a new record

— Now planning London-Sydney and back



Al with Mr G. Harper, chairman Stroud UDC, with Mrs Lees on the left.

That intrepid 68-year-old Marathon driver, Alroyd Lees, has set up yet another World Record Solo Drive by covering 4,864 miles in 81 hours 37 minutes in his faithful and world renowned Jaguar Mk IX 1960 vintage car.

His drive took him from Stroud in Gloucestershire to London, Dover, Calais, Paris, Toulouse, Rome, Milan, Basle, Luxembourg, Brussels, Amsterdam, Calais, Dover, Stroud, to cover the E.E.C. Community. During the drive, Old Al, a popular figure among the Rally Fraternity in this country, encountered gales, blizzards, fog, ice, and beautiful sunshine (Rome), and at one point (Chiavari) his braking system froze up on him but by some skilful driving on this narrow mountainous road, he managed

to negotiate the treacherous route to Sestri Lev.

On his sponsored drive in aid of funds for the British Red Cross Society, Alroyd called at the British Embassy in each capital city to get his route card signed.

The exercise was organised by Johnny Walker (Holdings) Limited of Tetbury, Gloucestershire, who paid the whole of Alroyd's expenses to enable all the funds collected to go to The British Red Cross fund at Lloyds Bank Limited, Dursley, Gloucestershire. During the whole of the drive Old Al managed to snatch just 6½ hours' sleep in half-hour "cat naps."

Plans for the future include a sponsored London to Sydney and return Marathon.

RAC RALLY CHAMPIONSHIP POSITIONS

1	Roger Clark	18
2	Bill Taylor	
	Will Sparrow	6
4	Mike Marshall	
	Peter Clarke	4
6	Pat Ryan	
	Bob Bean	3

Opel for McDowell

Peter McDowell is acquiring a 1.9-litre Opel Ascona which will be prepared as group two and is to be used for a twin programme of home and foreign events. Navigators will be Derek Tucker, Peter Moff with Bob de Jong to co-drive for continental events.

Jacobite Rally

London CCs Esso Uniflow Jacobite Rally takes place over the night of March 3/4. Start is from Bob's Cafe, Weedon (MR 133/621601) at 22.31, with the finish at the Wicken Country Hotel (MR 146/744394) at about 06.00 on Sunday morning.

The entrants, limited to 120 starters, include the new team of Mick Maginn and Jim Bowie in an 1800 cc Twin Cam Escort, Alan Abrams and John Jones, the winners of the Uniflow 200 Rally, in a Mexico; Dave Vandervlist and Tom Bigwood with an Imp, who won the selectives award last year and Antoine Lurot with a Wildboar Moskvich Twin Cam to be partnered by the 1972 LCAMC Champion Navigator, John McKerrell.

Texaco Trophy

Lindholme MSC are planning their Impel '73 Texaco Trophy Rally for June 9 with the start and finish to be in Doncaster. Maps 103 and 104 will be used with 50 miles of forest type stages on the route. Reduced cost petrol is also being offered. Details from: Lloyd Davies, Rose

Dales tales...

● Tony Mason has finished the last three Dales in second, first and now third positions.

● Hammie Hannah's engine stopped with what sounded like broken flywheel bolts.

● The Clan Crusader needed only routine maintenance to the fan-belt to keep it running reliably. It finished easily the best Chrysler powered car.

● John Clegg drove Rupert Jones' ex-RAC 1100 Escort, with its BVRT engine revving up to 8,500 rpm. Unfortunately the plastic fan is not man enough for the job.

● Bryan Wood retired the old Morley 2-litre Escort RS with the rear hub seized.

● Roy Fidler drove six stages with the same front wheel as troubled him on the Snowman flapping about.

● At breakfast Roger Clark was over a minute ahead of Sparrow, but only 23 s better than Hibbert.

● Dennis Pelling rolled at Langdale this year, last year it was Pickering.

● Paul Appleby used a Mexico power unit of 1910 cc as his RS unit is not ready after the Tour of Dean disaster.

● Dunlops shod the first, third, seventh and eighth placed cars exclusively, Goodyears the second, fifth and sixth, whilst Dunlop and Uniroyal shared the loyalties of Bob Bean and Goodyear and Dunlop the loyalties of Howard and Appleby.

● Mike Hayes broke his ignition key in the switch at scrutineering quite assumed when that had been sorted that his luck would change, but after three stages he was out.

● In addition to Roger Clark's good fortune at Wombledon when the stage was cancelled after his Escort broke down we gather that Roger lost over half a minute

Cottage, Station Road, Hatfield, Doncaster, Yorkshire.

Valentine

Dunfermline Car Club's Valentine Rally, scheduled for March 31, a Scottish and Mexico championship event will start and finish in Edinburgh this year. The 230 mile route will include 14 stages totalling 55 miles. Details from: David Riley, 7 Athol Crescent, Morriston, Falkirk, Stirlingshire.

New C&S car for Hibbert

Centre Hotels have announced their continuing sponsorship of a Clarke and Simpson prepared car, to be driven exclusively by Mike Hibbert. The present car will be used for the Granite City but a new lightweight 2-litre should be ready in time for the Welsh. The car will receive assistance from both Castrol and Goodyear. Co-drivers will be Howard Scott, Henry Liddon and for the Welsh Martin Holmes will be co-driving.

on the first stage, Mintex, when he spun near the finishing line and had difficulty restarting. Timing on this stage was cancelled because of faulty watches. Will Sparrow lost the rally by 34 s.

● Peter Kitchings' Autospeed Recovery Services had many enquiries after the rally.

● An interesting Capri was that of Philip Hale, fitted with a 2.3 German engine, and partially developed by Clarke & Simpson before pressure of other work forced an end to the idea.

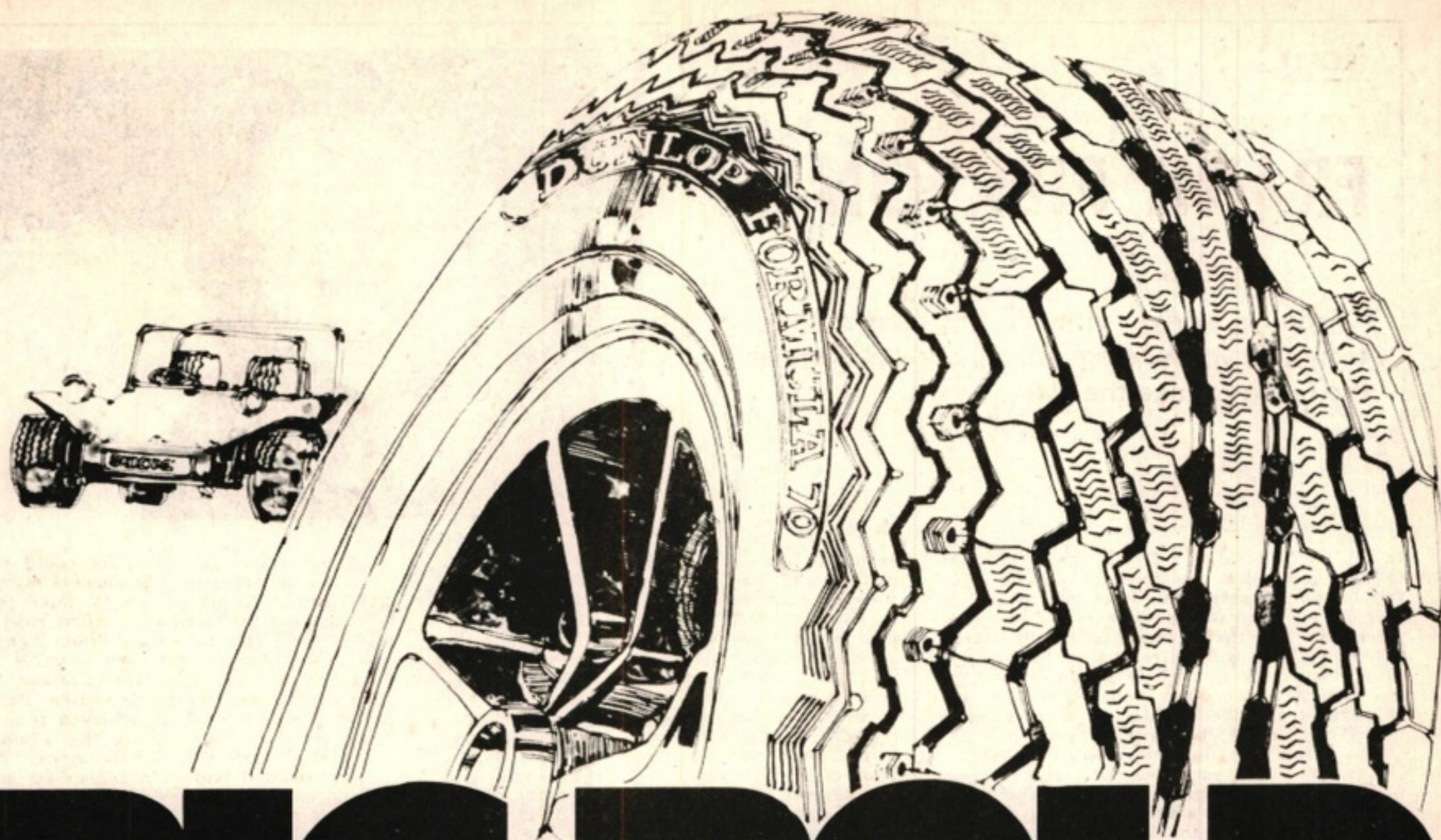
● Vicki Lambert once again won the ladies' award.

● Mike Wood was out spectating on the Dales and found it much safer than competing on this particular rally.

● Mike Hibbert's excursion on snow covered SS14, Stang 1, was due to the breakage of a rear spring.

● Russell Close finished the rally —though well out of the running and considering the variety of troubles encountered by Russell and John Dolan it is surprising that they managed to the end. They became stuck in Stainton, wedged across a bridge with two wheels over the edge. In Stang they lost 30 s with a minor "off" and then went on their side on the second Elvington stage and also suffered two throttle cable breakages during their dramatic run.

● Jimmy Rae's retirement was caused by a burst paper gasket which allowed all the oil to be lost on a two mile stage. It happened in the middle of a forest stage complex and they borrowed an allen key to remove the oil pump to replace the gasket with a hand cut example. Unfortunately the mysterious service crew (not Rae's) took their key back and disappeared before Mike Malcolm had screwed things together again.



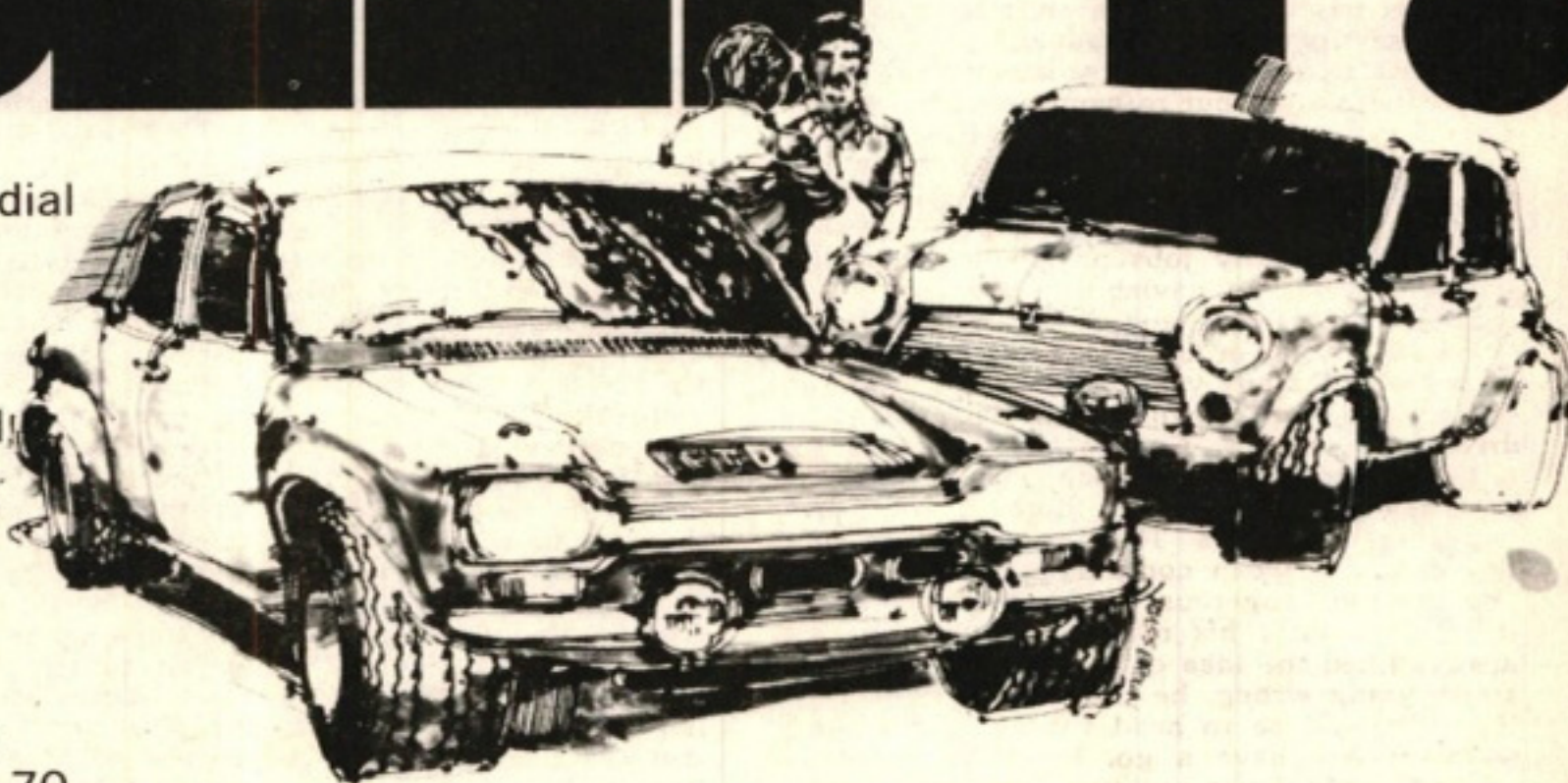
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FRANK PIERSON

"Frank is a driver who always seems plagued with troubles, yet who against all odds is there at the finish to take the glory."



In the noisy world of rallying, the quiet man is often left out of the limelight. One of club rallying's most respected Quiet Men is Frank Pierson, a person who passionately enjoys the mechanical and the driving sides to the sport, but who gladly will retire from the limelight on any other occasion. He is a little older than the average driver, but under forty for all that, and his reticence in manner leaves him a forgotten man so far as the average enthusiast is concerned. But his results speak for themselves: last year alone he was the best British private entrant on the RAC, he even won one of the two stages at Eppynt against all comers, he won the Tour of Eppynt (the mainland's only serious all-tarmac stage event) finished third on the Manx Trophy International and he came second in the Castrol/MN rally championship. And now he has been offered a seat in one of the DTV cars contesting the C/MN series this year, as team-mate to George Hill who was C/MN champion in 1971, and gained what in club rallying is quite a unique opening.

Frank hails from the farming areas of North Shropshire. He served an apprenticeship in a local garage, and combined his family farming blood with his mechanical instincts by starting an agricultural business, providing hedge cutters, harvesters, balers and the like to farmers in the area. He moved when he married to his present home, which is part of the huge Ash Manor estate, where his garage is alongside his house, something which makes the lonely life of a rallycar builder a little more sociable than usual. His business has often seen a shift in emphasis, for his contracting side gradually gave way to the maintenance of lorries, something which recent legislation put rather beyond his reach, and then he took on car maintenance. With the interest that has accrued from his rallying, he is branching now into specialist preparation work, under the name "Pierstone," and although body jobs provide most of his income he has an enviable reputation in his locality for careful engine building.

His interests in sporting cars have been with him for many years, either in a practical sense (he went down to Brands Hatch to drive one of the Cooper Car schools F2 Coopers under the guidance of Ian Burgess) or when funds permitted nothing else, just watching the others. The Cooper school was run on a "you can continue until we reckon you are too dangerous" basis: Frank kept his nose clean until his money ran out. He has always liked the idea of racing: when rallying starts going wrong, he thinks even now how nice it would be to head for the broad open concrete and have a go. He often wonders whether he is not in reality a frustrated racing driver, he feels that his talents lie in tarmac driving, which road rallying of course is all about.

He acquired a four-door Cortina GT in the mid sixties, and with a local friend Mick Barker he entered his first rally. A whole way of life began. He moved on from the local

events to the *Motoring News* level of event, and with David Cowell put up some fine performances in the semi-expert classes. Indeed the writer recalls a Rally of the Plains one year when Frank at number 41 was only the sixth driver through the point from where he was watching. He entered the Cambrian Rally and went very well, but the occasion was spoiled when a zealous (jealous?) reporter stated that Pierson's times were obviously errors. He scored an impressive third on the Tour of Eppynt, the last time this was held for several years, in this car, with all his rivals in much more powerful Twin Cams. Colin Francis came into Frank's life around this time, although his initial outing, on the Bristowe of 1969, was notable for some drastic emergency measures, involving a gatepost, by the driver. The team of Colin and Frank was however cemented together later that year, after Frank had gradually turned his car into a two-door Lotus Cortina, and their next major event together was an epic known as the Bolton. This rally was the last major event this club held. It was in many respects a complete disaster. To Frank the disaster was personal, for despite a 2000 point lead over the rest of the field he was denied victory through the organisers refusing to implement the terms of their regulations. Frank was new to the sport, Colin had only recently graduated from local association level, and they left the matter where it lay. "I should have gone to the RAC about it," Colin now admits. "They would have had no option but uphold our complaints." The records state that John Bloxham and Paul Stephens won that night.

With the Lotus Cortina things went well. Perhaps the most satisfying result was in winning the Cambrian, after Frank's frustration the year before, for not only did they win, but they were constantly fastest through the selectives. In the end Frank came fourth on the MN championship. A road accident and then a fire put an end to the days of that famous car, and for 1970 he was given the use of an Escort by a proprietor of a dismantling and performance centre in Cheshire. On his first event in the car, Frank won the Icebreaker, a non-championship but well supported event in North Wales, which was very icy. In achieving this, Cal Withers had his first ever success. But it was the only one that Frank achieved for Withers: the clutch broke on the Bristowe, there was trouble and a long delay on the Seven Dales, and the Cortina V6 he shared with Ian Harwood and Barry Hughes on the World Cup retired in South America. Actually it was a success for Ian and Frank to get that far. The car was still being built the day before the rally, and Don Barrow, the originally chosen third man in the crew, had opted out some weeks earlier stating with emphasis that he was never going to be part of such a hopeless team.

Frank returned home and set to work building an Escort for himself. This appeared on the Hackle Rally in Scotland, and to his complete surprise it overturned. Frank just

does not crash his cars! He could not see how it could happen. But success lay around the corner, for three weeks later the car appeared on the Gremlin, its first road event, and it won. This car lasted Frank right up to this past autumn: over two years is a very long time for a competitive rally car, and its final outing was on the Shenstone Rally just before the last RAC. It achieved four C/MN wins in all, others being the Plains, the Cilwendeg and the Illuminations. A new Escort, painted and even registered just like the old one, is now around, looking for events to enter when DTV commitments permit.

Frank is an ace driver on tarmac. But he would also like to be an ace driver on loose stages. Over the past three or four years he has acquired a stamina for the longer international events, which earlier in his career he genuinely could not muster. His first International was in the old four-door GT in 1969 on the Welsh, when he came seventh overall. At that time he felt he would not be able to last out the two-night event. Then in 1971 he finished the last of the five-night RACs in 26th place. Last year, when the route was shortened he was 25th, and that was after a mammoth rebuild after damaging his car yumping at Castle Howard. They spent 1½ hours mending the car, and reached the following special stage 59 minutes late. By dint of furious driving, they lost no road penalties on that section. The DTV offer came at a time when Frank wanted a change. He had originally thought of abandoning championship chasing and entering just the events on which he could do well, but the good thing about the Vauxhall effort was that car preparation was something which would not be his sole responsibility, and he would have his Escort for other occasions. The first two events were rather a disappointment. He did not sit in the Viva until 25 minutes before the start of the Targa Rusticana, though eventually he struggled through to seventh place, and of course the engine failed and he never started the Red Dragon. Still, hope springs eternal: Coburn has plans for a lightweight Viva which should really set the tongues wagging. "Should," to Frank, is not the same as something which actually works.

Frank is a driver who always seems plagued with troubles, yet who against all odds is there at the finish to take the glory. Old Autosports are full of tales of Frank taking the finish when anyone else would have gone home, and then finding himself in among the prizes. He provides fuel to this impression by constantly attending to his car, when other drivers would have taken a chance to relax. But his mechanical sympathy is quite a by-word all the same. He is a mild man, he does not smoke and drinks very little. He does not yield to pressures (Colin can only remember him getting angry once) though he hates being nagged, especially by navigators! Pierson is a great bloke to have in the sport, and he is one of the canniest of them all.

