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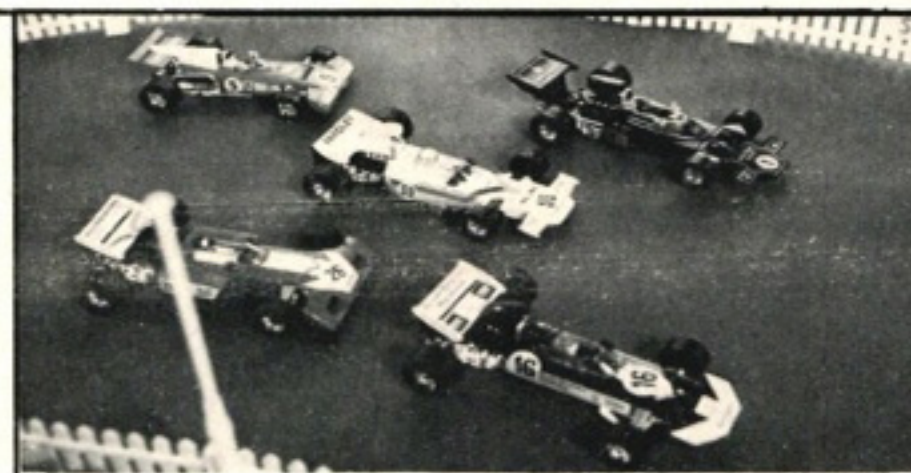
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

May 3 1973 Volume 51 No 5

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Ten years on. At the Donington museum the current World Champion tries the Lotus 33 used by a former World Champion, Jim Clark.



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AUTOSPORT, MAY 3, 1973

EDITORIAL

Bravo Colin!

We have long been used in this country to the idea that our racing cars are at least the equal of the world's best, but we should take special note of the achievement of John Player Team Lotus in Spain last weekend. By scoring the *marque's* 50th World Championship Grand Prix victory they have surpassed the total of the previously most successful manufacturer, Ferrari. Since the World Championship was established in 1951 there have now been 213 events. Third in total number of wins behind Ferrari's 49 are BRM with 17, Cooper with 16, Brabham at 13, and Tyrrell come in on 12 so far. Alfa Romeo have a score of 10, while Maserati, Mercedes-Benz, Vanwall and Matra are all in a tie for eighth place with nine victories apiece. McLarens have reached five, Honda achieved two (one with a Lola-derived chassis) and March, Eagle and Porsche have one each.

The total for British-made chassis is 125, or 59 per cent, of which Lotus were responsible for two fifths. Put another way, Colin Chapman's cars have won nearly 24 per cent of all those Grands Prix held since 1951—and he's only been at it since 1958. Journalists sometimes feel annoyed for what is said to be negative attitudes toward motor racing achievements, so we would like to applaud this landmark achievement with an unreserved, positive well done !

Bravo Roger!

Roger Clark must be one of the most under-rated British sportsmen of all time. He has been consistently to the fore in international rallying since 1964, when he won the Scottish, Welsh and Gulf London events, but it is also true to say that his talent has really only been recognised by his fellow rally enthusiasts. Clark's historic win in last year's RAC Rally of Great Britain merely served to underline that ability, and also to bring him wider notice among the general public.

After being a member of the Ford ice note crew on the Monte Carlo Rally—not a very distinguished reward for the RAC winner—Clark took up his prize entry in the Safari Rally. His performance in East Africa was quite remarkable. While it's true his car didn't last, the way in which he left the field until his retirement was outstanding. He didn't just lead, he dominated the event. After being put out by mechanical failures, the versatile Clark swapped the heat of Africa for the frosty forests of Scotland, and promptly won the Granite City Rally last weekend for the third successive year.

Rallying, traditionally the poor cousin in comparison with the glamour boys of Formula 1, has a British champion to honour. Roger Clark deserves greater recognition, especially by the national press, as a reward for his own efforts and as an encouragement to the comingmen.

our cover picture

Early leader Peterson has already disappeared into the lead of last Sunday's Spanish GP as Revson and Reutemann head off in pursuit. When Peterson retired team-mate Fittipaldi won for John Player Team Lotus, although Reutemann was awarded the Marlboro Rouge et Blanc for his late chase for the lead. Our full report starts on page 8.

Photo : Phipps Photographic

John Player GP opened up to all formulae

The John Player Grand Prix at Silverstone on Saturday July 14 will be open to any single seater car complying with the CSI safety requirements.

Regulations for the event were published this week, and the Silverstone promoters have decided to take this step in view of the continuing disagreement between the constructors and organisers over financial arrangements for Grands Prix this year. If, by the closing date of entries, June 8, the Formula 1 Association and Grand Prix International (representing the organisers) have come to an agreement, then that agreement will apply, but if not, then the John Player Grand Prix will be a formula libre race rather than the customary Formula 1 affair.

In addition to certain Formula 1 cars, the RAC are expecting Formula 2, Formula 5000 and USAC cars to compete for the £55,000 fund, which is an increased fund compared with last year. For the 25 starters which will be permitted, prize money down to 20th place amounts to £23,248 which is increased by a fifth compared with last year's total, which means that the balance from the £55,000 will be used for expenses and a certain amount of enticement money.

Last week, the Spanish Grand Prix was held with the promoters going outside the Grand Prix International agreement to come to their own terms with the Formula 1 Association. However Peter Warr, team manager of the winning team, still commented that the figure reached was a compromise and that he wasn't entirely happy with the deal that had been done. "It's not as much as we were asking for in terms of sheer finance, and we're still faced with the problems of

severely rising costs," commented Warr. He continued, "while the increase in finance which we've achieved represents in pounds a fairly substantial percentage increase, to the Spanish—whose currency hasn't been devalued to the same extent that ours has—it only represents a much smaller increase from a percentage point of view."

The John Player Grand Prix at Silverstone will be over 67 laps and a spokesman from the RAC commented that enquiries over entries for the race had already come from McRae and Chevron, McRae with a Formula 1 car if the race is run to normal Grand Prix standards. If there is a large influx of Formula 2 and 5000 cars in the race, qualifying will take place in the official practice periods, which take place on the previous Thursday and Friday.

Starting the John Player Grand Prix day will be a round in the JP Formula 3 Championship following two heats on the Friday, Saturday's final being 20 laps, and this will be followed by the 20 lap British Touring (Group 2) Car Championship round. Then comes the Grand Prix, followed by a 12 lap qualifier in the Yellow Pages Formula Atlantic Championship and the day is completed with a 12 lap race for historic racing and sports cars in the JCB Championship.

Silverstone will have many excellent amenities for the family throughout the Grand Prix weekend, and work is already under way in the construction of a new Motor pedestrian bridge after the start. The new bridge will be much wider and the supports will be set farther back so that the sleepers on the Pit Straight will now run straight all the way through to Copse.

Zolder circuit doubts

Doubt still surrounds the Belgian Grand Prix, scheduled to take place at Zolder on May 20. The financial agreement for the race was only reached last weekend and now that has been reached, the circuit owners have an enormous amount of work to complete in the 12 working days before practice starts for the Grand Prix.

Around 300 workers are at the circuit, which will be holding the Grand Prix for the first time rather than the new Nivelles circuit, as Zolder is situated in the Flemish half of Belgium and for near political reasons, must be held there this year instead of Nivelles. However, the list of improvements which the circuit owners have been presented with now that the race has been assured, are mammoth. The resurfacing of the circuit was

carried out just before last weekend's saloon race when competitors found the new surface highly dangerous and gaps on the edges of the track.

In addition, guard rails have to be replaced into firm concrete bases, chain link fencing has to be erected, the verges off the track have to be smoothed and paved and many trees have to be felled. If by next Wednesday, it seems that most of the work will be completed in time, then the Formula 1 Association will agree to take part in the race.

Last week Emerson Fittipaldi did some tyre testing at the circuit which now proves quite useless owing to its resurfacing, but Emerson did remark his like for the circuit and he thinks that it is 95% certain to be staged, as the promoters are working flat out to complete the improvements in time.

New Barcelona track

The inconvenience and expense of closing city streets in Barcelona's Montjuich Park for the Spanish Grand Prix means that Sunday's GP will sadly be the last to be held on this scenic circuit.

However, Barcelona is not prepared to give up its Grand Prix (which alternates with Jarama each year), and there are already plans for a permanent circuit in the foothills of the mountains which surround the city. Announcing this news at a dinner given to the foreign press on the

night before the race, Don Salvador Fabregas, the energetic President of the *Real Automovil Club de Catalunya*, said that the new track would certainly be ready for the 1975 Spanish GP.

Fabregas, who is an active rally driver, mentioned that circuit safety is still of a high standard at Montjuich (the guard rails installed there for the 1969 GP undoubtedly saved the lives of both Graham Hill and Jochen Rindt), but added that the city needs a permanent circuit where more club races can be held throughout the year.

● McLaren Racing will contest a selected number of late CanAm events this year—when they have a car and engine combination which can challenge the turbo-charged Porsches, according to McLaren director Teddy Mayer.