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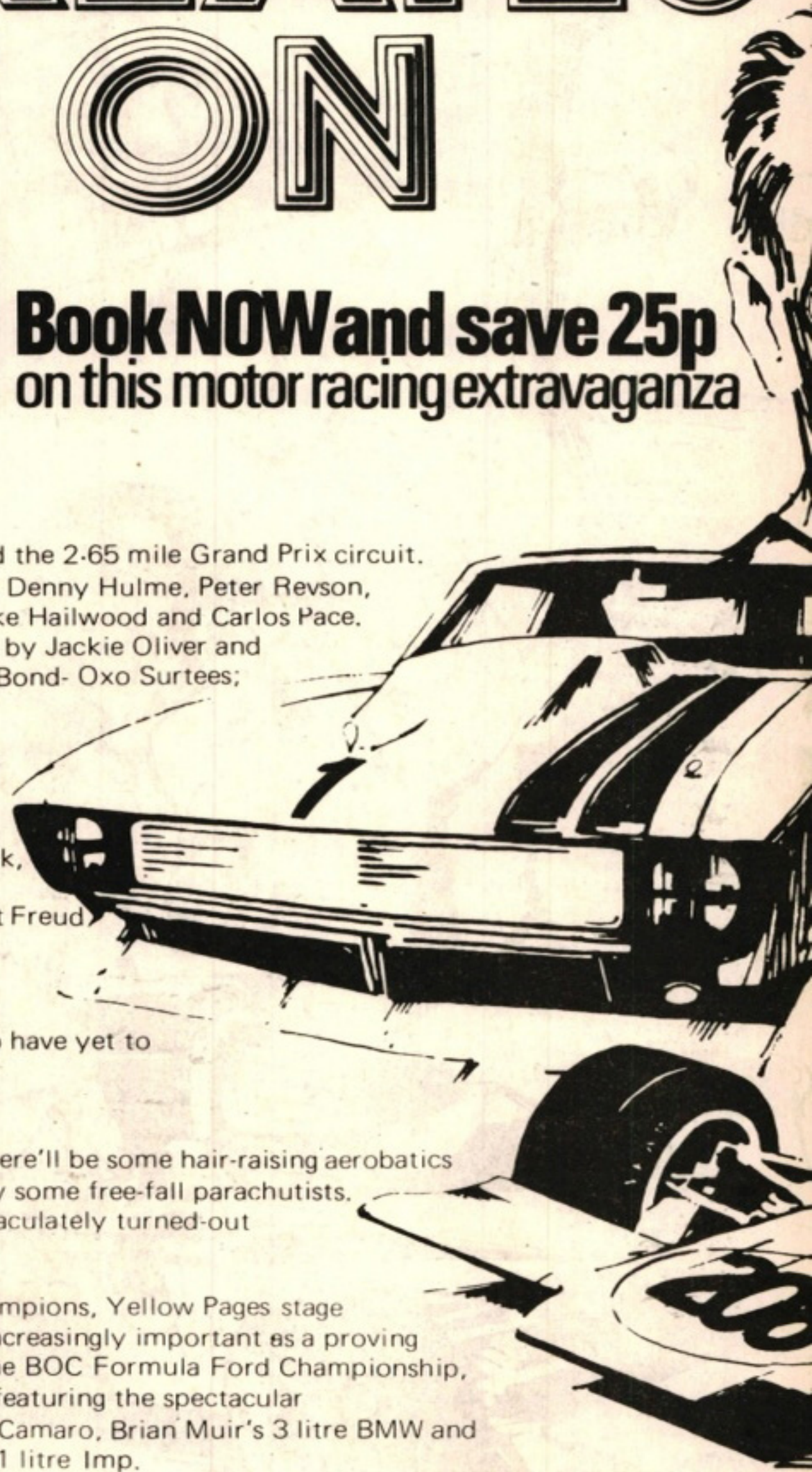
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Besides the Race of Champions, Yellow Pages stage the second round of their Formula Atlantic Championship, increasingly important as a proving ground for future big-league drivers. There'll be a round of the BOC Formula Ford Championship, and the first round of the British Saloon Car Championship, featuring the spectacular "David and Goliath" battles between Frank Gardner's 7 litre Camaro, Brian Muir's 3 litre BMW and Dave Brodie's 1.9 litre Escort, together with Bill McGovern's 1 litre Imp.

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Daily Mail Race of Champions



Saturday Rothmans Formula 5,000

The first round of the exciting Rothmans European Formula 5,000 Championship features drivers of the calibre of Graham McRae, Jody Schekter, Peter Gethin, David Hobbs.

The fastest finishers will join the Grand Prix drivers for Sunday's

big race, and it will certainly be interesting to see how the Formula 1 cars cope with the increasingly sophisticated 'big bangers'.

On Sunday

Gates open at 9.30 a.m. and the first race is 12.00 p.m.

Admission:

Adults £1.50 Children 50p

Stands £2.50

Paddock £1.50



Saturday's Formula 5,000

race starts at 2.15 p.m.

Admission:

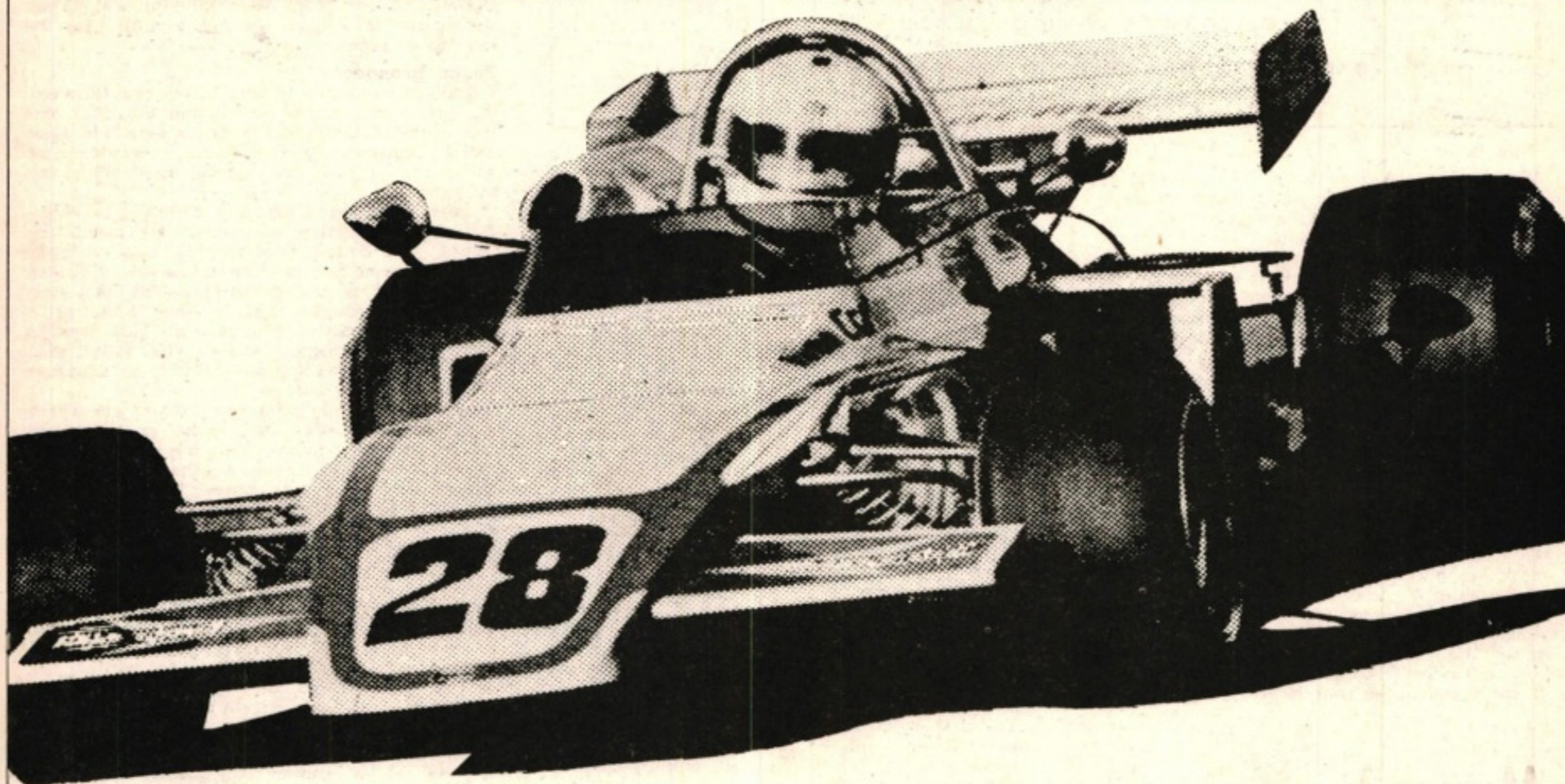
Adults 50p Children 20p Paddock 50p.

Organised by the B.R.S.C.C.

The promoters reserve the right without notice to make any alteration to the race programme.

Brands Hatch March 18

RADIO LUXEMBOURG TROPHY MEETING



The first round of the European Formula 2 Championship is always an exciting event, affording enthusiasts the opportunity of witnessing the debut of the brand-new cars and driver-team combinations.

For the third year running the meeting is to be staged at picturesque Mallory Park, and last year spectators saw a great deal of extremely close dicing. Mallory is one of the fairly 'tight' circuits, so there were many hair-raising moments.

This year's high quality entry list speaks for itself: Roger Williamson in a GRD 273, Jean-Pierre Jarier and Jean-Pierre Beltoise in STP March BMWs - the first time out for the new engine; Cyd Williams, Brabham BT40; Mike Hailwood, Andrea

de Adamich, Jochen Mass in Surtees TS15s, and Peter Gethin, Dave Morgan and Gerry Birrell in Chevron B25s. And that's just a few of the entries. There will certainly be some fun at the hairpin on the first lap!

The action continues with the first round of the Yellow Pages Formula Atlantic Championship, a BOC Formula Ford race, and an event for the always spectacular Britax Group 1 saloons.

First race is at 12.15pm and the meeting is organised by the BARC. Admission - Adults £1.00: Children 30p: Stands 50p: Paddock £1.00. Come and watch practice as well. Saturday March 10. Adults 50p: Children 20p.

MALLORY PARK, SUNDAY MARCH 11

The promoters reserve the right without notice to make any alteration to the race programme.

PURELY PERSONAL



By RICHARD FEAST

"The purchaser's feeling can turn to one of expection...once he has raced the car"

This is it!

Welcome to AUTOSPORT's new weekly chat column. I've had the misfortune of late to watch a few Michael Parkinson and Russell Harty TV programmes, and decided that if they can make a living out of it, so too could we. Besides, numerous comments which have been made within the confines of the editorial office walls have not been reaching the readers. (To satisfy our legal department, many of them will remain so too!) *Purely personal* should provide staff men and guest writers with the opportunity to air those previously unrecorded feelings.

The onus for the column will pass to one person each week. What he writes will be precisely what the title says, purely personal. It will, I hope, be amusing, stimulating, objective chat about all aspects of the sport, the characters, the media and the industry. Generally, it will not be great campaigning stuff as practised by the *Sunday Times* and *Private Eye*. And in an atmosphere which can create a *volte face* of the magnitude of Enzo Ferrari's—now back to two Formula 1 cars and three sports car prototypes after "withdrawing" from the sport last August—I can't guarantee that it will be logical.

Merger? Never!



Sid Offord.

The serious racing season begins this weekend at Brands Hatch, but before we become involved in that, let's recall some of the events of the past winter, or knife and fork season as it has been called. I've been invited to numerous dinners, and been able to attend only two, those of the British Automobile Racing Club and the British Racing and Sports Car Club. Both were extremely enjoyable, in completely different ways.

First came the BARC's, a glittering affair to celebrate the club's Diamond Jubilee. It was held in Park Lane's Grosvenor House Hotel (afforded five stars by the RAC's handbook) and attended by Royalty. Befitting the occasion, the diamonds flashed and the fur coats were as common as C&A's. Port and brandy was served afterwards, and the whole thing came under the television cameras.

Then came the BRSCC's, a more earthy do held in the four-star Royal Lancaster along the Bayswater Road. The men's dinner suits were largely from a well-known establishment not a million miles from Covent Garden, the rocks were a little more difficult to spot and the comedian told *risqué* jokes. In place of Prince Richard of Gloucester's aristocratic tones in his BARC speech, a veritable northern echo came from the BRSCC's Don Truman.

Both clubs, too, were afforded their share of the headlines. In the BRSCC's case it was

the way in which its executive director vociferously attacked the British governing body over proposed circuit safety standards. It was a typical piece of frank speaking from the BRSCC, and has apparently resulted in the formation of a "select committee" by the RAC Motor Sport Division to look further into the matter.

Over at the BARC it was the departure of the general secretary that created the news after the ball was over. The change was never officially acknowledged until the new man was introduced to the Press a few weeks ago. At the time Grahame White's "resignation"—itself undoubtedly a euphemism for "getting the boot"—was a real shock. But on reflection I think no one should have been that surprised. White struck me as a very capable organiser doing a difficult job. But there was a definite personality clash with the council which was not too well hidden by either side. The greater wonder is that White and the council should have succeeded in living together for so long.

The BARC's new team, under the experienced guidance of Sid Offord, and with Michael Luck taking over where John Wickham left off, will undoubtedly go from strength to strength. Certainly Offord, a TEAC stalwart and long-standing BARC member, appears to be a man who will live happily with the council, and, equally important, they with him.

I say none of the foregoing in any disparaging way. The various events simply serve to epitomise the vast gaps to be traversed if there is to be, as has been suggested, an amalgamation of these two clubs.

Any old iron?

I wonder if any prospective racing car purchaser considers the old adage about judging a book by its cover. Many manufacturers, you see, are designing very attractive book covers to hide an all too familiar story. Each so-called new model is greeted with joyous expectation. But the purchaser's feeling can turn to one of expection once he has parted with the cash and raced the car a few times.

Making a racing car look good is part of the trade these days. But what a pity there aren't more original engineers than

Professional presentation, well on schedule, by Yardley McLaren, with Hulme, Mayer, Matthews and Coppuck in attendance.



stylists. Surely it doesn't matter if a car looks like a lashed-up soap box if it has a performance edge on its rivals. Having said that, however, one must commend McLaren Racing for launching their (very attractive) new Formula 1 car on time. The M23, though, is a Formula 1 car built solely for the works team, and not one scheduled for a production run.

McLaren certainly seem one of the few manufacturers who actually plan and construct well ahead of schedule. The M23 was announced 2½ months before the new F1 regulations governing deformable chassis structures come into effect for the Spanish GP on April 29. What a contrast to that Formula 2 car from Wymondham way. That seems to have been in the pipeline for 24 months or so now.

Peace prospects

Whatever happened to that bitter row between the Formula 1 constructors and entrants and the World Championship organisers? In case you'd forgotten about it, and it wouldn't be surprising, I will try to be brief with the background.

Two sides lined up, the Formula 1 Association representing the constructors and entrants, and Grand Prix International, a body which arrived late on the scene to represent the interests of the organisers. The ball over which they fought was in the shape of a large wad of Swiss Francs. One side wanted to tear off a bigger share; the other said there simply wouldn't be enough to continue the game if they did.

Meanwhile the referee was elsewhere authorising a substitute side in case one didn't turn up. What was the constructors' reaction to this threat to their livelihood? Did they sulk in the corner? No, brothers, they did not! They busied themselves constructing new, complicated and expensive cars ready for the fourth of the 15 rounds.

Thus by getting dressed up in their Sunday best, the constructors appear confident of an amicable financial settlement with the organisers. Neither side is saying much, but it is more likely that after the controversy which was unleashed during the winter, the actual details will be finalised *in camera*. Which is the way it should have been in the first place.

Maxi Anonymous

I was at a dinner the other night at which that well-known dog food advertiser Clement Freud, was guest speaker. After some disparaging remarks about the original Austin Maxi, he told of the formation of an organisation calling itself Maxi Mk 1 Anonymous. When depressed about his motor car, one member would telephone another so that they could arrange to get drunk together.

Lord Stokes, who was also present, was observed to laugh.

On the subject of the Maxi Mk 1, does anyone remember the British Leyland advertising to announce the Mk 2? It ran something like, "You told us what was wrong with the Maxi, so we've changed it." Apart from being a shocking admission of the original car's inferior qualities, I bet it didn't please the existing owners who saw the value of their Mk 1s plummet dramatically.



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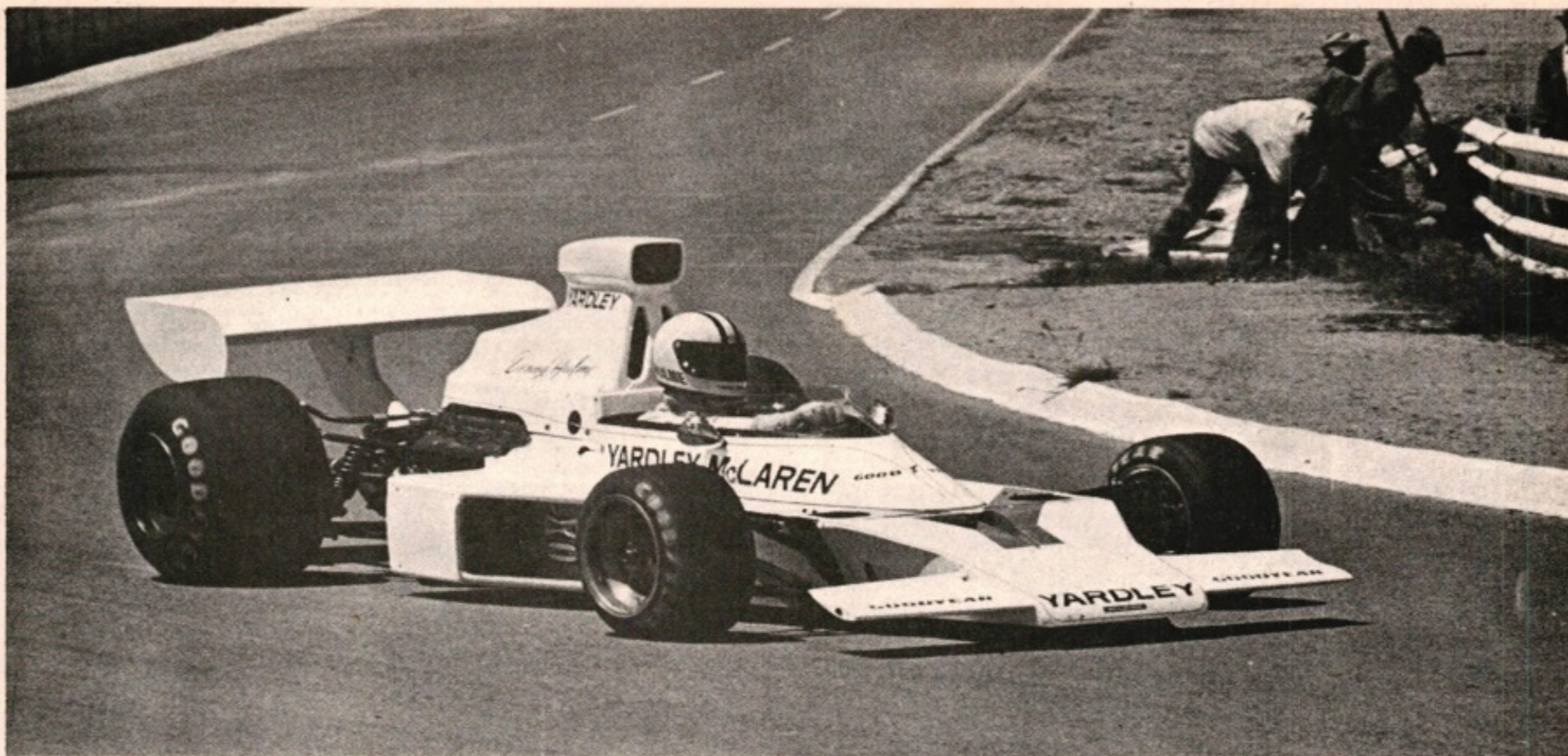
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What servicing should be

AUTOSPORT, MARCH 1, 1973



A favourite at Kyalami is Denny Hulme, seen here with the new McLaren M23 during unofficial practice. The car has a revised wing mounting.

All set for South Africa

Third round of the World Championship at Kyalami on Saturday

The third of this year's 15 World Championship rounds takes place this Saturday at Kyalami, South Africa. The majority of cars were transported across the South Atlantic from Brazil, and are being joined by a handful of completely new cars from Europe and a few of local heroes.

After his two first-class South American wins, Emerson Fittipaldi starts with an undoubted psychological advantage with his John Player Special, although team mate Ronnie Peterson will be anxious to improve upon his reliability record—two non-finishes.

The two works Surtees TS14Bs as raced in the opening rounds by Mike Hailwood and Carlos Pace will have new rear uprights, and will be joined by Andrea de Adamich, who moves from Europe with his older TS9B model. The two works Brabham BT37s for

Carlos Reutemann and Wilson Fittipaldi remain essentially unchanged, as does the single works March 721G for Jean-Pierre Jarier.

Jackie Stewart has a good record at Kyalami, and he and François Cevert could find the latest Tyrrells more suited to this circuit than Buenos Aires and Interlagos. Another man who shines at Kyalami is Denny Hulme, who will have the new McLaren M23. The McLaren team is a strong one in South Africa, with the two M19s which moved from South America and a further M19 which was used in South Africa earlier this year for tyre testing. These will be for Peter Revson and Jody Scheckter, the "local boy who made good."

While there are no real changes in the Marlboro-BRM team, with P160Ds for Clay

Regazzoni, Jean-Pierre Beltoise and Niki Lauda, the Marlboro team of Frank Williams has undergone changes. Howden Ganley will be in his usual car, but Nanni Galli's place will be taken by South African Jackie Pretorius after the Italian's Abarth testing accident. The Iso-Marlbors will be back with the original style suspension after the changes for Brazil were found to be less than effective.

Ferrari have a couple of entries for Jacky Ickx and Arturo Merzario. The two 312B-2s will be there, but so too will be a sensational new model which arrived from the factory for evaluation. The new car, built to comply with the new F1 regulations, is mechanically similar to the existing car in gearbox, engine and suspension departments, but boasts a dramatic new body with side mounted radiators.

The car is called variously the B3, B4 or BCR (to denote the Boxer motor and the two men responsible for its design, engineer Sandro Colombo and team manager Rocchi). It is this chassis which has been built at Northampton by John Thomson. French sources say that the new car will make its race debut at Silverstone on April 8, ready for the first European round on April 29.