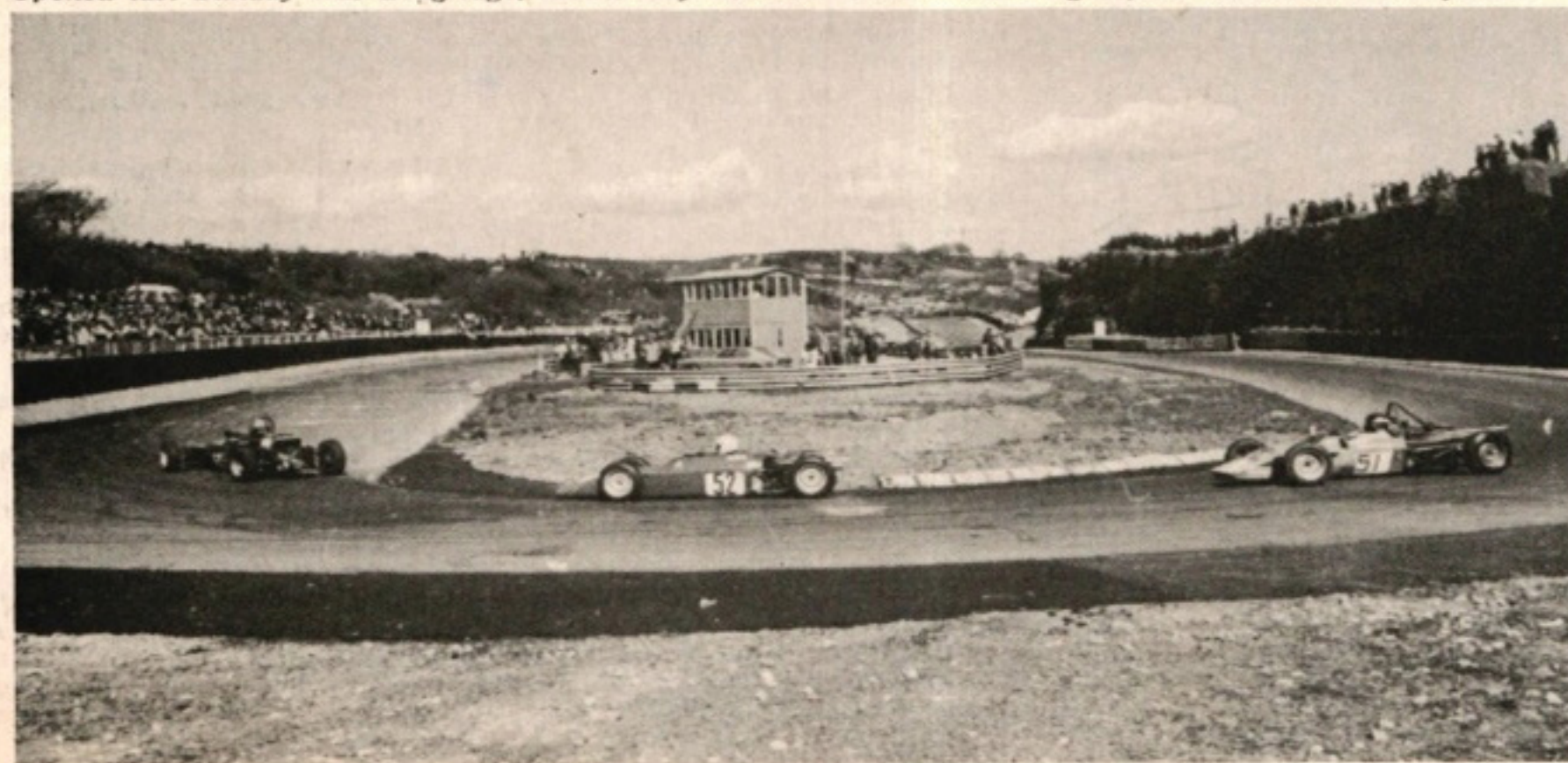
Peterson fastest in Spanish GP

The organisers of Sunday's Spanish GP used a computerised timing system which enabled them to issue a full list of competitors' lap times set during the race. Interesting figures from the list show, for example, that Ronnie Peterson lapped a full second faster than his team-mate Emerson Fittipaldi before retiring with a broken gearbox.

Jacky Ickx was also very quick after his pit stop.

Other times were: Peterson 1 m 23.80 s (on lap 13); Hulme 24.0 s (33); Ickx 24.1 s (53); Cevert 24.2 s (57); Stewart 24.3 s (19); Reutemann 24.4 s (52); Emerson F 24.8 s (19); Regazzoni 24.8 s (34); Revson 24.9 s (27); Follmer 25.2 s (17); Hailwood 25.2 s (21); Pace 25.3 s (11); Wilson F 25.7 s (50); Oliver 26.1 s (9); Beltoise 26.4 s (45); Lauda 26.4 s (27); Beuttler 26.8 s (68); Pescarolo 26.9 s (45); de Adamich 26.9 s (7); Galli 27.1 s (16); Ganley 28.2 s (7); Hill 30.5 s (17).

Opened last Sunday was Longridge, which may be soon increased in length from its current 900 yards.



Hill and Amon in Matra at Spa

Several interesting developments are promised in this Sunday's fourth round in the Manufacturers' Championship, the 100-km race at Spa Francorchamps. According to Italian sources a couple of the long-awaited flat-12 Alfa Romeo 33 TT 12s should make their racing debuts in the hands of Rolf Stommelen/Andrea de Adamich and Clay Regazzoni/Carlo Facetti.

According to Stommelen, who has been doing much of the testing, the new car should be very competitive. But as a completely new design, its reliability is unknown, and the race will probably develop into a renewed Ferrari/Matra struggle.

Apparently Peter Revson, another contracted Alfa Romeo driver, is required for McLaren testing at Indianapolis this weekend, and will therefore not race in Belgium.

Both the French and Italian teams have had to bring in replacement drivers because of the Formula 2 clash at Pau. For Matra, who haven't the services of Jean-Pierre Beltoise and

François Cevert, the replacements are Graham Hill and Chris Amon. Hill, of course, won at Le Mans for Matra. Their team-mates will be Henri Pescarolo/Gerard Larrousse.

With Tim Schenken at Pau, the Ferrari line-up will be Jacky Ickx/Brian Redman and Arturo Merzario/Carlos Pace. Gulf Mirage's pairings will be Howden Ganley/Derek Bell and Mike Hailwood/Vern Schuppan. The 3-litre Gitanes Lola T282, a few T280s and Porsche 908s complete the 3-litre section.

There is a strong 2-litre entry from Britain. But the notable absentee is the DART GRD S73. A serious test programme is to be undertaken and the car is unlikely to appear for at least a month.

In addition, there will be a big field of GTs, led—if it is accepted into that class—by the pair of Martini Porsche Carreras.

Among the 2-litre section will be two Ember Racing Chevrons (Hine/Howlings and Quick/de Selincourt), plus cars for Twaites/McInerney, Raymond/Humble, Smith/Welpton,

Ettmuller / Frey, Heavens / Leguellec, Harrower/Bell, Birchenough/Kaye/Joscelyne, and the Richardson brothers, Peter and Jeremy. It will be Jeremy's first race since giving up F2 at the end of 1971.

BRIEFLY . . .

● We regret that printing and distribution of this week's AUTOSPORT may have been delayed due to the industrial action on May Day.

● Bill McGovern, who was involved in a nasty accident at Thruxton over Easter weekend, was discharged from Titworth Military Hospital last Friday. Bill was collected by his entrant, George Bevan, who reports that the saloon car champion is still very stiff but is well on the mend. Bill's racing comeback is currently scheduled for Thruxton on Spring Bank Holiday Monday—if Bevan can prepare a replacement Hillman Imp in time.

● The Shellsport Luxembourg team will have all-Lola equipment from the F5000 round at Mallory Park on May 28. Clive Santo is to have a new T330 in recognition of his drives with the Surtees TS11 which will be sold. In the meanwhile, at the Oulton round on May 13 the team will have just two cars due to Gijs van Lennep's Porsche GT commitment. Tom Belso will drive his usual car, and Santo will take over van Lennep's T330.

● The second round in the European 2-litre sports car championship takes place this Sunday at its rescheduled Italian venue, Misano-Adriatica. The first round of the series was fraught with mechanical disasters with Red Rose Chevrons picking up the first two places, but Abarth will be hoping for a victory on home ground this weekend. Most of the other works and semi-works teams are expected to appear from Chevron, March and Lola.

● "Technical difficulties" were officially blamed for the absence of Chris Amon's Martini-Tecno from the Spanish GP. Troubles have arisen in the cylinder head sealing of the flat-12 engines, and copper seals are being tried in place of the present regular gaskets. The Goral Tecno should be complete this week and ready for back-to-back trials with the existing McCall chassis.

● Specialised Mouldings and Lola Cars have recently been paid a visit by the BBC *Made in Britain* film crew.

The *Made in Britain* series features various aspects of British industry which play an important part in the country's export trade. The programme, which is to be shown on BBC 1 at 1.45 p.m. on May 6, covers the British racing car industry from the initial design stages of

a car to racing at Silverstone and the film taken at the Specialised Mouldings factory shows the way in which a modern racing car body is designed and built.

● John Watson, almost mended after his Brands Hatch F1 accident, was spectating at Barcelona with the Brabham team. John expects to be back at the wheel of a Gulf-Mirage for the Nürburgring 1000 Kms on May 27.

● Clive Baker has acquired a new Formula 5000 March for the Rothmans Championship. Other new March owners, this time in Formula 3, are Japanese ace Masami Kuwashima (previously a GRD pilot) and Swedish champion Conny Andersson.

● Ray Mallock may be seen at the wheel of a Formula 5000 car soon.

● Tony Trimmer is being kept busy as a test driver in addition to his F5000 events in the old McLaren M18. He put the latest Iso-Marlboro through its paces at Goodwood just before the car left for the Spanish GP, and will be given a trial run shortly in one of John Surtees' latest TS15s. Surtees now has three such F2 cars, one of which could easily be turned into a Formula Atlantic chassis if required.

● Denny Hulme and Phil Kerr will be the guests of the BRSCC's club night next Tuesday night. The social evening, which starts at 8 pm, is welcome to non-members as well as members and the venue is the Surrey Tavern, Oval.

● Christian Ethuin (Martini-Vegantune) was the winner of the F3 race at Nogaro over the Easter weekend. Jacques Lafitte's Martini-Holbay was second in the two-part race, and third was Michel Leclerc with his Alpine-Renault. Jean-Louis Lafosse won the supporting 2-litre sports car race with his Lola T290.

● Swiss driver Joe Huber has died in hospital following the injuries he received when his Mini crashed during a saloon car race at the Singapore GP meeting.

● Our hopes for a rapid recovery go to Sir Alfred Owen, who is presently in poor health. Although no longer connected with BRM, Sir Alfred still maintains a lively interest in the fortunes of the team which he rescued from threatened extinction in 1953.

● Forward Engineering are building up a new Jaguar E to contend the modified sports car scene. The new car, for John Harper, should be ready in about a month's time and should give the Hough/Pearson/Fletcher battles quite a lot to worry about.

● We regret to record that Timothy Hammond, 31, died in a recent road accident near Canterbury. Timothy had been a mechanic for Alan Gibson, Barry Smith and Terry Croker.

● In our Croft report last week, we omitted to point out that Alo Lawler was in fact using a WRA Engineering engine for the first time in his Formula Ford car. His win was his first, in his first season.



Flash-back to Thruxton Easter Monday with Birrell's Chevron in orbit after being in collision with Beuttler's March.

STP Indy plans



Johncock — STP Eagle at Indy.

STP's plans for the 1973 Indianapolis 500 have been announced. Andy Granatelli has joined forces with George Bignotti to run a two-car team of Offenhauser turbocharged Eagles for former McLaren man Gordon Johncock and Swede Savage.

The cars will carry the traditional STP numbers, 20 and 40. Granatelli, whose attempts at winning Indianapolis became a legend, has one success to his credit, in 1969 with Mario Andretti. He joins forces with a man who has been crew chief on the winning car at Indy five times.

A third car will be run as a separate operation by STP Racing president Vince Granatelli for Wally Dallenbach.

● Brian Redman will be driving at Spa this weekend for Ferrari and will therefore miss the second round in the L&M Formula 5000 Championship, at Laguna Seca this weekend. In fact Redman will be missing quite a few of the early L&M events owing to other commitments.

However, all the other leading contenders in the L&M series will be at Laguna Seca, Monterey, this weekend.

● A new Formula 5000 car is under development at the Surtees factory at Edenbridge. The car which follows the pattern of the F2 car, is scheduled for a mid-season debut, although much of the manufacturer's development programme has been delayed by an exhaustive tyre testing programme. Big John is saying nothing about the F5000's engine but hints that it may surprise a few people.

Pit and Paddock

No Texaco Stars at F2 Pau

Unfortunately the Formula 2 Texaco Stars of Emerson Fittipaldi and Ronnie Peterson will not be making their expected debut in the complimentary European Formula 2 Championship at the twinned round-the-houses circuit at Pau this weekend. The cars are now nearing completion and should be announced around the time of the Belgian Grand Prix.

Leading the non-graded championship is Jean-Pierre Jarier whose March-BMW will be partnered as usual at Pau by Jean-Pierre Beltoise. Francois Cevert is expected to be joining Patrick Depailler and Jean-Pierre Jabouille in the John Coombs Elf team, both Cevert and Beltoise missing the Spa 100 kms for Matra.

Rondel will be fielding three of their five cars for Tim Schenken, Jean-Pierre Jaussaud and Bob Wollek since Jody Scheckter has

an American Formula 5000 race and Henri Pescarolo is driving for Matra at Spa. Gerry Birrell and Dave Morgan will be heading the Chevron attack.

Privateers from March include Jacques Coulon, Mike Beuttler, Colin Vandervell, the Brambilla brothers and Bill Gubelmann. No works Surtees are entered but the marque will be represented by James Hunt and Dave McConnell, while Wilson Fittipaldi drives the works Brabham and Richard Scott has entered his own device.

From GRD comes Nurburgring winner Reine Wisell with team-mate Sten Gunnarson and other GRD pilots are Dave Walker, Roger Williamson, Brendan McNerney, Hiroshi Kazato and Tetsu Ikuzawa.

Practice takes place on Friday and Saturday, and there are two heats to sort out the 20 starters for the 70 lap final which starts at 3.15 pm on Sunday.

Gardner wins at Zolder

Frank Gardner's 7-litre SCA Chevrolet Camaro won the Zolder round in the Kent Belgian Group 2 Championship last Sunday. After practising in the wet, Gardner was on the third row for the race and Claude Bourgoignie set the pace driving the 3-litre Broadspeed Capri, the same car Dave Matthews drives in the British series.