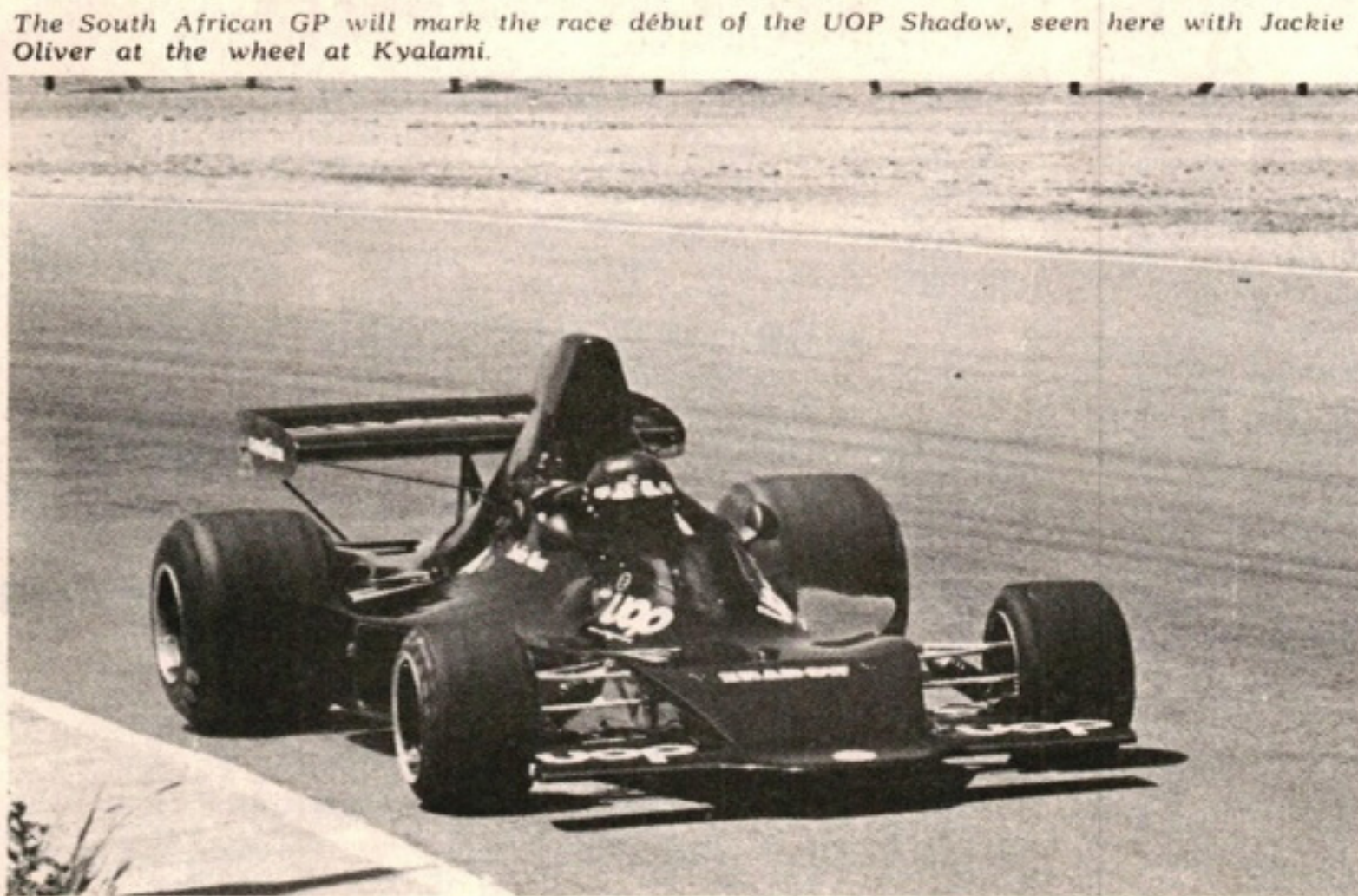
Also making its racing debut is the Shadow, two of which have been entered for Jackie Oliver and George Follmer. Other locals on the entry list are Eddie Keizan in Alex Blignaut's Tyrrell 003 and Dave Charlton's Lucky Strike Lotus 72D. John Love looked set for a drive in the second Iso, but his tobacco sponsors, Gunston, objected to Williams' Marlboro sponsor.

Official practice started yesterday (Wednesday), although several teams have been taking advantage of the private testing facility at Kyalami. Hulme has been quick with the M23, recording 1 m 16.2 s, which compares very well with Hailwood's official lap record of 1 m 18.9 s. Indeed, times of around 1 m 16 s would appear necessary to be competitive, for earlier this year Peterson did 1 m 16.1 s with the JPS, and this week Revson did 1 m 16.8 s (M19) and Stewart did 1 m 17.0 s after only a handful of laps.

South Africa is 2 hr ahead of British time, which means the result should be announced on the Saturday afternoon news and sports bulletins on radio and TV.

Championship points are two races:

E. Fittipaldi, 18; Stewart, 10; Cevert, 6; Hulme, 6; Ickx, 5; Merzario, 3; W. Fittipaldi, 1; Regazzoni, 1.



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Big time saloon racing

ROBERT FEARNALL looks at the 1973

Group 2 prospects and the future of international saloon car racing

In Britain and Europe, the prospects for international saloon car racing in 1973 and thereafter, are enthralling. In Europe, the might of Ford and BMW are challenging each other with full-scale assaults encompassing such top drivers as Jackie Stewart, Jacky Ickx, Chris Amon, Henri Pescarolo, Jody Scheckter, Niki Lauda, Rolf Stommelen, Jochen Mass and possibly Emerson Fittipaldi. In Britain, the formation of a business-like and practical British International Saloon Car Drivers' Association co-incides with some dynamic plans for the future of international saloon car racing, not only in sponsorship and promotional outlets but also in an entirely new concept of saloon car racing for hybrid machinery.

Like at this time last year, rather than dwell on the history of last year's Group 2 racing, we have replaced the traditional Group 2 Survey with a preview to the forthcoming year. Briefly recapping, 1972 G2 in Europe was dominated by Ford of Germany and Alfa Romeo. Autodelta's never-ending supply of Giulia GTA Juniors proved invincible in the 1300 division and the marque scored maximum points in each of the nine rounds, while by the best seven results regulation, Ford of Germany ended the year

with equal points to Alfa Romeo after their eight victories. The only time Ford lost was on their home ground at the Nurburgring, to their main opponents BMW, but BMW's success only came there after the Fords dropped out. Last year BMW lacked the reliability and the organisation which is where the Ford team scored. One of the highspots of the year, however, came when the German Ford team was defeated at the lucrative Paul Ricard race by the British privately-entered Capri of Malcolm Gartlan, and driven by

The Capris of Glemser and Mass head towards another G2 victory at Brno.



Brian Muir and John Miles, who finished comfortably ahead of the works car of Jackie Stewart/Francois Cevert.

The 2-litre division was not well contested with Alfa Romeo departing from the scene with their GTAM after the first round when they found themselves totally uncompetitive with the latest Ford Escort BDAs. But the Escorts proved unreliable in many of the rounds and at the end of the series, Ford of Britain had a relatively small margin of victory over BMW, who had not contested the 2-litre division seriously with their 2002s. On two occasions, Group 1 cars won the 2-litre section when the G2 contestants dropped out. Another disappointment in Europe were the Fiat 128s which threatened to demote Alfas from their throne in the 1300 class, in practice, but hardly ever stayed together for more than a quarter of each race.

On the driver front, BMW's leading driver John Fitzpatrick tried with determined driving to overcome BMW's disadvantages but it was too much of a challenge and after leading the Driver's Championship for the first half of the season, he ultimately dropped to fourth. 1972 Driver champion was Jochen Mass, the cheerful German capping a very successful and enjoyable relationship with the Cologne-based Ford team, with 1971 champion and fellow German Dieter Glemser finishing second to Mass, and another Ford pilot Gerry Birrell in third.

In Britain, the superiority of the George Bevan and Bill McGovern team and their Chrysler Imps over the 1-litre class rivals paid off for them to win the British saloon car championship for the third successive year. As far as winning overall was concerned, first prize went to Frank Gardner's SCA Freight Camaro with the occasional interference from Brian Muir's Wiggins Teape Capri RS, particularly in the wet, but the Capri lacked reliability. The 2-litre class was disputed between the Escort BDAs of Dave Matthews and Dave Brodie. Both proved immensely fast but whereas Matthews finished all bar one race and won his class seven times, Brodie's Escort was dogged with mechanical misfortunes and won its class on just one occasion. Biggest surprise came in the 1300 section where the expected dominance by Vince Woodman's Escort was defeated by the car's lack of reliability and by the incredible performances established by Jonathan Buncombe's Longman Mini-Cooper S. Buncombe deservedly taking the class championship title after a magnificent season.

In addition to the class winners, Wiggins Teape this week presented other awards for performances during the 1972 season. Brian Muir earned £100 for the Best Drive of the year at Oulton Park on September 16 when he pitted to change a tyre but still finished fourth and a similar amount was awarded to Dave Brodie for the best newcomer to G2 of the year. Many entrants could have won the best prepared car of the year award but the choice ultimately fell on the Melton Racing Broadspeed Escort driven by Dave Matthews, while the George Bevan Imp naturally won the most reliable car of the year award. Best dice of the year was voted the epic Mini duel at Mallory in October between Jonathan Buncombe and Rob Mason, while another 1300 contestant Vince Woodman earned the hard luck of the year award. The final award to be decided by Wiggins Teape judges went to the highest placed privateer and that £100 was deservedly won by Melvyn Adams (Imp). Frank Gardner broke more lap records than anyone else with the SCA Camaro, for which he earned £100 and indeed Gardner won most of the Wiggins Teape bonus money, £368 in all.

Since the end of the 1972 championships, significant strides forward have been taken which affect the whole future of international saloon car racing. Let's start by looking at Britain's position and the formation of a new association.

New association

Any new association is understandably treated with a certain amount of trepidation and dispondency by certain racing parties, mainly because in the past, some associations have demanded all and given nothing. When

the British International Saloon Car Drivers' Association (BISCDA) was announced last November, it came about at the time of the Formula 1 crisis situation, when most people were sick and tired of all the various associations. What is this new association doing for big saloon racing? For the answer I went to see the association's chairman Martin Thomas in his luxurious Biggleswade offices at Baystrait House, home of BISCDA.

The BISCDA is not another of those associations so wrapped up in its own formula, that they are not prepared to change it. The BISCDA will co-operate with any sensible suggestions from the circuit owners to promote Group 2 racing (anything from painting a car bright purple to the drivers parading on the grid), and this is what they told the circuit owners when they met them with the RAC for the first time last week. Saloon car racing is an essential part of any international programme and already Group 2 has brought in a lot of new sponsorship, because of its external similarity to road cars, and it's the same reason why Group 2 racing is a popular attraction with the spectators. But the BISCDA want to make it much brighter and much more lucrative, but they realise that the only way they can get more money in to the formula is for them to make it a better proposition.

And the BISCDA don't just sit around waiting for the circuits to get the sponsorship. Following the complete withdrawal from motor sport by Wiggins Teape (sponsors of the 1972 British Touring Car Championship), the association started negotiations with another, larger sponsor for the championship but it unfortunately has proved impossible to finalise it in time for the 1973 series. However, this new sponsorship arrangement for the championship will be finalised during this year to be announced well in time for the 1974 series. Other companies, however, have been brought in to Group 2 for 1973 and apart from cash support, have contributed such items as seat covers, hampers of food, champagne etc which will be given as awards to the association's members at each qualifying round. The cash funds will be dispersed between members at the end of the year on a points system basis, whereby the BISCDA run its own points championship for the second, third, fourth, fifth and sixth places in each class at every round, to encourage participation at this level.

As the championship does not have an overall sponsor this year, the circuit owners have to obtain individual backing and where this has not been possible, as in the case of the forthcoming Race of Champions meeting, the competitors have to face a steep reduction in prize money. Now that the association has met the circuit owners, they have agreed to help arrange sponsorship for any other unsupported rounds in this year's championship as the association realise that finding a sponsor for a race can only mean more remuneration for them in forms of prize money.

The association is also anxious in helping its members gain sponsorship and give every assistance they can in this matter. But apart from the sponsorship and promotional activities which are sure to help the formula this year, the association looks after its members in other ways. For instance, discount buying has been arranged for the members, there is a monthly bulletin giving the latest Group 1 and 2 information, and the association has just come to terms with the circuit owners to have at least two practice sessions before each Group 2 round, after the Race of Champions meeting. The association's technical committee of Ralph Broad and Adrian Chambers will be involved with the RAC in any future changes in Group 2 Appendix J regulations and the association will be notified by the RAC of any technical points which will be carefully watched for during the season. Wiggins Teape's Brian Robinson looks after the finance committee to see that the association is using its funds properly and the other committee members are Brian Muir, Vince Woodman, George Bevan, Adrian Webb and Mike Crabtree.

These aspects of the association, which is

now open to Group 1 entrants and drivers as well, have been well received by the RAC, the organisers, the members and now by the circuit owners. A spokesman from Silverstone said last week that it was a refreshing change to find a group of people who understood our problems and at the same time were co-operating in making their own racing more exciting and brighter for the spectators.

Sweeping changes

What has been lacking from Group 2 racing has been big names. The dices between Frank Gardner, Brian Muir and Gerry Birrell have been exciting, but they would draw much more spectator appeal if they were joined by Emerson Fittipaldi, Jackie Stewart and other Formula 1 and 2 stars. And here, the BISCDA's Ralph Broad is formulating some exciting plans for a race he is trying to persuade MCD to stage at Brands Hatch in October, instead of another non-championship Formula 1 race. Broad feels, quite rightly, that the big names in saloon cars will give the formula almost all the publicity it needs and "it's not impossible that you might see Emerson Fittipaldi in my Capri this year," commented Broad.

Broad believes that spectators want to see good, big saloon races with top names at the wheel, and the race he is aiming to help stage (and which he hopes will be repeated), is for Formula 1 and 2 drivers to race saloon and sports cars as the main attraction of the Brands October Motor Show 200 meeting. Cars would not have to be homologated, so that Ford and BMW could run their '74 cars and engines (Ford with their new four-valve units), and in addition to the European saloon machinery, Broad would get the support of four or five TransAm competitors with their cars and a number of top European GT contestants such as Ferrari Daytonas, Porsche Carreras and Alfa Montreals. That's the plan, a race for the best in saloon and GT racing with sufficient money to encourage Grand Prix drivers to race the machinery. Broad certainly has our support in his efforts.

On similar lines, but even more definite to happen is Formula Silhouette. This formula will be for saloon cars which would have to keep similar lines to the car's original silhouette, have the same engine or another engine from the same manufacturer and retain the same location for the gearbox. Everything else would be free. In Germany, Jochen Neerpasch and Mike Kranefuss from BMW and Ford camps respectively are giving the idea full support, as are other notable saloon car parties and manufacturers in Britain, Europe and America. For manufacturers it would do away with the farcical and expensive homologation situation and for private entrants it could give them the chance to build up some weird and wonderful creations to match the manufacturers. Another strong force supporting Formula Silhouette are the organisers of Le Mans, who see such a formula being the ideal solution for their 24-hour epic. RAC's Dean Delamont is to discuss the situation with the FIA, but there are those already who are convinced it is going to happen; that it will very soon replace Group 2 as the European Championship and possibly in Britain as well; and that it will bring in to motor racing a wonderful new breed of racing machinery driven by top-line drivers because of its spectator appeal and subsequent financial set-up. It certainly does seem that Formula Silhouette will become Europe's answer to NASCAR racing and will get under way in the very near future.

Even if Formula Silhouette does not become the British Group 2 Championship, there will be more efforts in British G2 to obtain race-winning machinery, and with this in mind, it was strongly recommended at last week's circuit owners and saloon association meeting, that the 1974 Group 2 Championship will follow this year's European lines and comprise just two classes, up to and over 2000 cc. Whatever, it was confirmed at the conference that despite stories stating that G1 would



British G2 at its best: Gardner challenged by Birrell and



Heyer at the Nurburgring (above) and Autodeta





s at Brands.



battle for supremacy at Zandvoort (below).



become an international class of racing in Britain, there are no plans to replace the British Touring Car Championship for Group 1 cars in the foreseeable future, one of the reasons being that there is no interest at all in Europe for Group 1. As in Europe, Group 1 will remain at national level with Group 2 or silhouette racing taking pride of place.

1973 season in Britain

Looking forward to this year's British Group 2 Championship, as mentioned previously Wiggins Teape sponsorship has gone owing to a number of political reasons which have nothing at all to do with the state of the racing, an area in which Wiggins Teape were extremely pleased. With the shaking-up of Group 2 participants by the new association, the 1973 season looks a very healthy one. There are 10 rounds in the championship, starting with the Race of Champions meeting at Brands Hatch on March 18, and compared with last year one of the rounds at Oulton Park and the Mallory Park round have disappeared from the schedule, but they have been replaced by another visit to Brands and a long trip to the narrow confines of Inghishton, although this last-named round is far from certain.

This year's over 2-litre category promises to be a battle between Chevrolet, BMW and Ford. Heading the General Motors representation is the SCA Freight Chevrolet Camaro driven by Frank Gardner. Last year Gardner finished third overall in the championship for Adrian Chambers's SCA Freight concern despite taking seven wins and five new records in the championship rounds. This year, General Motors have homologated a number of new variants to their Camaro model, mainly for their TransAm commitments although when Chambers and Gardner recently visited the General Motors racing headquarters in the States, their European successes were treated with great encouragement.

The most important aspect of the SCA Camaro ZL1, is a new 7-litre all-aluminium engine, built by Derby's Alan Smith. Previously only the 7-litre iron block unit was homologated for Group 2 and proved too heavy for competitive Group 2 racing, but now that the aluminium engine has been approved, this unit (basically the same as in the 7-litre Corvette Stingrays) will power Gardner's Camaro. The car itself is the same one Gardner used on most occasions last year with its new homologated bits, such as wing extensions, much bigger and more powerful clutch, different windows and the weight has been reduced, but not significantly. Goodyear will be supplying the tyres for the SCA car, which Adrian Chambers runs as a business with his SCA concern. As a commercial exercise it's an extremely successful one so that if he stops winning, then it's time to pull out. But naturally, he's not likely to stop winning.

Chambers also hopes to use the SCA Freight Camaro in a number of European championship rounds, starting with Monza, although a co-driver has not been settled upon for this race. For the other European rounds, it is expected that Brian Redman will co-drive with Gardner in the 7-litre Camaro. Chamber's older Camaro (the one that was used on occasions last year) has been sold to Bob Jane in Australia, after Gardner used it in four races during the Tasman series, of which he only won after a string of problems. His main opponent, Allan Moffatt, has recently arrived in this country but unfortunately has not brought his glassfibre Boss Mustang with him.

Other Camaros are the 5.7 litre versions of bearded West Countryman Terry Sanger, and Martin Thomas. Both cars have undergone some extensive modifications and the two Firestone-shod Chevrolets are likely to be very much up near the front. Sanger retains Research Consultants backing while Thomas has performed a unique arrangement where he has sold the sponsorship of his car to certain people for each race, with the option to continue in 1974. Each sponsorship arrangement will be supplemented by extensive promotional work.

BMW challenge

Following a season of unreliability with the German Ford Capri RS, Malcolm Gartlan has switched allegiances to BMW for 1973 and will run the Alpina 3.0 BMW CS for Brian Muir, in co-operation with BMW Concessionaires GB Ltd. The CSL which is developed from the CS with its aluminium bonnet, boot and doors, a lighter shell, increased capacity to over 3 litres and wider wheel arch extensions, is BMW's answer to Ford in the 1973 Group 2 championships and with the weight of the CSL reduced by 190 kg compared with the all steel versions which raced against the Capris last year, no wonder BMW are hoping for better results. The 3.3 litre six cylinder engine churns out some 350 bhp developed entirely by Burkard Bovenseipen's Alpina firm, Alpina being the biggest and longest standing of BMW tuners.

The Muir car was tested satisfactorily before it was transported to Britain, and soon after it arrived, Muir was taking it around the Brands Hatch Grand Prix circuit last Sunday. Not fitted with the correct Dunlop tyres, Muir was soon lapping in the 1 m 41 s mark, with the car looking remarkably steady through the bends; so that by the time it comes to the Race of Champions meeting, great things will be expected of this fabulous machine, which will be a very welcome addition to British G2 grids in its performance, its raucous noise and its beautiful looks. The car will be run in some European Group 2 races with Muir and probably Peter Hanson, although Muir will be doing most of the European rounds anyway in another Alpina BMW with Niki Lauda.

Ford's answer

Ford's representation in the over 2 litre class now comes from Broadspeed, who have developed a totally new Capri, to be driven by Dave Matthews. The car is based on the latest '73 model, making it slightly different in external looks, and will use new Weslake developed engines producing around 325 bhp. This year, Broadspeed will not concentrate on engines for this car, because of the current unit's short life span before the four valve unit becomes homologated late this year or at the beginning of 1974.

The green/white/gold Broadspeed Capri involves a totally new concept in suspension. The whole suspension and spring set-up is placed in each far corner of the car; thus the front suspension is right behind the front headlights and the rear unit is located by the tail lights. By extending the spring base, the car doesn't use as hard springs as expected, and the car doesn't roll or dip at all—"it's completely firm," said Broad. Despite using "old nails" of engines (as the new Weslake units have not yet been delivered), Matthews apparently has lapped under Gardner's 111 mph record at Silverstone with the new Capri RS2600, which will be fitted with Dunlop tyres. After winning the British G2 championship class for 1300 cc in 1971 and for 2000 cc in 1972, Dave Matthews' capabilities as a top-line saloon driver are undisputed. Could this friendly 28-year-old Yorkshireman score his third and most important class title in 1973?

As well as other Group 2 Escort engines mentioned later, Broadspeed are building Capris for Horst Kwech in the States, where Jackie Stewart and Peter Revson will drive them in selected TransAm events. Matthews' Capri will be run in the more lucrative European G2 rounds and perhaps at Le Mans and perhaps we shall see Emerson Fittipaldi at the wheel of this RS.

Re-appearing from last year will be Dennis Leech's Ford Boss Mustang and David Howes' American Motors Javelin. One of the main characters of Group 2 racing, Dennis Leech is concentrating on reliability this year rather than trying to beat Gardner, although his 7030 cc Mustang is reputed to churn out 630 bhp. Since last year, a few detailed modifications have been carried out, and Leech has changed allegiances in the rubber department from Firestone to Goodyear. Dennis is one G2 contestant who races his Mustang for the fun of it, but he is

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very scathing about the decrease in prize money, and doubts if he will be able to do many of the G2 rounds. To give an idea as to how much Dennis enjoys G2 racing, in 1969 he made a £3,500 profit out of it and in 1972, he made a deficit of £5,000.

Former Falcon driver David Howes put up some fine performances with the Javelin towards the end of last year, particularly once the car had been fitted with 15 in rears, and for this year the car will be reappearing with its 6.4 litre engine having been breathed upon by Ian Richardson. A major repair job since last year has been to the damage sustained in the Tourist Trophy Silverstone shunt when Howes slammed into the pit wall at a frightening speed.

Escorts dominate 2 litre class

As in last year's Championship, Ford Escorts are certain to dominate the 1301 to 2 litre category. Favourite for most championship points is Dave Brodie, with the Ford of Boreham built and prepared 2 litre alloy-block BDA engined Escort, entered by Norman Reeves Ltd. If reliability can be found this year, Brodie certainly has the ability and speed to challenge the big bangers as well as taking class wins for Ford, who are fully supporting him for the first time; at last some reward for Dave after his consistently good performances over the recent years with Escorts in club and G2 racing. Prospects certainly look good for Brodie's new, light Len Bailey-designed Escort, was lapping within a second of the 2 litre record at Brands last Sunday on its first outing. Brodie will also be campaigning the car in five European G2 rounds, starting with Monza, and his co-driver on these occasions will be Claude Bourgoignie.

The Escort that Dave Brodie used last year will be driven by former Mini ace Jonathan Buncombe. Buncombe's tremendous performance in the Richard Longman Mini were one of the main features of last year's Wiggins Teape rounds, and after many years of racing Minis, the talented West Country saloon driver has switched to Fords with the ex-Brodie RS, for which he will have alloy block and iron block 2 litre BDA engines, but will concentrate to begin with on the iron block for reliability.

Twenty-seven-year-old Lawrie Hickman has been a driver with the unluckiest Group 2 career, but this year, he is confident that things are going to change. Again entered by Gerry Edmonds, a completely new Escort has been built up by Tiffy Shenton, a former Broadspeed mechanic, who will run the car for Edmonds and Hickman. Apparently the car incorporates a number of new ideas, particularly the front spoiler arrangement, and will be fitted with a 2 litre Allan Smith steel block BDA engine. A couple of European rounds are also envisaged for Hickman in this new Dunlop-shod Escort, of which great things are expected.

A welcome addition to this class, is 24-year-old 1972 Mexico champion Andy Rouse, who will drive in a new two car team from Vince Woodman's VMW set-up, sponsored by Esso Uniflo. Rouse will drive the 2 litre Broadspeed-prepared Escort which Dave Matthews drove so well to win the 2 litre section of the Wiggins Teape Championship last year. Another new name to appear in Group 2 racing is that of Formula 2 driver Dave Morgan who will drive the ex-David Wood Engineering Escort which Tom Walkinshaw drove on occasions last year. Morgan's entrant Ed Reeves bought the Escort which will be fitted with David Wood's Kugelfischer-injected 2 litre F2 BDA engines and Morgan, Reeves or Walkinshaw will drive the car, starting with Morgan on March 18, at Brands.

Other Escorts to appear in this class are Roger Taylor's 1700 BDA version and Mike Ford's 1797 cc TC powered model. Broadspeed have prepared two new Escorts for Spanish drivers Jose-Maria Uriate and Rafael Barrios, who finished a very creditable fourth in last year's Silverstone Tourist Trophy round, and who will both appear in selective British G2 races during the year. A very hush-hush project for the 2 litre class, is a works-helped



Ford Capri drivers, Mass, Larrousse and Glemser.



BMW star driver, Hans Stuck Jr.

2 litre BMW which is expected to appear mid-season, prepared by David Wood Engineering, and driven by a well-known name.

Escorts again in the 1300 class

Now that the 1300 BDA engine has been homologated for Group 2, the BDA-powered Escorts are also expected to dominate the 1300 cc class. Following last year's string of failures, Vince Woodman will be hoping for better luck with the new 1300 Broadspeed BDA engine which will power his Escort this year. Ford of Boreham have prepared a similar 1300 BDA engine for Mrs Gillian Fortescue-Thomas, who will be campaigning the British G2 Championship for the first time, and two more newcomers to the British G2 series are John Hanson and Tony Dickinson.



Winners of the Nürburgring race, BMW pilots Heyer, Stommelen and Fitzpatrick.

Both have 1300 BDA-engined Escorts, Hanson's being prepared by Broadspeed and he will run this car in certain European races with Peter Hanson. Oli Thatcher and Jeremy Nightingale will be Escorters in this class.

With all these Escorts, the life of the Mini as a class-winning machine in Group 2 seems to be coming to an end. Paul Burt has taken over the Richard Longman-prepared Mini that Buncombe used successfully last year and other Mini participants in this class will include Chris Montague in David Buckett's-prepared car, Jon Mowatt, Peter Semus (with Downton preparation), Alan Jones (for Peter Vickers), Gordon Dawkins (prepared by Carlow), Richard Ellice, Chris Parsons, Mike Drinkwater and Barry Johnson (in another Longman-prepared Mini). After last year's

excellent performances in the Ken Costello Mini, one hopes that Rob Mason will be appearing again, although for the time being his Mini commitments seem confined to club special salooning. Welcome additions to the class will be the Swedish Alfa GTAs of Bjorn Steenberg and Ragnar Segring, who have decided to campaign the Alfas in the British series, since the break-up of the Topcon team.

Mid-season challengers in this class come from the Nissan-Datsun factory, who are sending to Britain a 1200 coupe and a couple of Datsun Cherrys driven by a combination of five Japanese drivers. Their look at British G2 will last only a couple of months, but rumours suggest that they may come back in 1974 with 2 litre four valve heads for their cars.

Can Bevan/McGovern do it again?

The record of wins achieved by 1973 champion G2 entrant George Bevan and 1973 champion G2 driver Bill McGovern in the past three years of British Group 2 racing with their Imps has been overwhelming and outstanding. Yet despite the fact that Bevan and McGovern have won the G2 championship for the past three years, their amazing achievement has been poorly rewarded in terms of recognition and reward from Chrysler.

Bevan and McGovern have achieved more for Chrysler by winning the British G2 Championship for the past three years than any manufacturer could have wished, but you would never have believed it by the lack of support given to Bevan's achievements. For example, Moskvich have capitalised on their achievements in Group 1 far more than

ever Chrysler have supported the fact their Imp has won the more important Group 2 championship for the past three years.

The fact that Bevan and McGovern have so many critics for their achievements just shows that you have to do more than winning to be noted and rewarded accordingly. We have often stated that it's a pity Bevan and McGovern didn't have more opposition, but it doesn't really sum up the situation. The fact is that George Bevan's preparation is meticulous and superior to his rivals and Bill McGovern's driving is superior to his rivals. In 1973, Bevan and McGovern will be having a crack at the title for the fourth time for Chrysler with their 998 cc Imp and I think they have a good chance of taking it again. Why?—because their team is better than the

RELIANT SCIMITAR ROAD TEST REVIEW



Specification and Performance Data

Car tested: Reliant Scimitar estate car with two doors and tail-gate. Price £2,397.64, including tax.

Engine: V6 93.7 mm x 72.4 mm (2994 cc); compression ratio, 8.9 to 1, 135 bhp (net) at 5500 rpm; pushrod-operated overhead valves; Weber twin-choke downdraught carburettor.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.41, 2.21, and 3.16 to 1; Laycock overdrive, ratio 0.82 to 1; Hypoid rear axle, ratio 3.31 to 1.

Chassis: Box-section steel frame and glassfibre body; independent front suspension by wishbones and coil springs with anti-roll bar; rack and pinion steering; live rear axle on twin pairs of trailing arms, Watt's linkage, and coil springs; telescopic dampers all round; Girling servo-assisted disc front and drum rear brakes; bolt-on wheels fitted 185 SR 14 radial ply tyres.

Equipment: 12-volt lighting and starting with alternator; speedometer; rev counter; voltmeter; oil pressure, water temperature, and fuel gauges; heating, demisting, and ventilation system with electrically heated rear window; 2-speed windscreen wipers, and washers, on windscreen and rear window; flashing direction indicators; reversing lamps; cigar lighter.

Dimensions: Wheelbase 8 ft 3 in; track (front) 4 ft 7.6 in, (rear) 4 ft 5.3 in; overall length 14 ft 2 in; width 5 ft 6 in; weight 1 ton 2 cwt 80 lb.

Performance: Maximum speed (direct top) 120 mph. Speeds in gears: overdrive top 117 mph; overdrive third 115 mph; third 93 mph; second 60 mph; first 42 mph. Standing quarter-mile, 16.6 s. Acceleration: 0-30 mph 3.0 s, 0-50 mph 7.1 s, 0-60 mph 9.3 s, 0-80 mph 16.8 s, 0-100 mph 25.5 s.

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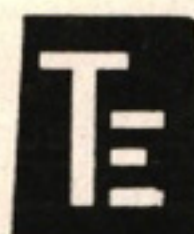
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others in the 1 litre class.

That's not to say that the other Imp driver's don't try or aren't well-prepared, for they are still very competitive. Running on a very limited budget, young Melvyn Adams is very much a one man band with his Imp, from the preparation to the mechanising and to the driving. And his performances are particularly good, Adams finishing seventh overall in the championship, runner-up to McGovern in the class and first in the G2 privateers championship. Ivor Goodwin in John Godfrey's Imp and Adrian Webb in the Stapleton Motors Imp also proved competitive 1 litre participants and will be out again to try to usurp McGovern from the class throne in 1973.

Minis have been unable to challenge the Imp domination of this class for some time, but even so, Jeremy Bean will be contending the championship again, and Jim Burrows will be joining him in his Swiftone Mini.

What to expect

And that gives you an idea of what to expect in this year's British Touring Car Championship. For overall honours, Gardner's Camaro, Muir's BMW and Matthews' Capri must be favourites with Brodie's Escort possibly mixing in for overall honours from the 2 litre class. In the 1300 category, expect the Escort BDAs to dominate and similarly McGovern's Imp to romp away with the 1 litre division. This year, we have the prospects of closer racing all the way down the field, better promotional work, lots of new lap records and the possibility of a star-studded free-for-all at Brands in October, with the advent soon after of silhouette racing.

The great European battle

When the flag falls for the start of the Monza 4 Hours on March 25 it will signify the start of one of the greatest battles in the history of saloon car racing, Ford versus BMW. The battle for supremacy between these two German companies means more than just winning the championship—it's a matter of national prestige. The one-upmanship started in Berlin two weeks ago when Ford entertained the press to a lavish party, and today BMW are holding their banquet for the press in Munich. The one-upmanship goes further as to employing the services of Grand Prix drivers; while Ford use Jackie Stewart, BMW have Chris Amon and when Ford boast about Jochen Mass, BMW shout about Hans Stuck Junior. To summarise the situation, one would recall a famous saying from the works of F. Gardner, "when the flag drops, the bull-shit stops."

This year's European Touring Car Championship has changed somewhat in its format. The 1300 cc division in which Autodelta Alfa Romeos have cleaned up everything and Fiat 128s have failed miserably, has now been scrapped, and therefore, both manufacturers have departed from the scene. But at the other end of the scale, there is no longer a 5 litre maximum capacity limit, which should bring about the inclusion of a few more American monsters in to the European series. The races themselves are compulsorily longer this year, the minimum distance being increased from 2 hours or 300 kms to 3½ hours or 500 kms, which means that it is now compulsory for two drivers to share the driving. Of the qualifying rounds, races at Estoril and Mantorp Park have been added, Brno seems likely to be cancelled owing to its ludicrously dangerous aspects and British spectators are catered for at Silverstone in September.

Ford line-up

1972 European Group 2 champion Jochen Mass described the improvements to the new Capris as quite outstanding, particularly in the handling department. Ford are running their latest model Capris which are radically different in the bulges and flared wings with wider wheels of 12 in and 14 in rim widths, and the weight has been reduced to 925 kgs.

The 2990 cc V6 Capri engine is basically unchanged for this year, although the power output has been increased to around 320 bhp, Ford naturally not spending a lot of time and money developing an already reliable

engine when their new four valve unit becomes homologated for 1974. Ford claim to have taken 2½ s off the Hockenheim outright circuit record with their new cars, while BMW claim to have taken 2½ s off the Capri times at Paul Ricard in their recent testing.

It's either a question of psyching each other, or there's going to be some very close racing between the two makes this year!

Jackie Stewart's much-heralded appearance in the Ford Capri team starts with Monza where he will be partnered with the 1971 European champion, Dieter Glemser, and Stewart will probably include the Nürburgring and Paul Ricard rounds in his Capri programme. South African Jody Scheckter takes time off from his F1, F2 and F5000 commitments to start his career with the German Capri equipe at Monza where he will drive with former Formula 3 rival Jochen Mass, Ford's biggest find for their Capri effort when he was still an unknown. Scheckter's other Ford Capri races are expected to include the Spa 24 Hours and the Nürburgring and Zandvoort rounds. Mass and Glemser will be regular drivers in the team as are Gerry Birrell and John Fitzpatrick, Fitz returning to the Ford fold after his year with BMW. Other Ford drivers are German up-and-coming man Hans Heyer and Gerrard Larrousse, and of course the Capris will be Dunlop shod except for Stewart's car which will use Goodyears, for his contractual purposes.

BMW's attack

Lighter cars, better handling characteristics and reliable engines are Ford's strategies to whatever BMW have done over the winter. And what have BMW done during the winter apart from sign lots of drivers?—developing their 3.3 litre BMW CSL coupes. The CSL is of course the G2 homologation special of the CS, being considerably lighter and with an engine homologation capacity of 3003 cc, it can be legally bored out to 3.3 litres. The BMWs are still expected to be around 165 kgs heavier than their Ford rivals but the 350 to 360 bhp produced from their 3.3 litre engines are expected to make up for that disadvantage, and if the Ricard times are anything to go by, it does seem that their chances are extremely good.

BMW's challenge to Ford is not concentrated on one concern, as in Ford's case. BMW factory, and the tuning firms Alpina and Schnitzer, are fielding strong teams of 3.3 litre CSLs.

The attack from the BMW factory is being announced today in co-ordination with the opening of the factory's new Motor Sport GmbH in Munich, so more about that in a future issue. For the BMW factory, Chris Amon will be heading the driver line-up, with the fast-rising German star Hans Stuck Jr. Stuck Jr was a strong member of the Ford Capri team last year, winning the Spa 24 Hours with Mass, but has since been signed up by BMWs and by March for Formula 2. Twenty-two-year-old Stuck Jr has been doing most of the testing for the factory at Ricard, and his capabilities as a saloon driver have been widely heralded. Other drivers in the BMW works line-up are Dieter Quester and Toine Hezemans with Harald Menzel driving a car in the national German championship against Hans Heyer who will handle Ford's attack in the national German series.

Burkard Bovenseipen's Alpina set-up was mentioned earlier, but in addition to Muir's British car, two further CSLs are being built up for the European series, with Niki Lauda

and Brian Muir leading Alpina's driver line-up. Other Alpina drivers may include Gerold Pankl and possibly Jean-Pierre Jarier, whose name has been linked with one of the BMW Group 2 organisations.

Pescarolo and Jaussaud-Schnitzer

Surprise news came this week from Josef and Herbert Schnitzer, the German tuning brothers who entered the only BMW which won a European G2 round last year at Nürburgring. Schnitzer are to run two Motul sponsored 3.3 litre CSLs in the entire European series, one car driven by the strong French pairing of Henri Pescarolo and Jean-Pierre Jaussaud and the second car driven by Bob Wollek with hill-climber Walter Brun. Also assigned to Schnitzer BMWs for certain European races are Jacky Ickx, who will certainly drive a Schnitzer CSL in the Spa 24 Hours, and Rolf Stommelen, who is expected to do quite a few races for the team when they don't clash with his Alia sports car commitments, while Ernesto and Vittorio Brambilla will drive a third Schnitzer CSL in the Monza 4 Hours.

For each round therefore, the line-up looks like being three works Capris against anything between six and eight BMWs. One of the most notable of the other contestants in certain rounds will be the 7 litre SCA Freight Chevrolet Camaro for Frank Gardner and Brian Redman.

2 litre class; Ford v. BMW again?

The prospects for the up to 2 litre division in the championship seems a little vague. Ford will be running Escorts in certain rounds but are more seriously concentrating on national championships for their various foreign drivers. However it is known that the works Escort of Dave Brodie and Claude Bourgoignie will compete in at least five of the rounds, and no doubt other private entrants of Ford Escort BDAs in the country of the race, will take part in that qualifying round, as they do in Britain when the Silverstone Tourist Trophy is a round for both the European and British Championships.

Similarly there are no definite plans for any works BMWs in the 2 litre division, although Schnitzer recently homologated a 16 valve head ideally suited to G2 racing. Whereas the works BMW 16 valve engine would be difficult to install into a 2002 owing to its different block and having the exhaust and inlet valves on opposite sides of the engine to standard, the Schnitzer engine could be easily installed as the standard block is used. The Schnitzer 2 litre engine is said to develop around 270 bhp, and with this extra power it would be interesting to see how close the BMW 2002s could match the Escort BDAs. The GS BMW tuning firm will be running a 2002 for Dieter Bosche/Manfired Mohr and in other camps, a Steinmetz single ohc Opel Ascona 1900 SR is likely to appear for Werner Christmann. The privately run Trivellato Fiat 128 team is likely to appear again with cars for Trivellato, Donna, Wendlinger and Mineif.

But by this time next year, there may not be any more homologation problems, if the new silhouette racing comes about and with the European Touring Car Championship being fought out between two German manufacturers, who fully support silhouette racing, it seems likely to happen for 1974. Still, that's another racing season away... this one promises to be very exciting for international saloon car racing.

Tailpiece . . . Escort BDA rivalry between Dave Matthews and Dave Brodie.



ANDY SUTCLIFFE

at the crossroads

By IAN PHILLIPS

Motor racing is a cruel sport in many ways; thousands of drivers in the lower echelons of the sport strive to make the top and establish an identity for themselves. Few ever make it. Look at any formula three entry list, there are over a hundred drivers who have reached the bottom step of the final flight of stairs and that is where the unfair advantages come into their own. A driver can virtually start straight away in F3, skill and bravery will take him to the forefront and ready for the next step. He has already proved his natural talents but to move any further requires money, big money, and many of them just cannot get hold of it. They stay in the toughest training ground there is and just wait. Then comes the character test. The strong ones stay at the top while the others slowly start going downhill as soon as the feeling "well I have not got the money and never will have" creeps in. Within a couple of years they sink into obscurity knowing in their hearts they could be at the top as others more fortunate than themselves financially reap the reward.

Andy Sutcliffe is really at the crossroads in his career. He has had three seasons in F3 and last year, as a works driver, really established himself as one of the top men in the formula. He had a formula two drive lined up providing the money was there; it wasn't. Desperately disappointed he had to find something else. "I realise the danger of staying in formula three after a successful year. If the results don't go my way people will say I'm a has been. However, I've got to take the chance. I know I'm good enough to win in F3 and I'm determined that I will win. I could have gone into Formula Atlantic to escape the rat race, but I want to get into Formula One eventually and I am still convinced that doing F3 is the best way. I shall try harder than ever next year to prove my point, whatever happens I shall not give up and fall into obscurity."

Andy Sutcliffe first saw the light of day 24 years ago ("the funny thing about it is that I'll be 24 all next year as well!"). At his prep school and public school he was more of an athlete than an academic. Rugby, swimming and boxing were what he enjoyed most success at while the written work did not really feature too highly. "I was not so

much dim as naughty, I had to pass the time away somehow until games came along."

He left school at 17 and immediately started working with cars as a salesman. "I went into it with the view that I would make such a success of it and that I'd be a director by the time I was 18. I did it for a few months but I gave it up because I wanted to go to London to see the Queen like Christopher Robin! I did and took various temporary jobs doing office work and so on just to keep myself alive. When I got that out of my system I decided to try to make a proper living and decided to be a chartered accountant. I got a job in a big insurance company before motor racing got me the sack. I ran a Ginetta G4 on the road and was pretty interested in motor racing. I was always being caught reading the motor-racing papers. One day I advertised a brand new set of Minilite wheels in AUTOSPORT for the ridiculously low price of £45. There were thousands of inquiries and my boss took all the phone calls. Eventually he said 'make up your mind it's either accountancy or motor racing.' I chose motor racing."

"I had the Ginetta on the road and fancied myself as a racing driver, although I did not like the idea of single seaters, but I never thought it would be possible. Anyway I entered the Ginetta at three meetings at Lydden. I won the first, finished second and first again in the next two. I then had to pack it up as I had no money left and thought I was world champion anyway."

The Ginetta was run with financial support from his parents and prepared by Andy and a friend, John Richards. When the money ran out Andy went back to work as a car salesman this time in London. In tweaking the Ginetta for road use he had come into contact with now fellow F3 driver John Macdonald. And after selling cars in the same block as Macdonald's garage he left and they joined forces to form their own company, Compact Conversions. As a director of the company he decided to go racing again with another Ginetta, this time a G12, he scored a few placings with the car but it was self-prepared and rather unreliable. At the end of 1969 after a brief relationship with a Brabham BT21 he bought a new BT28 and after a couple of libre races crashed it in a big way



in his first F3 race at the Brands Hatch Motor Show 200 and broke a few bones himself, before selling it again.