Gardner caught the Broadspeed Capri after nine laps and a tremendous struggle for the lead ensued, culminating in the Camaro reaching the line first, 2.4 s ahead of the Capri. Third man, Alain Peltier's BMW, was a lap down. Peter Hanson's 1300 Broadspeed Escort BDA walked away with the 1300 section of the race, with Julian Vernaev's Mini Cooper S finishing second.

The race almost had to be cancelled as resurfacing work for the Grand Prix, was completed on the Friday night before the race and huge army airfield sweepers had to be called in to clean the track and polish the circuit continually.

Four driver F3 team

Rally ace Stig Blomqvist is one of four drivers for a new Formula 3 team originating from Sweden, with sponsorship from Karlsson's Glistar, a liquid cement and glue manufacturer. Other drivers include Hakan Dahlqvist, who last year nearly won the Swedish championship in a Merlyn Mk 21, Gunnar Nordstrom, who came fourth in the championship in a Brabham BT35 and Conny Ljungfeldt who has raced an Escort GT for two seasons and the son of Bo.

The new team has three cars and five engines. Dahlqvist will have a new Merlyn Mk 22, Nordstrom a new GRD 373, while Ljungfeldt will drive Dahlqvist's 1972 car when Blomqvist's rally and rallycross driving for Saab takes him away. The team has three Vegantune and two Holbay engines. Rolf Sundh, journalist and former manager of Torsten Palm's Mennen team, will be the team manager.

New Lola at Interserie Silverstone

Four turbocharged Porsche 917/10Ks will be appearing in the Martini International Super Sports at Silverstone on Sunday, May 20, this meeting being Britain's biggest sports car race of the year.

Driving the turbocharged Porsches will be CanAm exponent Charlie Kemp in the Rinzler Motoracing Inc team car, the 1971 and 1972 Interserie champion Leo Kinnunen in a semi-works car, Willi Kauhsen and George Loos. In addition, Kauhsen will be fielding another unturbocharged Porsche 917/10 and a similar 917/10 will be driven by German Ernst Kraus.

Making its first appearance will be a Lola T310 rebuilt to the latest specifications by Lolas and driven by Herbert Muller. This

car will be powered by a turbocharged 8.1 litre Morand Chevrolet engine. Helmut Kelleners will be driving an 8.3 litre McLaren M20 and another CanAm McLaren will be handled by Belgian Teddy Pilette. There are many more big bangers in this Interserie race in which the 1000 bhp turbocharged Porsches should be reaching 280 mph on Hanger Straight. The race will be run in two 35 lap parts.

There's a tremendous entry for the varied supporting races. The Castrol G1 qualifier will feature the first rolling start this class of racing has had, which will allow no less than 40 cars to start. It will also be the first time production saloons have raced on the Grand Prix circuit and all the top contenders are entered.

Hezeman's saloon win

Driving the works 3.3 litre BMW CS, Toine Hezeman won the first round of the national German Group 2 Championship at the Nurburgring last Sunday, a supporting race to the Formula 2 attraction. Porsche Carreras are also allowed in to the German series making it a three cornered battle between Ford, BMW and Porsche and on his occasion, Clemens Schickentanz's Carrera was second and Klaus Fritzing's Capri RS third. Dieter Glemser's Zakspeed Escort BDA won the 2 litre class from Dieter Basche's GS Tuning BMW 2002 GS.

However the 10 lap race was

highlighted by a collision between Hans Heyer in the only works 3 litre Ford Capri and Harald Menzel in the works BMW CS, these two Germans being the two manufacturer's main hopes in the German championship. In the collision, both cars were shoved off and when the battered machines returned to the pits there was plenty of steam let off between the two teams and the two managers, Neerpasch and Kranefuss. Brian Muir's Malcolm Gartlan-owned BMW CSL went off in practice, but in the race retired with fuel starvation.

Morgan's FF Ray-Vegantune

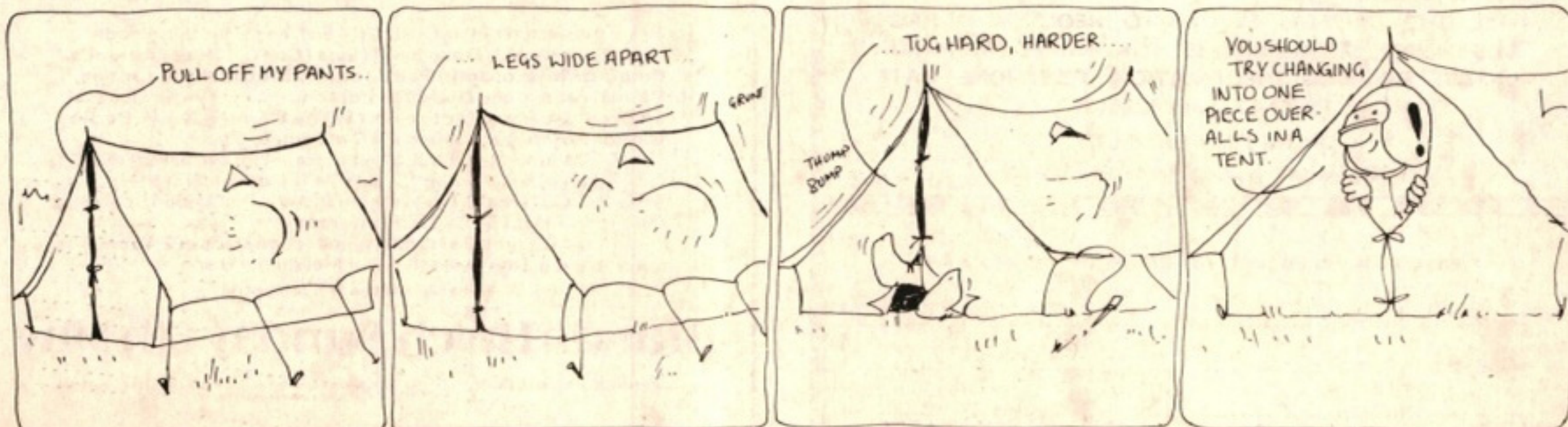
Richard Morgan, who has been putting up good performances for the last two years in a Lotus 61, will shortly be changing to the third Ray off the production line, built by Bert Ray's Ray Race concern in Clapham (formerly Palliser). This will be the lightest FF Ray yet and has redesigned bodywork.

The car will be powered by a

works Vegantune, and Morgan will share a third engine with Royale driver Frank Hopper, so that one of the engines is always being rebuilt. Morgan will keep the Lotus for comparison purposes, and will principally be chasing BOC points. All this, it is hoped, will be attracting a sponsor for Formula 3 or Atlantic in 1974.

CATCHPOLE

By Barry Foley



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BRANDS HATCH

BBC Radio 1 disc jockeys race in Mexico—Mick Hill faces Vince Woodman in special saloons—Camaro v BMW confrontation in production saloons—packed FF race—10 races in all.



DLT, that man from up the M1, captain of the DJs team.

Dave Lee Travis captains the 10 lap Evening News Radio DJ race on Sunday in a battle against record company men with standard ShellSport Escort Mexicos. With Travis—"the hairy monster of Radio 1"—in the BBC team will be Noel Edmunds, Emperor Rosko, John Peel, Johnny Moran, Steve Jones and Dave Gregory, with Nicholas Parsons joining in the fun of things. Eight record company representatives complete the grid for what promises to be a hilarious spectacle, the Apple representative being Ringo Starr's chauffeur! All the cars are entered by Formula One of Carnaby Street, and this special challenge race is the second event on the programme, starting at 2.45 pm.

Later in the day, the same ShellSport Mexicos will be crewed by overall and class winners from the other races in another of the exciting Celebrity races, in which Tom Belso, Clive Santo and Ray Allen will be the celebrities.

Mick Hill v the rest

With the thundering 4.7 litre Boss Capri, post office engineer Mick Hill is expected to have a

hard time in the 10 lap large capacity special saloon race, particularly from Vince Woodman's 2-litre Broomfield Escort BDA, with Tony Strawson's Falcon and Tony Hazlewood's 4.3 Daf 55 providing more action. If it rains, then watch out for the fast Minis of Bob Fox, Terry Harmer and Paul Hutton.

Opening the programme, the 1-litre race in the well-contested Esso Uniflo series should provide lots of action too, with the Imps of local aces Ray Calcutt and John Homewood facing the Minis of Welshman Len Brammer, Peter Baldwin and Roger Saunders.

Can Lloyd win again?

Not all that well suited to the Brands circuit, the AJ Rivers Camaro of London restaurateur Richard Lloyd will have a hard time to defeat the 3-litre BMWs and Capris in this Castrol production saloon round, as well as two more Camaros. Lanfranchi and Bell will be the usual pilots of the BMWs, with Spice and Crabtree leading the Capri attack and Handley and Clark doing their best with the 2-litre Alfas. However recent protests and squabbles may well affect the entry in this class. Mixed with the largest cars, are the £1,050 contenders in which Ivan Dutton's Escort Sport is walking off with everything and leading the Castrol championship overall. However Ian Ashley's Escort Sport should be making its debut and Jenny Birrell is taking over the helm of Tom Leake's Simca, so it could all change this time.

Firenze v Avenger

Earlier in the day, comes another Castrol qualifier for the other



Saloon men: Bernard Unett (left) and John Homewood.

two classes and Bernard Unett's Hunter seems to have the legs on the others in the £1,500 category at the moment, but the Firenzis of Tim Stock, Whizzo Williams and Denis Thorne and hordes of Mexicos can expect to give him a tough time. In the cheapest class, Worton's Mini will be having another attempt to break the Moskvitch domination, with Lanfranchi leading the Russian attack.

Production sports too

Can anyone stop Nick Faure in production sports? In another round in the STP series on Sunday, his Porsche Carrera will be favourite for top honours again, with London property developer John de Stefano the likely man to challenge Faure in another Carrera RS, and Alan Minshaw's Porsche 911E and Peter Semus' 7-litre Corvette are contending the top class too. From the other classes, the

Europas of Malcolm Wayne and Julien Stock and Shaun Jackson's Triumph TR6 can be expected to be well-placed in overall placings.

Heats and Final for FF

Being a round in the popular STP Championship, the Formula Ford entry is so large that two over-filled heats are needed to sort out starters in the 15 lap final. All the top names are on the entry list—likely contenders for victory coming from Stephen South, Doug Bassett, Patrick Neve, John Crowe, Donald Macleod, Bob Arnott, Roy Klomfass, Richard Hawkins, Derek Lawrence and Roger Bruce-White.

So for a quick trip out of London, Sunday's Brands meeting promises to be really first class with 10 action-packed races on the programme. There's a discotheque too and the racing starts at 2.45 pm with practice in the morning from 9 am and the racing going on until 6.15 pm. Quite a day!

MALLORY PARK

Top line Formula Atlantic and Formula 3 races in six-race championship programme—saloon and clubmen's sports qualifying rounds



More Atlantic points for Tom Pryce (left)? David Purley (right) will also be in contention.

Can Welsh star driver Tom Pryce continue his Easter successes? In the BP Formula Atlantic Championship round which, over 18 laps, is the main race on the Mallory programme, Pryce's works Royale starts the race in third place in the BP Championship, just five points behind the leader. Leader of the series, David Purley (March 722), has a four point advantage over Colin Vandervell's Triplex March, and both will be trying to keep the Welsh ace at bay in this round. The other leading entries are entered too, like John Nicholson (Lyncar), Bev Bond (Lola), Peter Wardle and Geoff Friswell (Surtees), Stephen Choularton and Jas Patterson (Surtees), and John Lepp (Chevron).

March versus GRD in F3

Can Russell Wood do it again? After a most successful season so far this year, Wood starts favourite in this round of the Forward Trust Championship with strong opposition from fellow March driver Ian Taylor and the GRD of Tony Brise.

There's a full entry for this race including Damien Magee, Mo Harness, Mike Wilds, Brian Henton, Lionel Friedrich, Masami Kuwashima while Alan Davies makes his debut in an Alpine Renault. The race is over 12 laps.