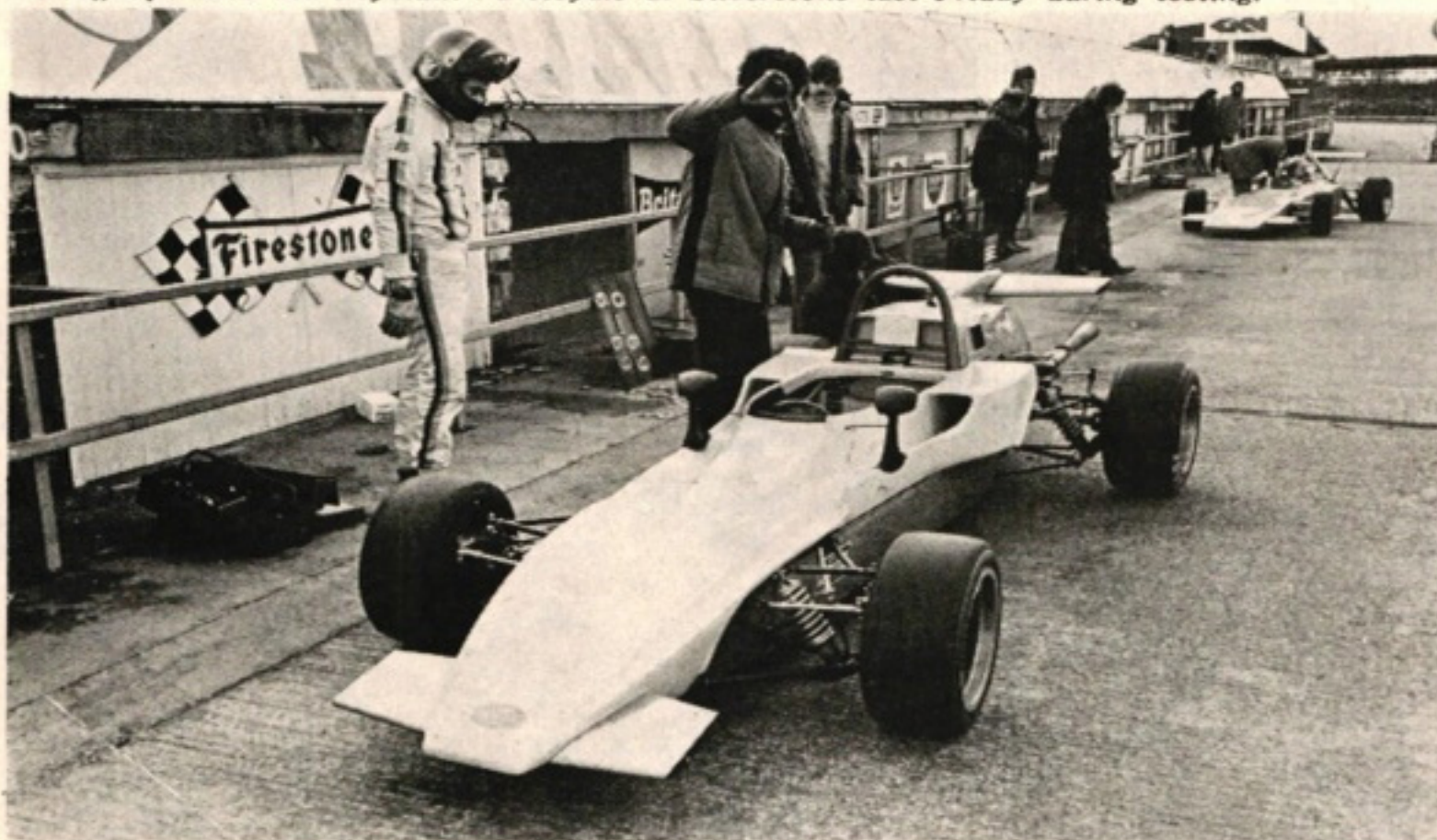
Still very green to the sport and with not much money left, Andy's mother rang up Lotus to see what they should do next. They were put on to Mike Warner at Lotus Components. He fixed Andy up with a Lotus 69 and there started an association from which both benefited tremendously over the next three seasons. The season started well with a fifth place at Snetterton, a fifth at Thruxton, then fastest Englishman at Pau and a second at Barcelona. Then came a race at Hockenheim when he disputed the lead throughout with Niki Lauda. On the final lap as they entered the stadium Lauda outbraked Andy into a corner, spun and Andy went over the top of him. The Lotus was twisted but with virtually no money to repair it the chassis had to stay that way. He continued the season with the bent car but never looked like repeating his early season form. "I just persevered and made a fool of myself because I had no money."

He managed to buy another Lotus at the beginning of 1971. "I got a reputation for always going off, but I do not consider it really fair. I did not go off on my own accord apart from once at Brands when I was leading. Basically I had quite a sound year with a lot of seconds and thirds." However, towards the end of the year money was scarce again and he was missing races and so on before virtually out of the blue came the offer of the works GRD.

Warner had of course sold Andy his two Lotuses and was impressed by his potential as a driver and by the support from his family. However, Andy points out that contrary to popular rumour his family did not put anything financially into GRD at all. "It was a full works drive and they provided everything. It was probably the last genuine works F3 drive that there will ever be and I'm honoured that GRD chose me. Success at that point was vital for both of us. I could not afford to carry on as a privateer and needed a proper team behind me and they as a new company in a very competitive field needed success also. It was certainly the best thing that ever happened to me. It gave me a responsibility and for the first time in my life I was really able to put everything into motor racing without any worries. We were lucky that everything came right. The car was good and the team were good. I think I did my bit by winning five races, obviously I was not satisfied with five, I wanted to win them all, but it was certainly my best ever year and I'm very grateful to Mike Warner and GRD for everything."

Andy also had a one off drive in the development GRD F2 car at Oulton Park, finishing sixth. Plans were then laid for an F2 season with a GRD in 1973. However, works drives in F2 with no money put in are unknown these days and despite efforts by Mike Warner, Andy, his mother and aunt throughout the winter the money could not be found

Sutcliffe peruses the Reystatn F3 Royale at Silverstone last Friday during testing.



and the plans fell through and Andy parted company with GRD. "I was of course very disappointed, not only because I would not be going into F2 but that I would not be driving a GRD. However, over the years I have learned to live with setbacks in motor racing and this has made me more determined than ever before to make it into F1. I don't really mind what in but it would be nice with a GRD."

The news of the split came at the time of the Racing Car Show by which time all F2 drives were gone and there was little choice but to do F3 again. "I really saw the value of last season when I had a great number of offers to do F3 from other people, even though I had no money to put into the project myself. John Reynolds of Reystan Racing had Shell sponsorship to run an F3 team and he approached me very quickly to run in a two car team with Masami Kuwashima. The choice of chassis was left to me and I have chosen Royale. Tom Pryce put in some very good drives with the car last year and so I went along to see Bob King. He had not got any plans to run a works F3 car this year as he wanted to concentrate on Atlantic and said that he would be very happy for me to have a works supported car run away from the factory. He has done us a very good deal and we can use the factory facilities whenever necessary and I feel that the team will be very successful. I have tested the car at Snetterton and Silverstone and was very impressed with it. I have not signed any contracts, however, as I hope that my stay in F3 this year will not be permanent. I aim to win at least one championship, having missed the Lombard so narrowly last year (he finished third after leading throughout the year until the last race when he got involved in somebody's else's accident and failed to finish), but I am grateful to Bob King and John Reynolds for leaving the way open for me to talk to other people and test other cars with a view to moving into F2 and ultimately F1. There are already one or two possibilities on both the sponsorship side and available cars. The disappointments of the past three years have really made me more determined than ever to make it and not to give up having got so far. I can't stop now. In the early days I thought it was a laugh, I liked the birds and booze too much. Last year taught me what serious motor racing is all about. I like it and I'm going to make a success of it."

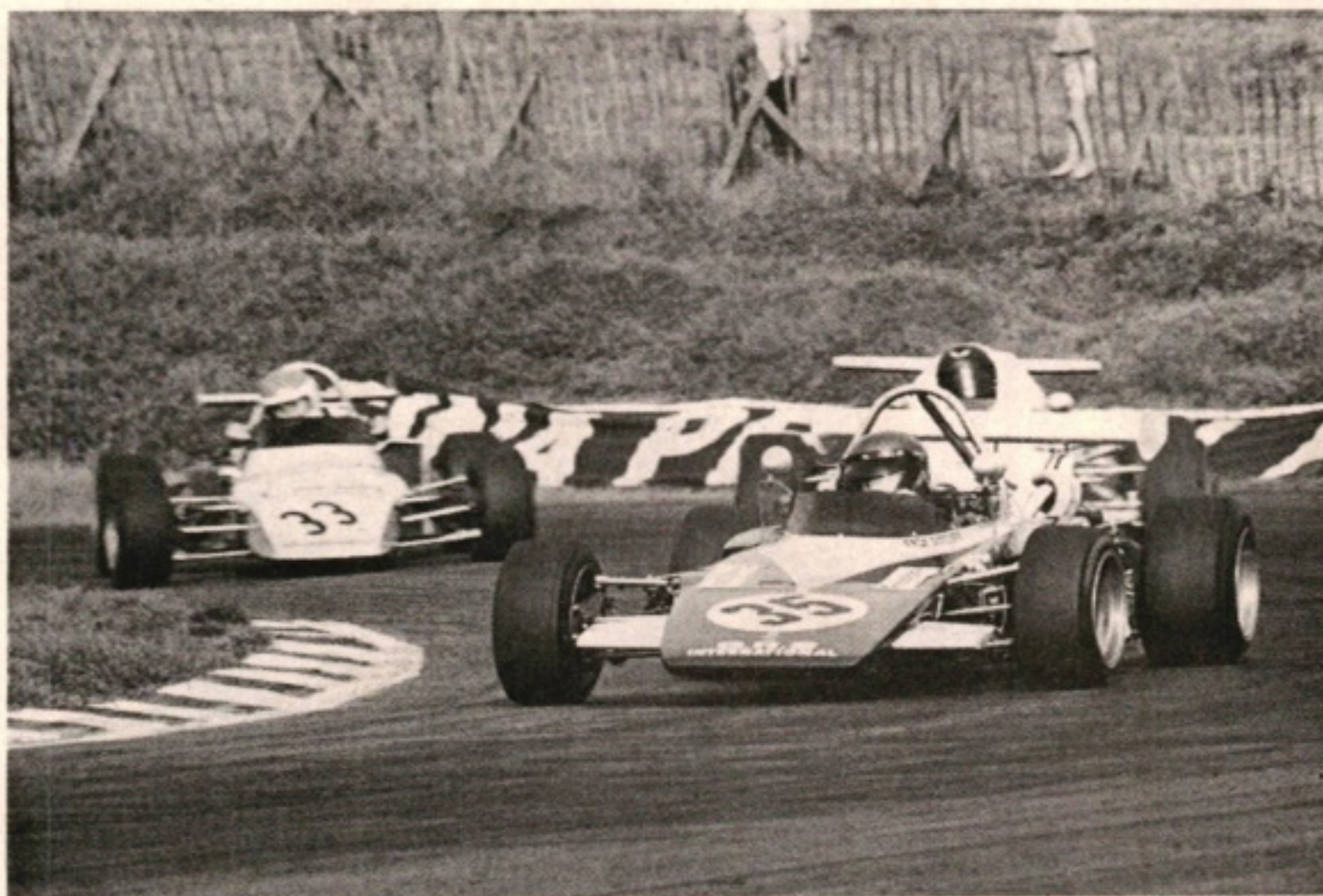
Andy has been a full-time racing driver since the beginning of 1971 when Compact Conversions was disbanded as he and Macdonald needed to expand to make money and had not got the capital to do it. "I feel that I cannot go motor racing properly unless I devote all my time to it, even in F3. I don't think you can afford to work. Last week for instance I had to drive up to Norfolk from south Kent on Monday ready for testing on Tuesday. Obviously I could have gone at the crack of dawn on Tuesday but I do not think I do myself or my employer justice if I don't turn up fully fresh, and if I have driven 200 miles on the road beforehand I obviously will not be at my best when it comes to driving the racing car and that's the most important thing. I went testing all day Tuesday. I stayed in Norfolk on Tuesday night and went to Royale for a fitting in the car on Wednesday before going to Firestone to get some tyres fitted. Thursday was spent at Reystan sorting out details of races and so on and then I went to Silverstone for more testing on Friday. Of course during the actual season Saturday and Sunday are taken up with the races themselves and sometimes weekdays are taken up travelling to the circuit if it is abroad as well as testing and so on. What employer is going to take you on in those conditions anyway? I've never really made a living out of motor racing. If I lived like a pauper and had maybe one good meal every other day then I could just about be self-supporting. However, I live at home with my parents, who with my aunt, have supported me throughout. I can't expect them to continue doing so and that's another reason for me wanting to make it to the top so badly, just so that I can live properly, not extravagantly, on my own earnings."



Early days for Sutcliffe in his Ginetta G12 at Lydden.



Sutcliffe had a GRD with Holbay power for 1972. Below, he is seen leading Rikki von Opel and Tony Brise in a Lombard round. He very narrowly missed being Lombard champion.



From hard times to success

MIKE KETTLEWELL traces the Elden story

Brian and Peter Hampsheir are the men behind Elden racing cars. Thirty-three-year-old Brian is fully employed on the administration side at the almost refurbished 2,500 sq ft workshops at Wrotham Hill, Kent, but younger brother Peter (31), the designer, works only in his spare time as he is fully employed with the Anglo-American Mining Co. They have five full-time employees: three fabricators, a production manager and a storeman.

mers are newcomers to racing and each year the formula seems to spread to new countries. However, they see Formula Ford as merely a bread-and-butter market and their aim is to extend into the Formula 3/B/Atlantic field in a big way in the near future.

Despite expansion plans, the brothers continue to tread carefully. One of Peter's favourite sayings is "Our main business is survival." Another is "Cars for cash," meaning that Elden do not entertain cut-price deals

The anti-dive in the front suspension has been reduced to give a more progressive feeling under braking and the anti-squat reduced at the rear to improve traction out of fast corners. The bodywork, designed by Bob Curl, has been improved for better penetration with better ducting for cooling and the rear-end has been fully enclosed. Attention has also been made to driver comfort and serviceability. (The Falconer body used by Johnny Gerber last year can also be specified. This is the Elden PH10A.)

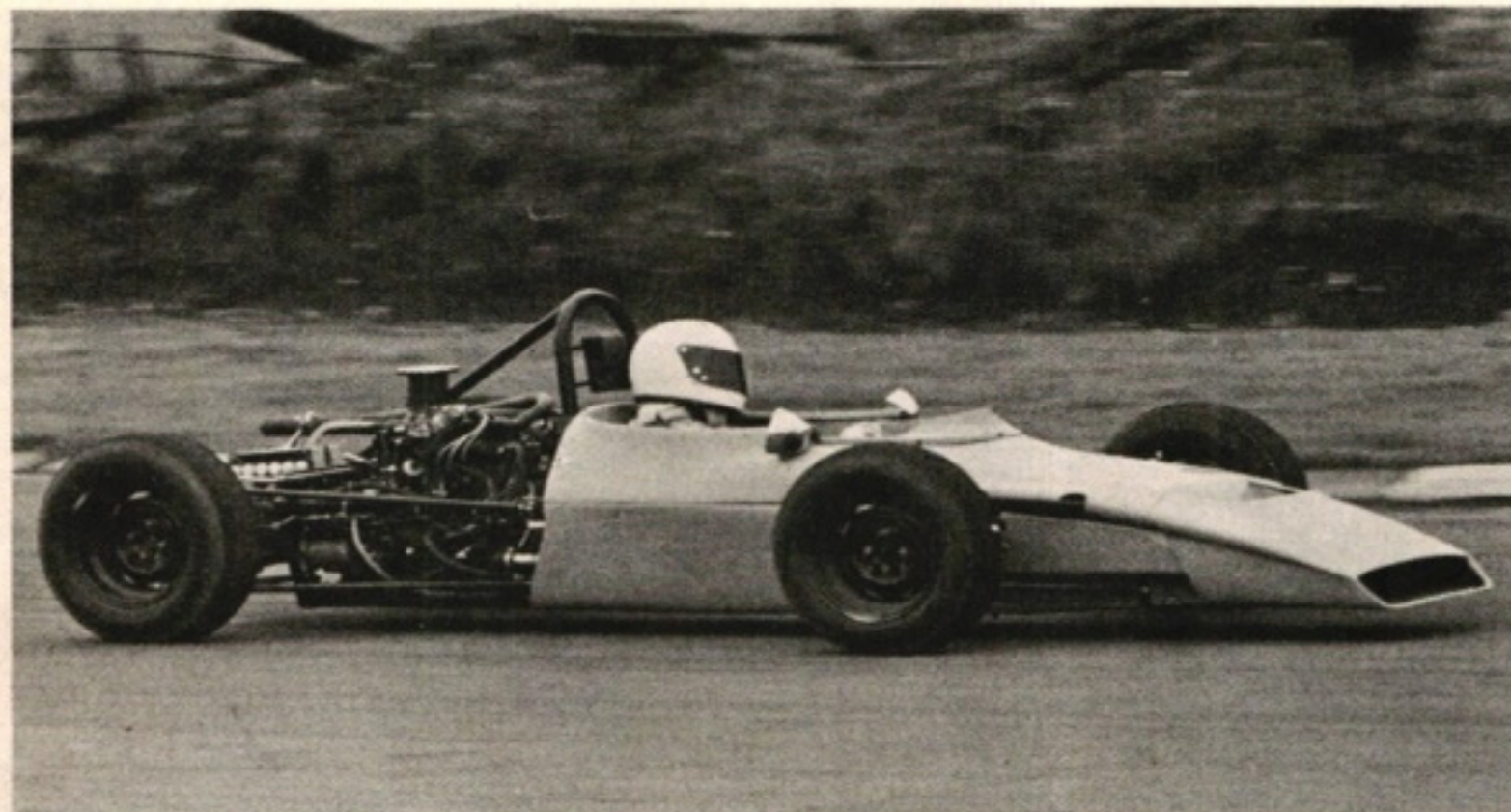
Two works Elden PH10s, once again with sponsorship from Catnic Steel Lintels, are to be raced. Drivers are Americans Ted Wentz and Denny Shattock. Wentz impressed in the United States last year, while Shattock drove an old Titan to some good placings in British Formula Ford events. Under the Elden International Racing banner Pato Gutierrez-Nunez will race a PH10A with Argentinian YPF sponsorship.

Twenty-five-year-old Mike Catlow, Elden's production manager, is to race the Holbay-engined Elden PH12 Formula 3 car. If a sponsor can be found a well-known name would be run in a second car. The prototype Formula 3 Elden, the PH9, appeared twice last year. It didn't set the Formula 3 world on fire, but at both Brands Hatch and Snetterton Catlow ran midfield and each time qualified for the final. The car has been tested by Tony Trimmer who proclaimed it was "at the least as good as any other Formula 3 car." Russell Wood and Val Musetti have also driven it.

Lurking in the corner of the smaller first-floor workshop, where the production line of single-seaters is also housed (down stairs is reserved for the team machinery) is a new sports car project, the PH11. Elden bought back the ex-Formula F100 PH7 project from Clarke Sturdess and have transformed this into a semi-monocoque Group 5/7 car for the 1300 cc class. Some interest has been aroused in America, while a 1300 cc sports car class also exists in some European countries.

Historically, Elden has a chequered background. Brian Hampsheir describes himself as "motor racing's original nutter," as upon leaving school in 1957, he has always been involved in the sport in some way. Peter, 18 months Brian's junior, was—and still is—more cautious by nature. He went to university and gained a degree in engineering—he is a BSc CEng MIMechE. At 16 Peter designed his first car, a sports-racing machine. The brothers used to carry the chassis up and down the road to the local welders, but the Mk 1 was never finished.

Brian Hampsheir was introduced to motor sport via a girl friend. She went out with someone else who pretended to be a racing driver: he kept press-cuttings of someone with the same name! This led to the pair of them going to Brands Hatch with a standard Austin A35 and Brian proved the quicker by some way. So in the late 1950s and early 1960s



Ted Wentz tested the latest FF Elden at Brands Hatch on Sunday.

In May 1972, with orders for the Elden PH8 Formula Ford car literally overwhelming them, Brian and Peter took the plunge and moved their "factory" from New Ash Green to Wrotham Hill. Previously all parts necessary for Elden racing cars were collected in a workshop and sent to one of two or three outside people who assembled them in lock-up garages for a fixed fee. Brian explained, "No one up until then had used this type of labour. We effectively used outworkers as in the clothing industry. It kept overheads down, too, which was essential. We had no wish to repeat the bitter experience of trying to expand production without sufficient capital. Our years of failure taught us far more than our years of success."

Last year Elden built and sold 34 Formula Fords, the vast majority finding a home in the United States. Others went to Malaya, Holland and Great Britain. This year the order book contains 40 cars, many of which have already been delivered. The total comprises 37 PH10 or PH10A Formula Fords, two PH12 Formula Bs and one PH12 Formula 3. No more orders for early delivery can be accepted for the time being as the Elden production line is booked up until early June, but the Hampsheirs expect the total production run for the year to reach the 100 mark.

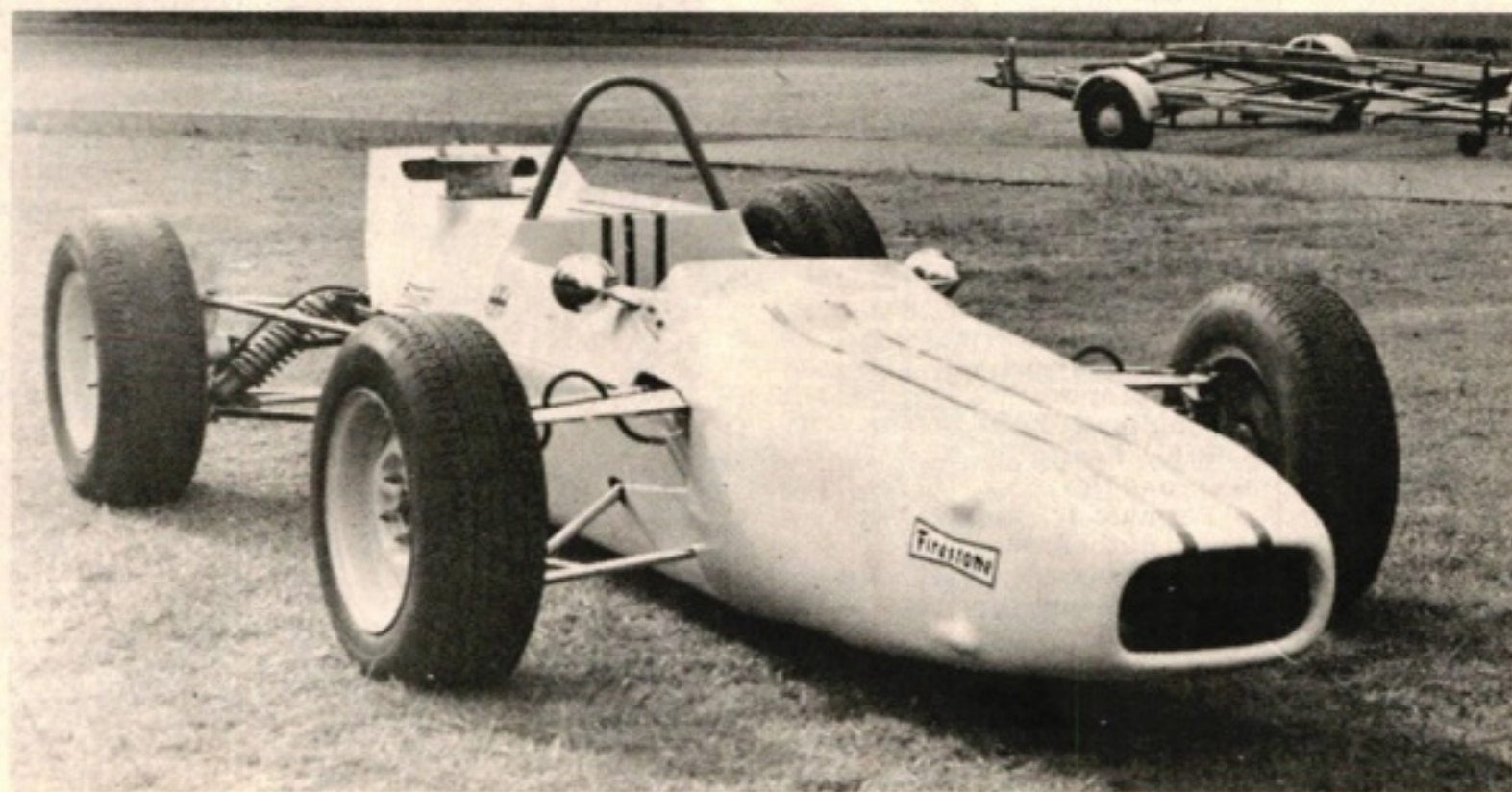
"We have letters of intent for 125 cars from our distributors in the United States (where we also have four dealers) Canada, Germany and Austria. Negotiations are currently under way for a distributor to be appointed in Scandinavia, while it is possible Eldens may be built under licence in Argentina to satisfy the hungry South American market," Brian disclosed. "Already we are finding the present premises cramped. We ought to have a bigger production line, so we may be looking for larger premises before the end of the year."