Stanbury stars in clubmen's

Being a round in the Shell/Gregor Grant championship, there's a packed field of clubmen's sports cars with Noel Stanbury's Gryphon favourite for top honours, and other rapid contenders including Richard Mallock, Barry Foley, Vernon Davies, Sid Marler, Mike Sales and Rob Cochran.

Gerry Marshall's Blydenstein Firenze has to contend with Dave Millington's Firenze, John Turner's Escort-BRM 2 litre, and fast Minis of Geoff Wood, Ian Briggs and Ian Richards in the larger of the two Forward Trust special saloon races. The smaller one should see quite a battle between the Imps of Les Nash and Ray Payne and the Minis of John Hipkiss and Mick Osbourne.

Also in the programme is a non-championship Formula Ford race which has received such a large entry, qualifying takes place in practice. Leading entries are Peter White, Terry Horrocks, Chris Woodcock and American Tony Rouff.

Mallory Park, situated near Hinckley in Leicestershire, is the attractive venue for this six race meeting which starts at 2.30 pm.

CROFT

From Duns, Berwickshire, Doug Niven will be expected to score another win with his Boss Escort in the Wendy Wools special saloon car championship round at Croft on Sunday. Niven's main opposition should come from the 1850 Escorts of John Calvert and Derek Huntley, and if a driver is found for the banned Chris Meek in the 2 litre Tate Escort.

The Northern mod sports championship round has also attracted a fine field, including Brian Hough's Tuscan, Brian Murphy's E-type, John Pearson's XK120, the quick Elans of Jon Fletcher and John Evans, John Absalom's Ginetta G4 and Roger Cowdray's G15.

With large entries for most races, it promises to be a good and varied day's racing at Croft this Sunday, starting at 2.45 pm.

● There are two clubmen's meetings this weekend as well, the 8 Clubs annual clubbie taking place on the Silverstone club circuit on Saturday, and the Romford EEC are holding a clubman's meeting at Snetterton on Sunday, starting at 2 pm.

● The second round in the RAC Hillclimb Championship takes place at Prescott this weekend, with Sir Nicholas Williamson's Marlyn-DFV starting on maximum points. There's a fabulous entry for this meeting with practice on the Saturday from 11 am and the event proper being held on Sunday from 11 am.

INTERNATIONAL DIARY

- April 30/May 5
Tulip Rally, Holland (European Rally Championship for Drivers, round 8).
- May 1
Imola, Italy (Interserie, round 2).
- May 2/3
Japan Grand Prix, Japan.
- May 4/6
Geneva Rally, Switzerland (European Rally Championship for Drivers, round 9).
- May 5
Lime Rock, USA (TransAm).
- May 6
Pau, France (European Championship for Formula 2 Drivers, round 5).
- Spa-Francorchamps 1000 kms, Belgium (World Championship for Makes, round 5).
- Misano, Italy (European Championship for Makes of Cars up to 2 litres, round 2).
- Laguna Seca, USA (F5000, Le Mans Championship, round 2).
- Alabama 500, USA (NASCAR).
- May 9/12
Moroccan Rally, Morocco (World Rally Championship, round 4).
- May 10/13
YU Rally, Yugoslavia (European Rally Championship for Drivers, round 10).
- May 11/13
Welsh Rally, Wales (European Rally Championship for Drivers, round 11).

When it's hot he gets hot.



EMERSON FITTIPALDI DRIVER OF THE JOHN PLAYER SPECIAL.

It was hot in Brazil when he won the Brazilian Grand Prix.

It was hot in Argentina when he won the Argentine Grand Prix.

And in Spain, it was hot in more than one way for Mr. Emerson Fittipaldi. So naturally, we weren't surprised when he won the Spanish Grand Prix.

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Which gives him an excellent chance of becoming this years' World Champion.

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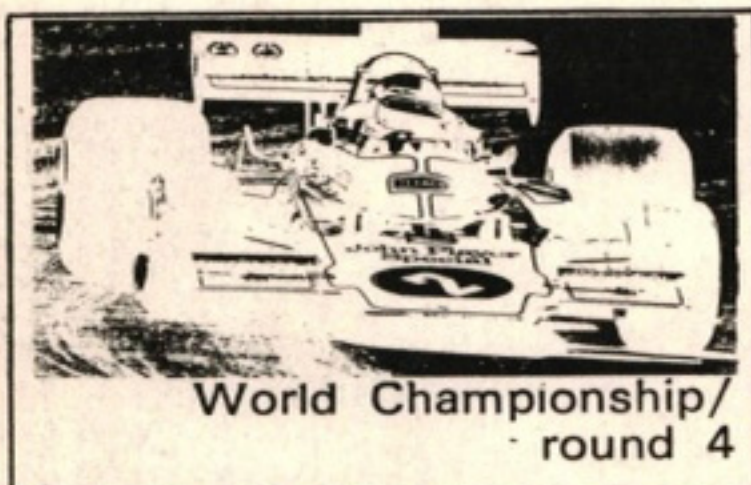
We're Texaco. We make the ordinary Texaco petrol and Havoline oil that Mr. Fittipaldi wins on, and will no doubt continue to win on.

And that's what the experts would call a winning combination.





Accelerating hard away from the start go early leader Ronnie Peterson and Denny Hulme, with François Cevert and Jackie Stewart close behind.



World Championship/
round 4

SPANISH GP

Lotus' half-century— thanks to Fittipaldi

By PETE LYONS

Photos by PHIPPS PHOTOGRAPHIC

Race data by ALAN PHILLIPS

Colin Chapman has beaten Enzo Ferrari. By winning the Spanish GP at Barcelona on Sunday, Emerson Fittipaldi presented Team Lotus their 50th World Championship Grand Prix victory, a total one more than all those won by Ferrari since 1951. But it was not an easy thing to pick up for the John Player Specials—in fact it was a very close shave indeed. Ronnie Peterson started from pole position and led without challenge for most of the race, and looked well on his way to making this "half century" his own first GP triumph, but his gearbox failed under the strain of the tortuous city park circuit after two-thirds distance. Fittipaldi thereupon took over, but it was not as simple as it sounds, for he was in trouble with handling all weekend and was unable to outperform several other drivers in the race.