The Hampsheirs believe that the huge market for Formula Ford cars will continue for some time to come. Most of their custo-

or lending chassis for a season. At £1,350 the Elden PH10 is not the cheapest Formula Ford car, but the Hampsheirs explain that theirs is a realistic price. Brian continued, "The price reflects the true cost of building the car, and so do our spares. By and large these are cheaper than our rivals, so taken all round the Elden is a good buy. Another car might appear attractive at £200 less, but this—and more—can be lost in the purchase of spares." Elden have approximately £30,000 worth of spares in stock.

This year the Formula Ford car will be sold in great numbers. The PH10, first raced towards the end of 1972, is a logical development of the very successful PH8, incorporating approximately 50 detail improvements.

The first Formula Ford Elden PH6 was of spaceframe design with inboard front suspension.



Brian became a racing driver, financed largely by his father. "My racing career was marked with mediocrity. I always ended up buying last year's cars and was never remotely competitive. For instance, in 1963 I bought David Eva's 1962 Fred W. Dixon championship-winning MGA twincam and was beaten by Lotus Elites and Elans." He started with a Sprite and also raced an MGA, the twincam, a Lotus 7, a Jaguar 2.4 and even the ex-Mike Spence Formula Junior Emeryson which blew its engine in its first and only race. During his racing career brother Peter usually prepared the cars—"although not the engine of the Emeryson."

Brian's last race was with the twin-cam at Goodwood in 1963. Gordon Spice's Morgan Plus 4 spun in front of him at Fordwater and Hampshire collided with it. Shortly afterwards he had a road accident and doctors refused to give him a medical certificate to resume racing. However, he had £1,000 compensation and was determined to stay in the sport. Entering a car for someone else to drive was too expensive and it transpired that he and Peter decided to build a Formula 4 car. They had seen a Johnny Walker JW4 on test at Brands Hatch and reckoned they could build something better.

The Formula 4 Briham PH2 took nine months to build. It was of advanced design, a glassfibre and Mallite monocoque. Peter Orr, who was at that time manager of Piper Cars & Engines at Hayes, Kent, drove the car in 1967. The Briham was very quick, but the Hampshires could not afford the Triumph Bonneville engine and made do with the 110 unit which was notoriously unreliable. Brian recalled, "During the season we only finished about two races, although the car was always fast while it lasted. The other times it blew up. I think I bought eight or nine barrels that year."

During 1968 five replica Briham PH2s were built and sold to the United States. The PH3, a spaceframe Formula 4 design, was completed but never raced for financial reasons and the PH4, an Imp engine Formula 4 based on the PH2, was shelved halfway through construction. And the PH5, a Mallite-chassis Group 6 sports car, never progressed further than Peter's drawing-board.

In 1969 the Hampshires received backing from John Thompson, the head of a South London motor accessory company, and built their first Formula Ford car, the Elden PH6. The name "Elden" was chosen as Thompson wanted the brothers' venture to have a new image. The prototype was, in fact, the PH3 Formula 4 spaceframe suitably adapted. First time out at Lydden Hill, rally driver Peter Hilliard at the wheel, it finished third behind winner Geddes Yeates' Merlyn Mk 11A and Richard Cardew's Titan Mk 4. It was, however, a hard-won third: Hilliard was forced to start from the back of the grid after practising out of session. John Brick bought the car and has raced it ever since, gradually updating it so that by now it's almost a Mk 10. Six production PH6s were built and sold to the United States.

At the end of 1969 the Hampshires decided to branch out into the newly-announced Formula F100 and introduced the PH7. Three chassis and sets of suspension were built but John Thompson died and the association with his firm lapsed. The F100 project was sold to Clarke Sturdess and the cars, named after Sturdess, proved reasonably competitive in the hands of Chris Lee and Mark Cole.

Brian Hampsheir continues the story. "In 1970 we decided either to get out of motor racing or do the job properly. We chose the latter course and built a new car broadly modelled on the PH6. Basically, it was simplified using bigger and less tubing, but was still refined for a Formula Ford, and the front suspension was put outboard—the PH6 had inboard dampers and rocker arms. The short wheelbase at 84 inches, and forward driving position were retained as we knew this was the right way to go." In August Brian was introduced by his bank manager to John Brise, former 500 cc Formula 3 driver, stock car world champion, karting exponent and Formula 4 driver. The original idea was that

Brise should put some money into the company, but the eventual outcome was that John's 18-year-old son Tony bought the first of the PH8s.

First outing was at the January 1971 Racing Car Show Trophy meeting at Brands Hatch where former karting king Brise scored an excellent third place. A win at a sprint meeting heralded a string of 33 race wins with the Elden. Brise changed to a Merlyn at the end of the year, his 17-year-old brother Tim (another karting ace) inheriting the Elden and continuing winning form. Formula Ford rivals maintained a close watch on Tony Brise. They knew he was good, but was this the only reason for the Elden's success? At the end of the year former Merlyn man Colin Crang and former Palliser pilot Mike Catlow purchased Eldens and immediately became front-runners. Now everyone knew: the Elden PH8 was an exceptionally good Formula Ford design. Drivers were unanimous in their praise for its excellent handling qualities.

This was the turning point for the one-time shoestring concern. The orders began to come in so quickly that, as mentioned at the start of this feature, in early 1972 the Hampshires had to set up proper production-line facilities for their cars instead of giving kits of parts to outside labour to be built up. Although Elden cars didn't win as many races last year as they did in 1971, they managed to win the major ones which kept them in the forefront of Formula Ford. Mike Catlow's Catnic Steel Lintels PH8 won at the prestigious Race of Champions meeting; Johnny Gerber's Formula Ford World Cup victory with the Ippokampos PH10A was especially impressive; and Tom Pumpelli, the US distributor, won the very important Daytona race

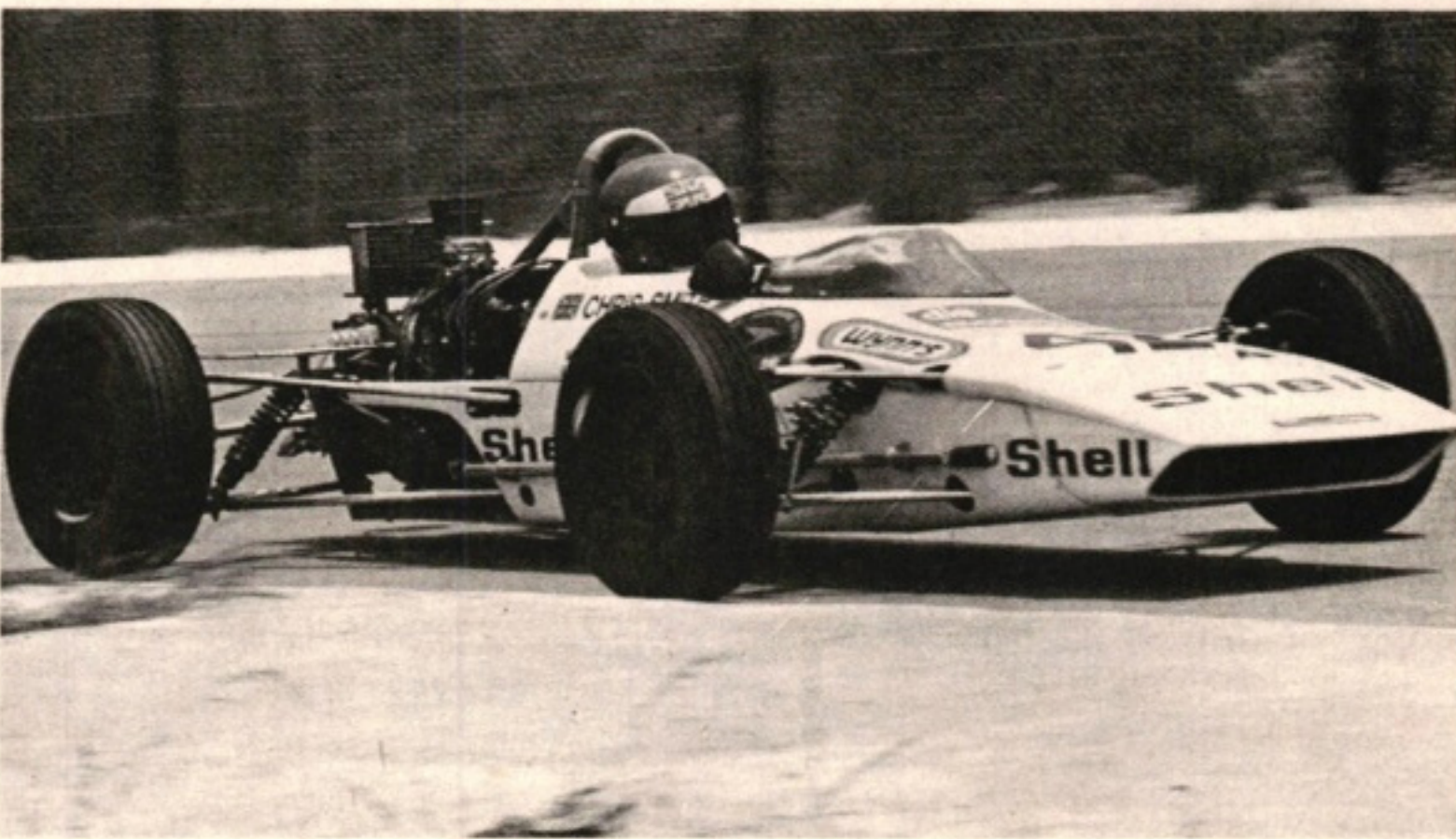
with Danny Sullivan's car fourth. Numerous successes were scored in Formula Ford championship qualifiers throughout the world. The three-car team of Catnic Steel Lintels works cars—"works" in as much as the drivers owned the cars but were given part of the sponsorship money—comprised Mike Catlow, Chris Smith and Danny Sullivan (also Tim Brise at one time). The sponsorship deal developed after a representative of the Welsh steel lintels firm enquired at the Elden stand at the 1971 Showboat how much it would cost to put the firm's stickers on the side of a car. They were obviously impressed as they are continuing for 1973.

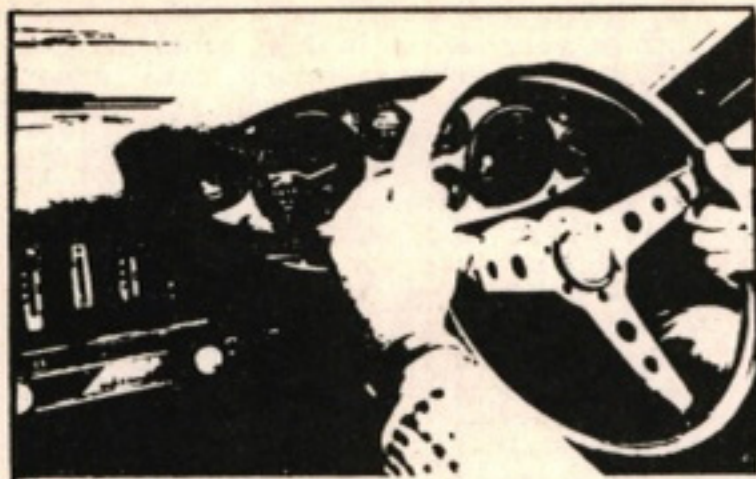
It seems natural that Elden should develop into a larger concern offering a variety of cars. The Hampshires feel that the promise has been there for some while but that luck was often against them in the dark, early days. Certainly Brian Hampsheir appears to have the drive and resourcefulness to plant the name well in the public eye. Peter Hampsheir may be a part-time engineer, but he has shown much original thinking. The brothers were flattered to read in last week's AUTOSPORT that the new Formula 1 McLaren M23 has a forward driving position and a short steering rack—so has the Elden. They would like to think this is a confirmation of their way of thinking.

Brian Hampsheir concluded the interview with thoughts on the future, way over the immediate horizon. "You know," he said, "racing manufacturers tend to develop more slowly than star racing drivers. I have felt from the start that Tony Brise is a potential world champion and it would be nice one day, possibly in the late 1970s, for him to be associated with us once more to drive the Formula 1 Elden. . . ."



The first of the Hampsheir brothers' products was the Formula 4 Briham-Triumph PH2 with 650 cc engine (above). Chris Smith (below) was one of the successful Catnic Steel Lintels team in an FF Elden PH8.





Road test/John Bolster

I love small cars. Though I have owned a good many big ones, there is something enormously impressive about the performance of a really good little 'un—and some of the babies are almost incredible these days. On British roads, a good small car takes a lot of beating.

The subject of the present test is the Renault 5, in this case with the bigger 956 cc five-bearing engine, disc front brakes, reclining seats, and an electrically heated rear window. With all these things, it becomes the 5TL, and though not particularly cheap for so small a car, it is far more desirable than the basic 845 cc model. The body is a three-door with a large tailgate and a folding rear seat, so that it is really an estate type, but this is not apparent from the outside, the appearance being very attractive for a small saloon. A folding shelf covers the luggage when the car is used as a four-seater, but disappears when the rear is converted to a van in a few seconds.

The suspension is by torsion bars, mounted longitudinally with wishbones in front and crosswise with trailing arms behind. The engine is behind the front wheel centres and therefore lives partly in a little box between the driver and passenger, which does not improve the accessibility, though this is tolerable when the spare wheel has been removed. The gearbox is therefore right ahead and has an ordinary vertical gearlever. This is jointed at the top to a sort of walking stick that projects through the dashboard, a simple arrangement with no springiness or lost motion which gives the best gearchange on any front-wheel-drive car.

The seats are rather short in the cushion, giving less support to the thighs than those of other Renault models, but the adjustable seat backs are very well shaped for lateral location, an excellent point. The steering wheel is well placed but the pedals are rather obviously a conversion from left-hand drive—a little bending here and there might make a lot of difference. Wide doors make the car easy to enter and the seats are covered in a tough plastic that is easy to wash and practical if not beautiful.

An instant starter, hot or cold, the engine



On British roads, a good small car takes a lot of beating.

Miniature estate from Renault

pulls well at low speeds but it also revs easily up to 7000 rpm with remarkably little noise and vibration. It is incomparably more refined than the Renault engines of a few years ago and there is no harshness or booming at any part of the range. Of course, no small car is silent by Rolls-Royce or Jaguar standards, but the R5TL is probably a little quieter than any of its immediate rivals. The transmission is silent, too, and the brakes are only audible when cold. There is virtually no wind noise and very few road surfaces cause a noticeable rumble.

About 85 mph is the honest maximum speed, with 80 mph as an easy, all-day cruising speed with plenty of throttle in reserve. I must emphasise the excellence of the gear-change, which can be as quick as that of the best motorcycles. Not only does the lever move with great ease but it is also out of the way, never getting caught in the passenger's rug or maps, as so often happens in small cars.

The suspension at first feels fairly strongly damped, especially by Renault standards, but in fact the ride is really excellent. The car does not seem to alter at all in ride or handling, whether it is fully laden or only the driver is aboard; this is a remarkable technical achievement with so small a car. There is a fair amount of roll when the R5 is cornered really hard, but not half as much as the R4 exhibits, for example. One expects impeccable stability in side winds with a front-drive car and this proves to be the case.

The location of the engine may waste a few inches of space but it gets the weight exactly where it is wanted. The little Renault never for one moment feels like losing its front end and ploughing straight on, even on really greasy corners. Perhaps it is on wet roads that it is at its very best, but it feels well balanced on all surfaces. As handed over to me, the car had rather soft tyres, but a few strokes of the pump gave lighter and more sensitive steering with no disadvantages.

The R5 is a three-door with a large tailgate.



Weight is exactly where it is wanted.

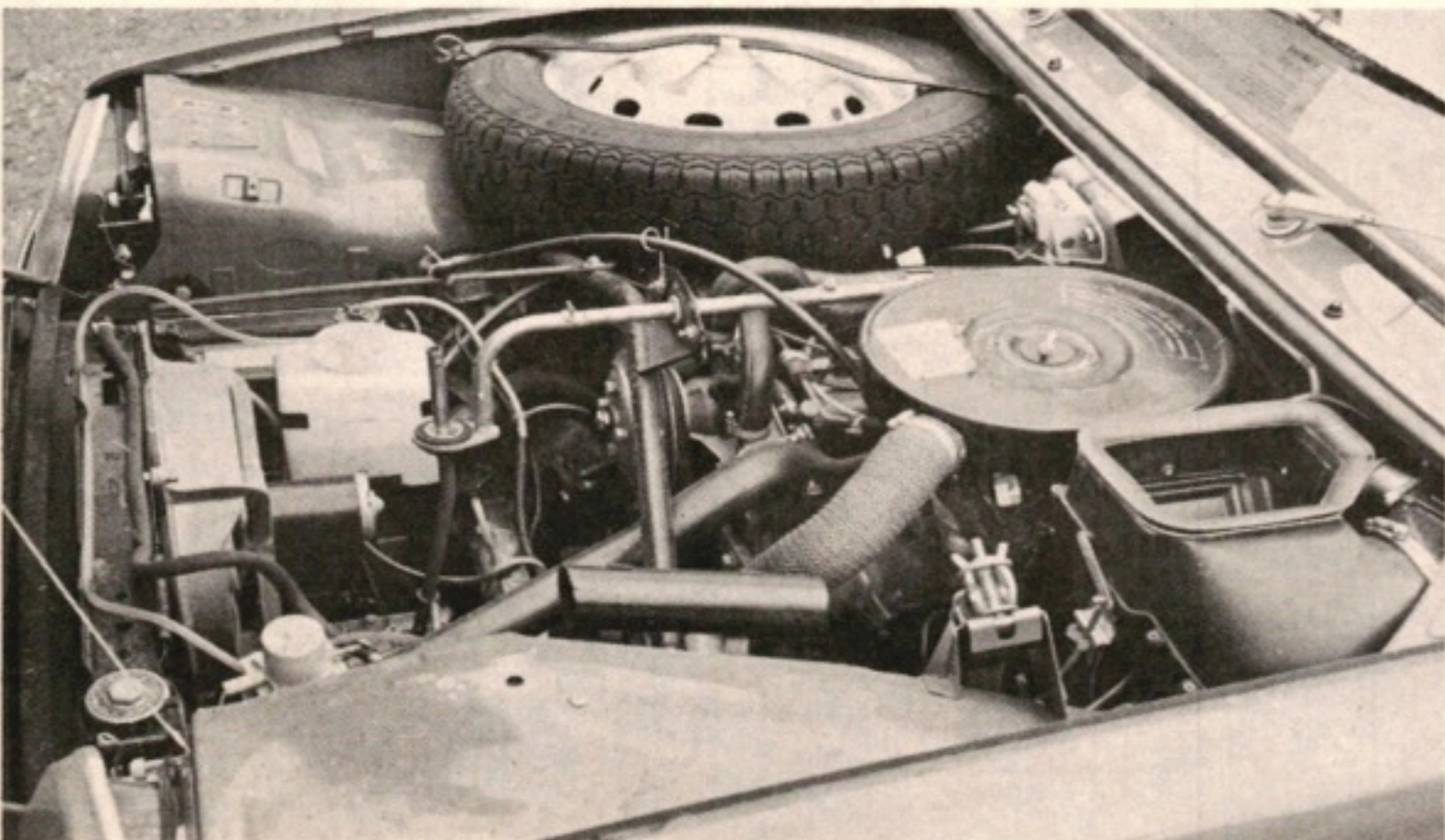




The appearance is very attractive for a small saloon.



Three-door configuration for three dogs. Low-load platform will be appreciated by animals. Typically Renault under the bonnet (below).



The speed and weight of a vehicle like this pose no very serious braking problems and the disc/drum layout is more than adequate, though emergency stops call for quite considerable foot pressure on the pedal.

Perhaps I have over-emphasised the sporting characteristics of this utility car. The dual-purpose body earns full marks and I kept finding jobs for it that called for an instant conversion into a miniature truck. After three large and muddy dogs had travelled in the rear compartment, I washed the flat surfaces in a few minutes and all was as good as new. Incidentally, the exterior of the body is also particularly easy to wash, the smooth shape having no grooves and decorations to hold the mud. The rear window keeps quite clean on wet motorways but on muddy country roads it tends to collect the dirt.

The heater is powerful and effective, the separate cold air inlet in the centre of the dash panel being simple and easy to regulate. The rectangular headlights are a French speciality and work well, giving a powerful flash in daylight to awaken sleeping motorway drivers. The plastic bumpers can take parking accidents in their stride without damage. Higher speed accidents may destroy them but they are cheap and easily replaced. Personally, I prefer their appearance to that of the usual bright metal bumpers and they are easier to clean.

The Renault 5TL is a miniature estate car which most families would like to own. It is small enough to be nippy in traffic with sufficient acceleration to exploit that advantage. Its ride and roadholding are outstanding and by small car standards it is not at all noisy. It's a bit pricey, but you can't get a comparable three-door for less, unless you accept lower performance and more noise. Some French cars are happier on the wide open spaces of *la belle France*, but this cheeky little thing suits England admirably. Apart from those pedals, and the door locks which can keep you prodding, fiddling, and swearing in the rain, there is little indeed to criticise in this well-made car.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Renault 5 TL three-door saloon. Price £929, including tax.

Engine: Four cylinders 65 mm x 72 mm (956 cc); compression ratio 9.25 to 1; 43 bhp at 550 rpm; pushrod-operated overhead valves; Solex downdraught carburettor. Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with dashboard control, ratios 1.03, 1.46, 2.24 and 3.67 to 1; spiral bevel final drive, ratio 4.125 to 1; constant-velocity driveshafts to front hubs.

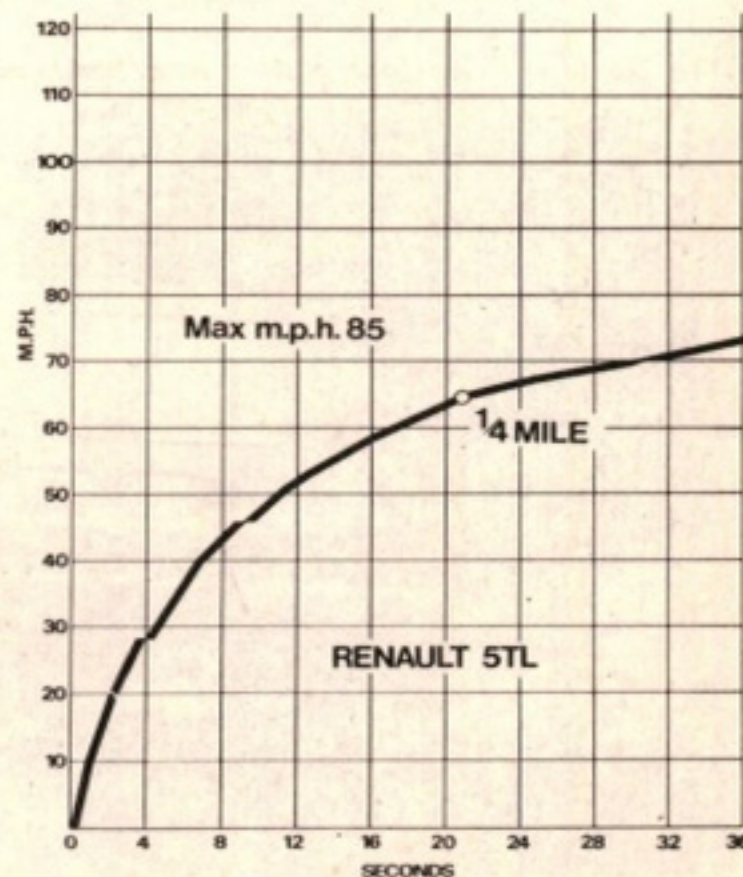
Chassis: Combined steel body and chassis, independent front suspension by wishbones and torsion bars with anti-roll bar; rack and pinion steering; independent rear suspension by trailing arms and torsion bars; telescopic dampers all round; disc front and drum rear brakes; bolt-on steel disc wheels, fitted Michelin ZX 145-13 radial ply tyres.

Equipment: 12 volt lighting and starting; speedometer; fuel gauge; voltmeter; heating, demisting and ventilation system; electrically heated rear window; two-speed windscreen wipers and washers; flashing direction indicators.

Dimensions: Wheelbase (right) 7 ft 9 3/4 in, (left) 7 ft 11 in; track (front) 4 ft 2 1/4 in, (rear) 4 ft 1 in; overall length 11 ft 5 1/2 in; width 5 ft; weight 14 1/2 cwt.

Performance: Maximum speed 85 mph. Speeds in gears—third 70 mph, second 46 mph, first 27 mph. Standing quarter-mile 20.5 s. Acceleration—0-30 mph 4.8 s; 0-50 mph 11.2 s; 0-60 mph 17.4 s; 0-70 mph 29.0 s.

Fuel consumption: 30 to 38 mpg.



SPORTS EXTRA

WILSHIRE

New venue

They say that all good things must come to an end, and the traditional Wilshire Trophy Trial site finally became unavailable this year, a loss to the sporting trials community which it was difficult to underestimate. The new site for the trial at Longnor, near Buxton could scarcely be more different, with rugged hills set among the treeless Peak District. Host club, the Mid-Cheshire Motor Racing Club found a dozen hills among the steep inclines made available to them.

Semperit/BTRDA and RAC points attracted a field of 28 cars, half of which were despatched to the first hill while the "even" numbers wound their way to hill seven. The attainment of forward motion after the initial start was to test nearly all of the contestants as the wheels spun uselessly on the greasy surface. Those early on the hills were invariably the most successful, the late comers meeting adhesion problems at increasingly lower levels. A look at the lunch time score cards sent many faces a brighter shade of red than the elements warranted, Jack Pearce in the familiar Kincraft leading the field with a score of no less than 83.

If evidence was required that low scores were hard to come by there were three drivers sharing second spot with 96 points, Lol Hurt (BMC Special), Ron Kemp (Kincraft) and Tony Marshall (Cannon). A mere mark in arrears came the Dryad of Ivor Portlock with John Dibble's Cannon breathing down his exhaust pipe with 99. Don Williamson showed well in seventh spot (100 lost) in his much modified Duncan while neither Gordon Jackson (Ibex) nor Tony Harrison (Kincraft) were finding the course at all to their liking.

While several competitors must have been

Ivor Portlock and wife hard at work in their Dryad.



Ron Kemp's Kincraft finished fifth.

praying for the mechanical gremlins to intervene to save them from continuing misery only Tony Mace's prayers were answered, his misfire of the previous week remaining loyal on this occasion.

To the credit of the Club a great deal of work went into modifying the course during the short lunch break, but they failed to close up the markers to an extent where a modest improvement in performance brought with it improved marks. Drivers were able to climb several yards higher than their fellows without passing another marker, and where inches were hard to come by there was little encouragement to the higher numbers to struggle up the appallingly slippery banks.

Few drivers can compare with Lol Hurt over grassy banks, and with the added advantage of starting second of the "evens" the maestro soon began to creep to the top of hills which had not felt the imprint of a tyre all day. With the loss of only 39 points his second round was the best of the day and sufficient to win for him the main trophy by a single point from Jack Pearce who had the added disadvantage of following "Screaming" Gordon Jackson, a past master at taking the top off any surface!

Third placed man, Ivor Portlock, might well have seen a better result had he run in the same group as Hurt and Pearce, but by the time he reached hills one to six on the second and final round the surface was non-existent. Earlier in the day the competitors had been "cleaning" these sections with regularity. Tony Marshall found less grip than his rivals and slipped two places while both Ron Kemp and Don Williamson finished their day higher up the award list than for many events past.

1. L. Hurt (1.1 BMC Special), 135 pts; 2. J. Pearce (1.6 Kincraft/Renault), 136; 3. I. Portlock (1.3 Dryad/BMC), 156; 4. T. Marshall (1.2 Cannon/Ford), 165; 5. R. Kemp (1.5 Kincraft/Renault), 168; 6. D. Williamson (1.2 Duncan/Ford), 169.



CLUB

CAMEO

The Herts County Auto & Aero Club is one of the oldest motoring clubs in the country, being formed in 1903. In fact of the 800 odd recognised clubs of today, only four were active in 1903 when the club was founded and the minutes of the very first meeting are still retained to substantiate this claim. The club's original aim was to band together the county motorists to fight the increasing number of speed restrictions which a conservative-minded population wished to inflict on the crazy horseless-carriage owners, the first crusade being against a proposed 10 mph speed limit in St Albans.

The sporting side of the club developed rapidly and in 1904 the first Aston Clinton hillclimb was held attracting most of the famous drivers of that era including Lionel Martin. Another of the club's early activities was a rally in which competitors had to follow a manned balloon as it drifted across the countryside. It was this event together with a nucleus of flying enthusiasm which is still evident in gliding activities of some members, which prompted the Aero part of the title.

In 1913 the Herts County team swept all before it at the RAC's Brooklands meeting. In those days the club badge was a magnificent silver stag head, a diminished version of which still graces the club insignia. The awards were in keeping with the badge. A class win was rewarded with a solid gold medal, and challenge trophies presented to the club over 40 years ago are still for the winning.

During its many years, the club organised meetings at Beechwood, Tempsford aerodrome, on the promenade at Ramsgate and Harleyford and more recently at Brands Hatch and North Weald. Between the years of 1953 and 1963, it promoted the Westbrook Hay hillclimb which soon became an RAC Hillclimb championship round although the venue was unfortunately lost as a result of the landowner refusing to grant further permission. But the current main activities of the club are associated with sprints and hillclimbs. The club was privileged to have sole use of Brands Hatch at one time for their annual sprint but due to financial restrictions this has now been transferred to Silverstone.

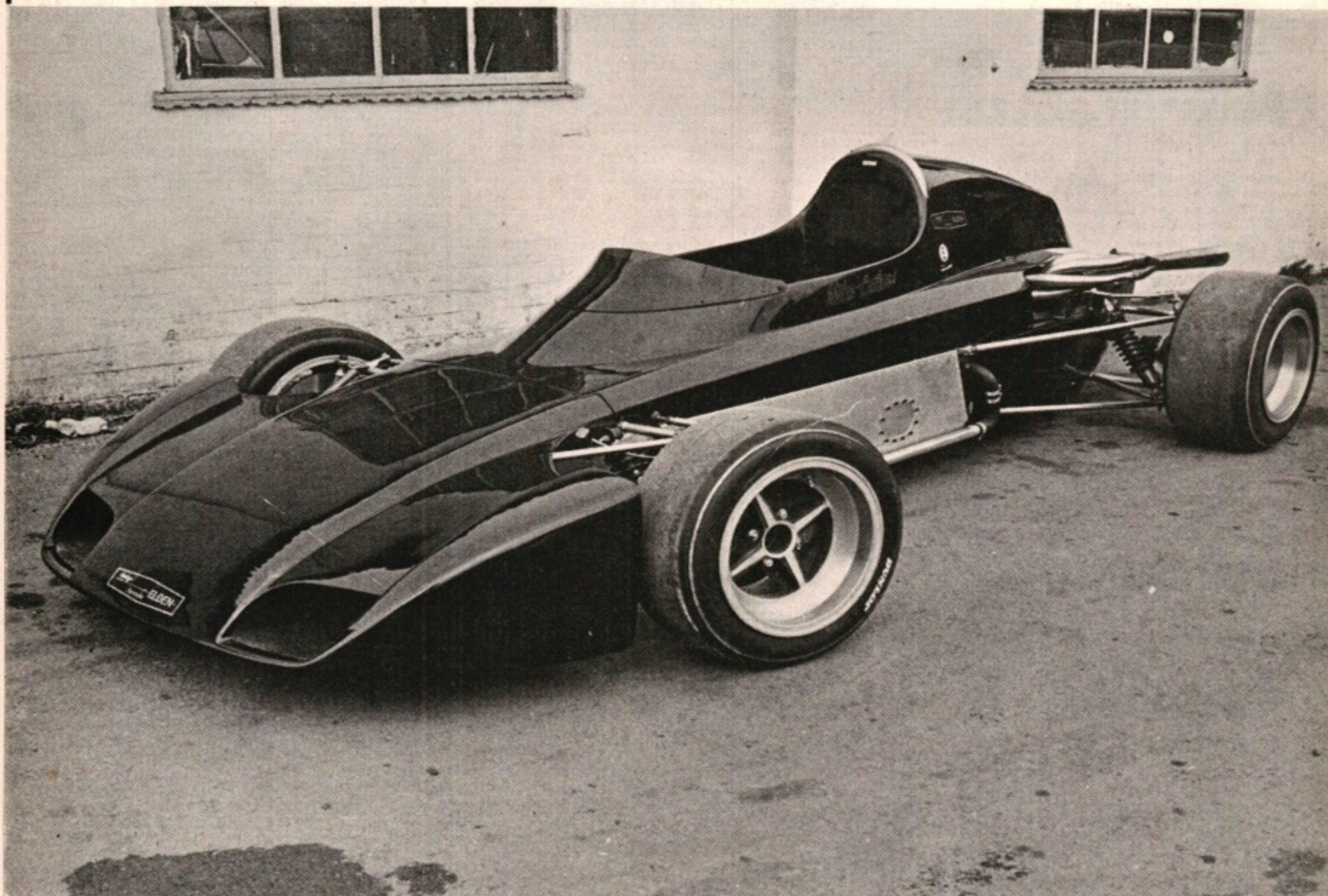
In the past, the club has promoted large scale 200-mile rallies like the February Ferment but with the present restrictions on rallying, the club formulated the less competitive hunt-the-marshal type of night navigation trials and is a leading club in running these type of scatter events. Marshals have been known to disguise themselves as all manner of beings, ranging from gamekeepers, complete with shot gun, to recordings of express trains in disused tunnels and many a humorous tale is told after taking part in these events.

For 1973, the club's main events are the Ace of Herts trial on April 7, a round in the RAC sprint championship at Duxford on June 17 and a round in the Silverstone sprint championship on November 10. Their current membership stands around 270 and past members have included David Good, Arthur Owen, David Boshier-Jones and Lord Essendon.

Brands rallycross?

Following the success of this year's winter rallycross series at Lydden, John Webb of MCD was talking enthusiastically about this form of motor sport last week, and it is quite possible that we may be seeing rallycross at an MCD circuit this year, probably Brands Hatch.

ELDEN



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SPORTS EXTRA

Winning combination



Ford twin-cam engine which powered Don Gilham's Mini to winning the Lydden rallycross series. Gilham will be racing it at Lydden this Sunday.

New championship at Aintree

Aintree Circuit Club will be staging three meetings on their 1.64 mile club circuit this year, on April 14, July 28 and September 15.

Special race for the first meeting will be an Esso Uniflo and Brook Hire Trophy for modsports and special saloons over 1150 cc. There are two new ACC championships with sponsors this year, the Duckhams Trophy for *formule libre* and the Brook Hire Trophy for special saloons. Added to this is the second year of the Esso Uniflo Trophy for modsports and the Aintree Trophy, which is donated by Mrs Mirabel Topham to cover all classes raced at Aintree. All the sponsored championships are well supported financially with prize money in each of the three rounds, as well as the end of season placings.

A popular side of Aintree CC's involvement with the circuit is a practice session which is held every Tuesday evening between 6 pm and 8 pm. Conditions are similar to those at race meetings with scrutineering and marshals and the practice periods which are very well supported, will be starting this year at the beginning of April.

Great Scott!

Bob and Sylvia Scott took their Imp to a popular win at Gt Yarmouth & Lowestoft MCs fourth Herringfleet production car trial at Somerleyton, Suffolk, on Sunday, February 18. The only sports car entry, Ken Kent (MG Midget), did battle with the conventional saloon competitors and won by a large margin of 14 points from class favourite John Holder's big-engined Escort. The fwd class produced a tie, Vic Mears (Clubman GT) and Bill Hammond (MG 1100) and Derek Brown (Cooper) all producing rounds of 32, the tie-breaker giving the Clubman the decision. Mick

Sachs and Ric Eichorn were also level on 36 with Sachs getting the advantage by dint of test two, again a climb round the oak tree.

Sylvia Scott had a great second half run and by the last test she was level with husband Bob. The last hill had a very tricky downhill turn and Bob persuaded the front wheel of the Imp to give one more turn, his resultant "4" giving him victory by one mark.

Class winners: Ken Kent (MG Midget), 24 pen; Vic Mears (Clubman GT), 32; Bob Scott (Hillman Imp), 10.

Yorkshire lead

The Yorkshire SCC, originators of the Shell MC League, moved into top place after the first round, an autotest meeting in the Leeds area on Sunday, February 18. Nine events ranging from a sprint and a production car trial to a special stage rally and a hillclimb will decide which club takes the top award of £50 at the end of the season.

Each club can nominate up to five drivers in their team and there was an excellent turnout for the BARC's autotests with 11 clubs and 52 drivers taking part. After 18 highspeed tests on industrial sites YSCC came out on top with 411.9 pts and also provided the overall winner, Rawdon company director Gordon Chippendale in a Mini 1275 GT.

Class winners were Geoff Stewart (Mini), Huddersfield MC; J. L. Pape (Mini), Sheffield and Hallamshire MC; Allan Forrest (Ford Mexico), YSCC; Norman Milligan (Imp), Ilkley and DMC; W. C. B. Doughty (Cortina GT), York MC; and Mick Moore (Spitfire), Huddersfield MC.

League positions now stand as follows: 1. YSCC, 411.9; 2. Huddersfield, 346.8; 3. Ilkley, 332.9; 4. One Eleven Car Club, 331.1; 5. BARC, 312.2; 6. York, 278.6; 7. Trackrod MC, 182.3; 8. Sheffield and Hallamshire, 169.9; 9. David Brown MC, 87.6; 10. Northallerton MC, 77.1; 11. North Humberstone MC, 30.

The next round is a sprint at Topcliffe aerodrome organised by the MG Car Club on April 15.

Jackson wins at Pott Row

King's Lynn & DMC returned again to the infamous Pott Row Quarry for their first production car trial of the year. Twenty-four climbs tested the good-sized entry on the very rugged and spectacular site, with Geoff Jackson in his Sprite-engined Morris "8" Tourer showing everyone the art of trialling as only Mike Turner (Renault) managed to get within a reasonable distance of Jackson's score of 16 penalties. Four hours after the start the Minis of John Webber, Ivan Cunningham and John Davy were still only separated by three marks, Webber's 1275S leading the group with 51 marks. Mike Turner dominated the rwd class with his Renault, while Julie Mortlock took second and the Ladies Award.

Overall: Geoff Jackson (Morris Tourer), 16 pen. Class winners: John Webber (BLMC Cooper S), 51; Jackson: Mike Turner (Renault), 24; Hillbrand Bos (MGB), 43; Greg Bates (Ford Escort), 44. Ladies Award: Julie Mortlock (Renault), 41.

Ford Rallycross convoy of John Taylor (Escort) and Rod Chapman (Capri). Both will be trying to win at Lydden on Sunday.



Northern Championships

The BRSCC Northern centre are again staging their Northern Clubs Formula Ford Championship for the Tate Trophy and the Evening Post Trophy. Overall winner earns himself £200 and the winner of each round will receive a surprise award from Tates—surely not an evening out with Chris Meek! There are 14 rounds in the championship at Croft, Rufforth and Cadwell and the best 10 results count.

Another BRSCC Northern centre series is the one sponsored by Esso Uniflo for special saloons, which will be run in addition to the northern series sponsored by Wendy Wools. There are 13 rounds at the same northern circuits and the end of term cash awards will be £35, £20 and £10 for the first three finishers in each class. Points will be scored in three classes, up to 1000 cc, 1001 to 1300 cc and over 1300 cc.

New sponsors at Ingleston

The major championship at Ingleston this year is for special saloons and is sponsored by Lombard North Central Ltd. The championship will carry a £600 prize fund with £300 going to the championship winner.

The Ingleston *formule libre* championship is being sponsored by Wimpeys and the Wimpels *libre* series will have a championship prize fund of £500.

Another new Ingleston series is a Formula Ford championship sponsored by Rothmans, and Rothmans are to support the entire meetings on May 13 and October 14. Burmah will sponsor the April 15 meeting and SMT are backing the July 22 meeting.

One of the major improvements at Ingleston this year is the surfacing of the circuit and this will be included in time for the circuit's first meeting on April 15.

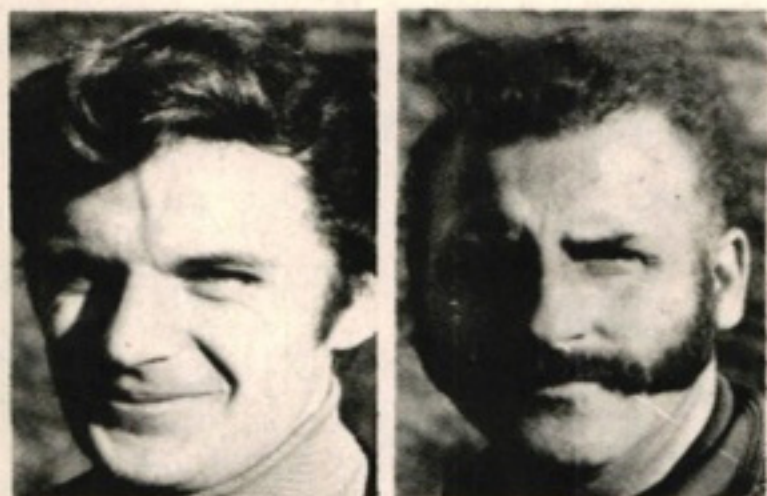
● There will be a new face among the hill-climber racing car regulars and this is Chris Cramer who last year won the Shell Leaders Championship and a host of class records with his U2 Mk 11. Chris has purchased a March 712 and will use it with a Hart BDA and will be in the same class as Mike Hawley who is retaining his Brabham BT 35 for another season.

● This Sunday, March 4, Cambridge UAC are staging their annual sprint meeting at Snetterton. The restricted event has again attracted a full entry and is a round in the LCAMC sprint championship. First runs start at 1 pm.

● With the long line of postponements of Sporting CC of Norfolk's winter Production Car Trial finally ending in cancellation due to unavailability of a site it is Cambridge CC who bring the season to a close with their co-promoted Hallen Trophy Trial at Godmanchester Common, Hunts on March 4. As well as the conventional PCT classes the meeting contains categories for 4wd vehicles and RAC Trials formula cars. First of a minimum of 18 climbs scrabbles off at 10.30 am.

SPORTS EXTRA

Judgment on trials: A look at production car trialling



Production triallists Mike Stephens (left) and Mike Harrison (right).

On Sunday, March 4, one of the biggest production car trials of the year takes place, the VT Fellows national trial. Organised by the Shenstone & District CC, the VT Fellows is a BTRDA championship event for the RAC trials championship.

The event is at Brookfield Farm, Tatenhill, Barton-under-Needwood, Staffs (120/196209) and starts at 10 am.

To coincide with this major event, we include in these pages, Derek Hill's brief guide as to what's involved in production car trialling and a profile on the undisputed production car trial champion, Bill Moffatt.

A good way to start

"Where should I start in motor sport?" I have been asked that question more times than I have had meals with the Queen (which is not often), but on the odd occasion that someone does ask my advice I invariably suggest production car trials.

Why prod trials? Simply because one of these events, be it closed to club, restricted or national, is still one of the most enjoyable ways of spending a Sunday at very little cost (always accepting that one is prepared to pay the entry fee and insurance), no special preparation is required on the car and finally—and very important—those regulars that one is bound to meet somewhere are a fine bunch unhindered by sponsorship and the other trappings which go to take much of the enjoyment out of a day's competition in this day and age.

First things first, however. When one decides to have a go, one has to join a club and I hazard a guess there are not many clubs who are RAC registered who don't hold a prod trial at least once a year.

Next thing is a licence—a restricted rally or speed event licence, costing £1.50 is all that is needed; fill in the entry form, part with the fee and then roll up on the day in your perfectly standard road car, be it a Jaguar XJ6 or a humble Ford Popular.

Object of the exercise in a prod trial is to get as many low figures as possible on your score card and that, in turn, means

getting as far as you can up a section, hill or incline, wherever the organisers have plotted the course.

These sections, as they are called in the trade, are marked out with flag poles, sometimes with tape, and one is allowed to inspect the course on foot before attempting the climb. On the right hand side the poles will carry a series of numbers, in descending order up the section, so that the farther one gets, the less one loses. Don't worry at this stage about "cleaning" a section, watch the experts and wonder thereafter.

Everyone tackles each section on his own, there is no time limit and no awards for getting to the top quicker than the next man. Very often the reverse is the case! This pattern is repeated perhaps a dozen times or more before lunch and then, depending on the size of the entry, everyone has another go in the afternoon or two more rounds according to conditions, etc.

Now a brief word about our standard car, and I stress standard. First of all you have got to get to the event in the car and, hopefully, if it has not suffered mechanical failure, you will drive home again in it.

On arrival it will be inspected by an official to make sure the wheel bearings are OK, etc, that you have the spare wheel in the right place and other general points. That's all the officialdom, apart from reporting that you have arrived when instructions will follow as to start, accompanied by a score card.

Within the regulations one is allowed on arrival to remove the wheel spats and/or name plates, but nothing else. Most "regulars" have found over the years that additional weight (in addition to the passenger who must be carried) is very useful and you can push a couple of cwts of lead in a bag and stick it very securely in the boot if you like. Object here is to give the tyres more grip and the well tried theory is that the better the grip the farther you will go.

Finally you are allowed to lower the pressures of the tyres to a minimum of 15 lb. Don't throw your hands up in horror immediately for this minimum pressure does not mean you are going to ruin a set of covers per event. Both crossply and radial tyres on today's market are very strongly designed and constructed and you will do no harm to them whatever. In any case it is doubtful whether you will cover more than three or four miles on private grassland or similar terrain throughout an event.

Finally the choice of car. My advice is don't worry about it. You will soon find after a couple of events which makes do better than others and as every event sees cars put into one of four classes, your standard Mini will be competing against standard Minis and if you have an Escort then you might find the Rover or Ford Popular ranged against you.

That's about it then. Oh and don't forget to take the passenger and a little lunch in a hamper as very often the private land used for an event is miles from a friendly country pub. Best of luck.

Venue change

There is a change of venue for the Salisbury and Shaftesbury CC's Rob Walker Group Trophy production car trial on March 18.

Due to deterioration of the original venue, the event which counts towards the BTRDA, ASWMC and ACSMC Championships, will now be held at Two Mile Down, Hindon, Wilts, Map (166/902328), just off A303 and within a few miles of the site published in the regulations.

As the title implies the event has sponsorship from the Rob Walker Group of Companies and also from Shell, and the event is the first for several years in the South West, to be included in the BTRDA series.

● In addition to the Moskvich Group 1 plans announced in *Pit and Paddock*, the Russian car will be seen in autocrosses for Peterborough dealer John Conder and Moskvich engines will be used in trialling by Gordon Jackson's Ibex and Colin Taylor's Cannon.



MOTORING
CLUBMAN

**BILL
MOFFATT**

"Always think you are going to clean every section and be surprised only when you don't." That's the format for success propounded by Bill Moffatt, at 31, triple champion in both BTRDA and RAC production car trials.

The softly spoken Irishman, now working for ICI in Gloucestershire, came to this country 12 years ago from Cootehill, Co Cavan, where, but he won't admit it, he got the feel by driving on slippery and rough surfaces by charging around on tractors from the age of seven.

Bill didn't start in prod trials. In fact he first ventured forth with a '47 Minx into a driving test and ended up with a pair of bald rear tyres where they continually rubbed the bodywork. In 1965, after trying rallies, autocross and sprints, he ventured into a prod trial with an 875 Imp and came second. Since then Bill has cleaned up practically everything he has entered and there are 196 trophies in the Moffatt home in Churchdown, Gloucestershire.

What is his secret? "The most difficult thing to learn is to use the right amount of power for the conditions. Be very delicate on wet slippery surfaces, and give it the boot on loose stuff. I always examine every section, even if I am doing it more than once in an event, because conditions very often change."

Bill goes on "When choosing a line for a section it is often better to try to position the car so that you are attempting to climb the most difficult part and always try to keep the front wheels straight because once you start to turn the tyres are acting against the driven tyres. This doesn't apply to the Mini brigade of course."

As to the vehicle he uses Bill says he has spent very little on his Imp which has a 998 cc engine and is protected by a sump-guard and a similar device for the exhaust. "It's only let me down once since 1968 and I have done about 125 events in it. Always set the tickover before you start; on the Imp I let it rev at 2,500 rpm and it allows one to be very delicate on the throttle in sections."

The Moffatt Imp carried about 130 lb of ballast, has always run on radial tyres, currently going over to Semperit 401s which have already been tried with success by the sporting trials lads, and has a Zenith carb.

"Prod trials are very good value for money even today," says Bill "and I would recommend that everyone should start in this form of the sport. It is damn good fun and, the people you meet are always friendly."

Bill is branching out later this year into rallycross with a car he's building up himself. "It will be an Imp but I don't expect to set the world on fire—I just want to have a real go at something else while I am still young."

Wendy Wools continue

This year's Wendy Wools Northern Saloon Car Championship will be held over 12 rounds with the best nine results to count. Rounds will be organised by the BARC Yorkshire centre, the NSCC and the Darlington & DMC and the rounds take place at Croft with one round at Cadwell. Overall winner of the championship earns £100 with £50, £25 and £15 for the next three places. An additional award is £10 which goes to the first driver in the Wendy championship to break a lap record, and the award is appropriately titled the Fastest Knit.

First round is at Croft on March 25.

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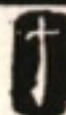
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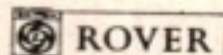
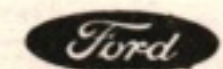
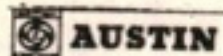
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LOTUS 69. Well known as the most competitive and immaculate example racing. Just completely rebuilt (chassis restored) and available immediately at a give away £1,500 (less engine)! Many spares, wheels and technical help available to purchaser. Applied Racing Techniques, 12 Hunter Road, Wimbledon, SW20. Tel: 01-946 7401, day or night. (11)

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Both these cars would take any engine from a 1000 cc MAE to a Twin Cam and could therefore be used in F4, Libre, Hills and Sprints this year, with a view to Monoposto in 1974.

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Several Hewland Mk 6 boxes in stock both 4-speed and 5-speed, from **£150**. Cortina XL box modified for racing use, **£30**. FT200 **£320**.

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This car has been tailored to suit 6ft 4in or average driver.
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Ginetta G 16A. Less engine and gearbox, 10in-12in rims, Firestone YB11, fitted extra large brakes, stronger drive shaft ends, piped for FVC or FVA.. Half dozen races from new. **£725**.

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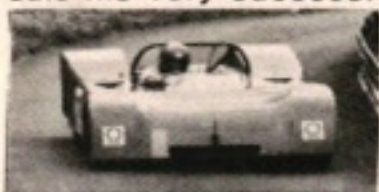
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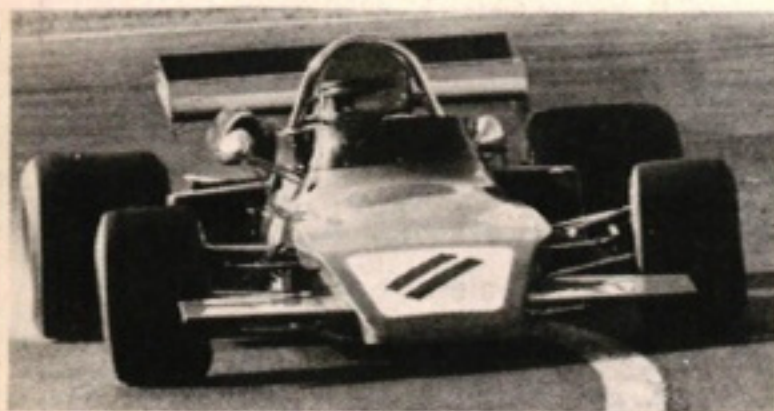
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FORMULA 3 BT 38



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Full race Twin Cam, all ancillaries and exhaust, completely rebuilt £395 ono

Full race all steel BMW 200 bhp dry sump, bargain £395

Choice of two FVC, rebuilt Offers

BDA Richardson Atlantic engine, rebuilt, bargain £950

Lotus 69 spares, wide selection; Cosworth dry sump oil pumps £25 each;

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Two March 721G F1 cars, £5150 each

One car as raced by Peterson at Brands Hatch, October 18, 1972. The other ex Beuttler after S. Africa on March 3. Both cars can be updated to 1973 specification at additional cost, and are complete less engine.

Three F1 Cosworth DFV unrebuilt, from £2500 each.

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Both cars are in first-class mechanical and body condition. They retain their original impressive World Cup rugged appearance and internal navigation aids plus overdrive on all gears. Now standing on 7J x 13 Minilites with Goodyear Ultragrips. Spares include gearbox, engine, doors, suspension and engine parts. They have great potential for a self-contained rally team. No service cars needed. The ideal prestige image for a progressive enthusiastic Triumph dealership. Original cost of preparation £12,000. Our price £3950 or will sell separately less spares. HP or part exchange.

BRABHAM BT 38 F3



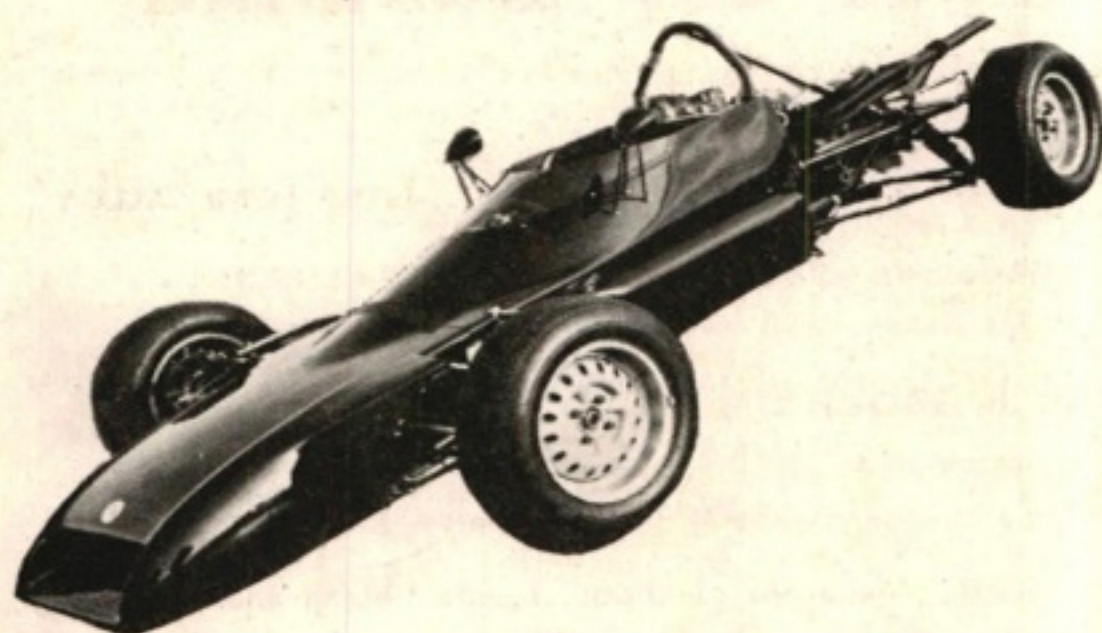
This immaculate car for sale as rolling chassis complete with gearbox, complete set of gear ratios, spare nose, 1 set of Koni shock absorbers, 1 set wet rims, spare battery, car cover, pit board, John Reed trailer, £2,000.

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M R E



THE FORMULA FORD FOR 1973

Prices and delivery on application

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(44487)

BOB HOWLINGS

Lotus 69 rolling chassis and spares £1295
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TYRES. New and used slicks, all sizes.
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Holbay FF '70 dry sumped. Clutch and flywheel. Rebuilt. £150.

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FT200 9.31 cwp (outboard brake) good condition £300; FT200 checked over and in good condition £325.

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Road cars and part exchange considered. All these cars and spares must be sold. We have got to start somewhere on prices.

Agents for: Hewland, Cosworth, Lucas, Ampep, Varley, Hyloma, Smiths Instruments, Borg & Beck, Pip Pins, Vycoat, Trailer straps, Mach 1 mirrors, Willans belts, Ferodo DS11 pads, Bendix pumps, Proto tools, exhaust systems.

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(44481)

MARCH 722

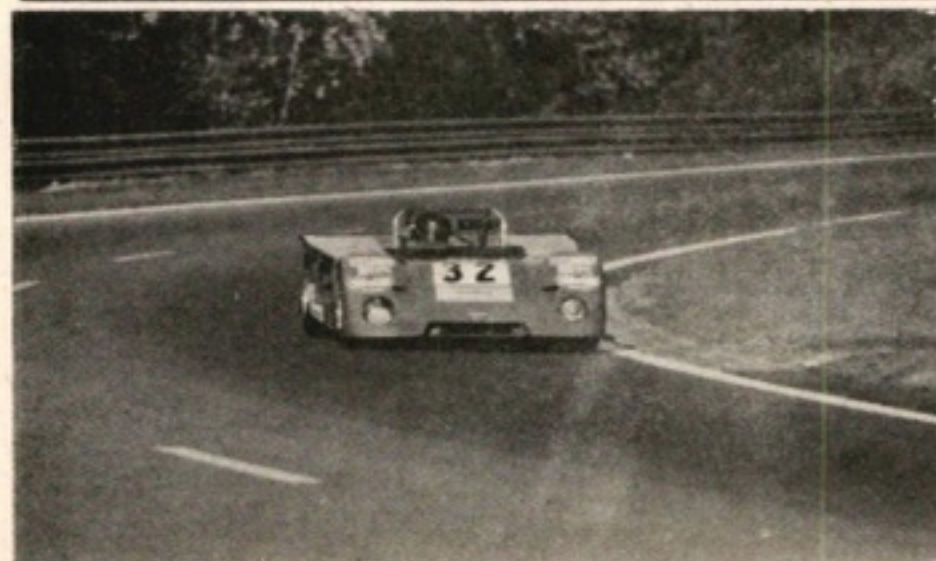
In white, complete with Rowland BDA, 205 bhp, spare ratios, spare wets, car cover and many other useful spares.

£3,750 COMPLETE

Part exchange considered

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- 1 Chevron B21 complete with 1 never used new 1840cc FVC.
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- and a very full comprehensive list of spares.

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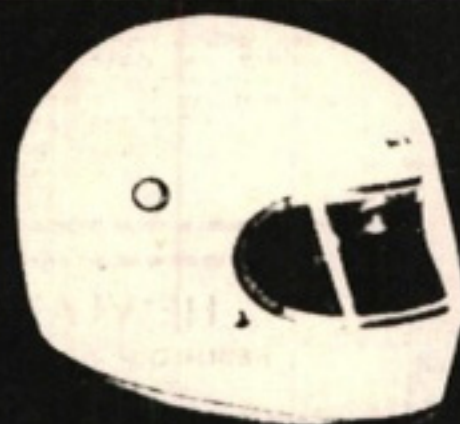
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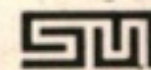
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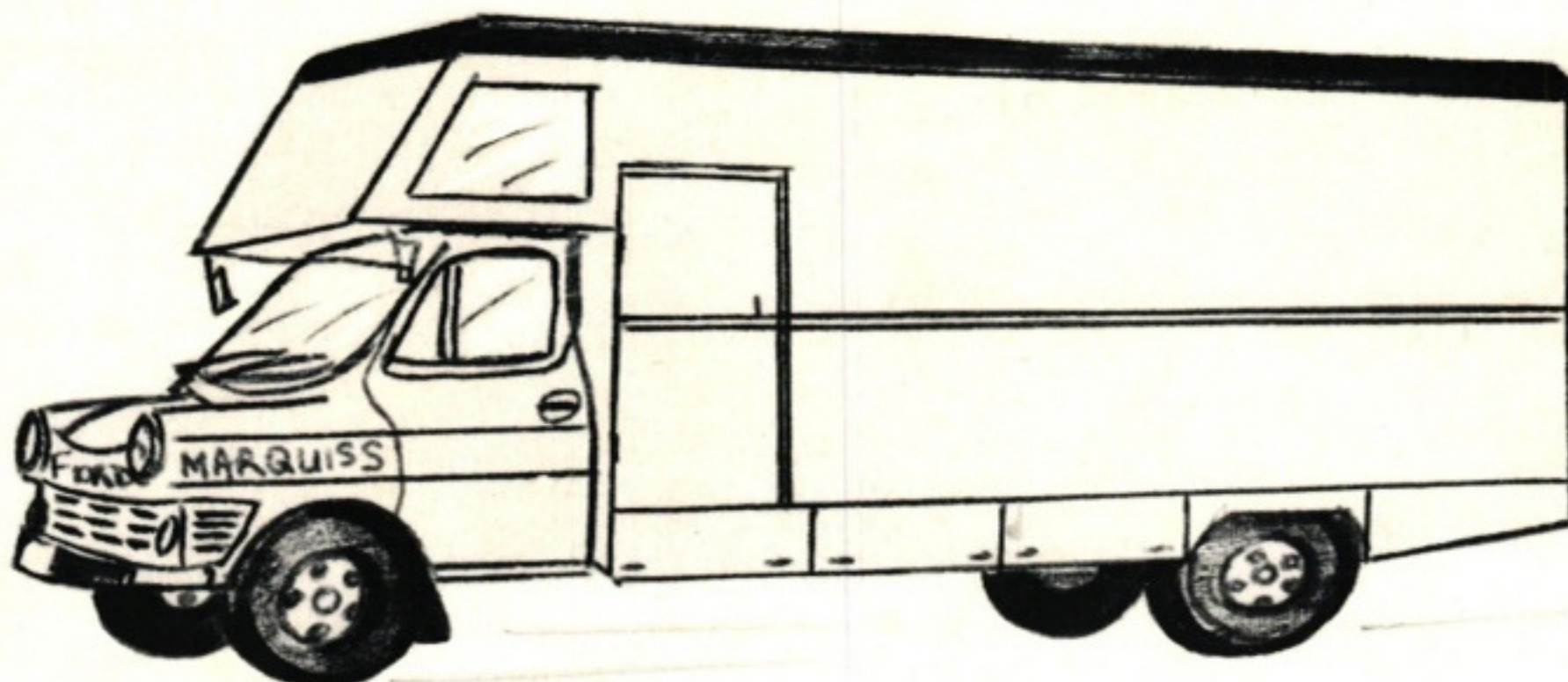
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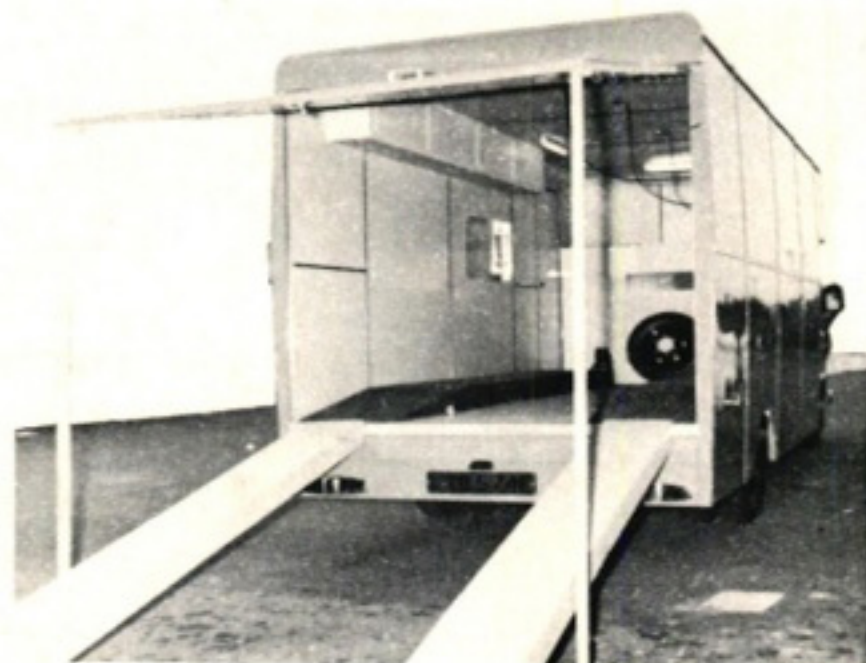
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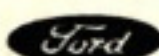
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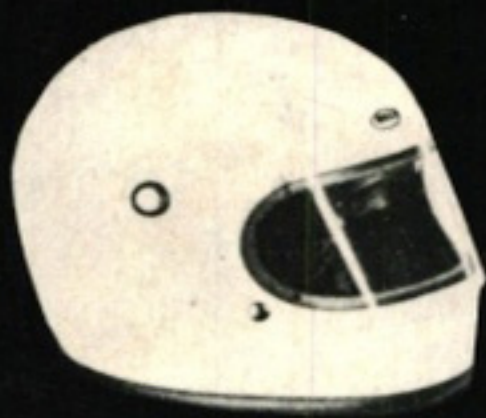
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