It was brake failure suffered by Jackie Stewart, tyre trouble delaying Denny Hulme and François Cevert, and a broken halfshaft spoiling Carlos Reutemann's stirring late-stage challenge for the lead that the World Champion had to thank, for he ran the last laps with a rear tyre completely flat and had to use all his skill merely to hold the JPS on the road, let alone try to fight off others. Cevert recovered from his pit stop to replace two tyres and was able to overtake George Follmer's UOP Shadow before the end. All three of the first men completed the full distance.

ENTRY

It was this Grand Prix, the first of the European season, at which the full range of the 1973 Formula 1 rules went into effect, and it might be well to review them here briefly. F1 of course comes under FIA Group 8, and the pertinent parts of the Sporting Code are Articles 293, 296, 297, and 298. While actually fewer restrictions are placed on F1 than on many of the world's racing categories, and most of those that apply have to do with safety, three provisions establish the sort of vehicle: engines are to be of 3000 cc unsupercharged, 1500 cc if blown, and have a maximum number of 12 cylinders (motive power other than piston-engines is covered under an equivalency formula). The overall minimum

weight is now 575 kg (1265 lb), taken with no fuel but with water, brake fluid, and oils aboard; and the "wheels shall be external to the coachwork," although there are maximum allowable widths at various points down the length which when taken advantage of produce the "semi-sports car" body shapes seen on several of the cars racing today. Of course, aerodynamics and overall heights are controlled as well.

The regulations concerned with safety are aimed mostly at lessening the risk of fire. Maximum fuel tank capacity is 250 litres (55½ gal Imp) which must be divided into smaller containers of no more than 80 litres each. All parts of the fuel system "should be so arranged as no part of it is the first object to be struck in an accident." Protection

of the tops, bottoms, and outsides of all tanks is called for by means of a "crushable structure" of certain specified materials and dimensions—the idea basically is the same as that of a crash helmet with its absorptive lining. These are the newest of the regulations, and the significant ones in terms of changes to the F1 scene.

None of them is unsensible, or particularly difficult to achieve, but they do mean that every team entered for Spain had either to carry out rather elaborate modifications to their chassis to comply with the crush-space rule—Lotus, Tyrrell, March, BRM—or take the opportunity to lay down entirely new chassis. As McLaren, Surtees, Brabham, and Shadow had already raced their new cars, and as neither Tecno nor Ensign appeared, there were but two unfamiliar new designs at Barcelona, Iso and Ferrari, plus one unfamiliar old design, March. As three drivers of the original entry did not come (Amon, von Opel, Merzario) there were 22 men to drive a total, including spares, of 28 cars—all of them proper, legal F1 cars ready to fill up the grid without recourse to F5000 or F2 or even FUSAC.

John Player Specials were three in number, the two regular 1973 Grand Prix (as opposed to non-championship) chassis of Emerson Fittipaldi and Ronnie Peterson plus the older No 5 down from Silverstone via Zolder testing. The new tweaks were few, the main one being an enlarged rear aerofoil

incorporating a shallow slot, an attempt at more downforce with less drag. As chassis No 7 had just completed its rebuilding programme (to insert crush structures and attach modified rear suspension with cast uprights) it had never turned a wheel in its new incarnation before first practise; Fittipaldi found it handling very badly and decided to use the older car for the race.

Elm Team Tyrrell had the same two 006s seen at Silverstone, with virtually no alteration, plus the original flat-top car, 005, in the identical new-style configuration. This was practised by Jackie Stewart but kept as a spare, while he raced 006/2 and gave 006 back to its original driver François Cevert.

Yardley McLaren were now up to full strength with three identical M23s, the third one brand new and kept as a training car for both Denny Hulme and Peter Revson. Hulme's original had been modified to later specs with lower, aft-mounted rear anti-roll bar. The basic idea of this tweak, a rear body section, had not yet come into existence largely because of the works being involved in rebuilding shunted USAC cars.

The pair of Ferraris, both driven by Jacky Ickx, were the long-awaited B3 model. The original, Thompson-built chassis 010 had been modified with its water radiators moved to front centre and the body sides smoothed to suit, and it was this on which Ickx concentrated after the second car with side radiators overheated in the first three laps of practice. The Ferrari has turned out to be rather a long, wide design, a characteristic which the team evidently feel to be a fault because they were making excuses to the effect that "we have actually followed the spirit as well as the letter of the crush-space regulation," etc, to anyone who would stand still to listen.

The admirably short, light flat-12 engine seems lost inside the new big chassis, which gives an effect of being some sort of demonstration piece for the Italian foundry industry—front, centre, and rear bulkheads are massive castings. The warm red bodywork is very sleek, but it seems odd that at a time when five other F1 cars cool themselves perfectly well with side radiators the Ferrari, after much testing, can't seem to pull off the trick. The removal to the front was a last-minute job, rather hastily done. Ickx expressed general satisfaction with the feel of the car, although there was perhaps a shading of look-on-the-bright-side in his expression, and he pointed out the machine was actually still new.

The Surtees-Finas were much as last raced, Mike Hailwood in the newest of the TS14As and Carlos Pace in his accustomed No. 3. The two marches, the STP works version for Henri Pescarolo deputised to stand in for Jarier (at Nürburgring) and Mike Beuttler driving for Clarke-Mordaunt-Guthrie-Durlacher, wore the number plates of the familiar 721G models, but extensive alterations to tub, tankage, suspension and bodywork justified in Max Mosley's mind referring to them as 731s. Beuttler had been able to get in some testing of his, which gave him a reasonably sorted car for first practice, but the works chassis had never actually run before arriving and there were things to sort out.

Marlboro-BRM had four of their P160s, all brought up to E specs with side-cladding. No. 05 was kept as a spare and not used much as it had been fitted with a different front suspension geometry which needed more development. All the engines were tuned to the circuit in respect to induction lengths. The regular GP driver list of Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda was in effect.

The two Motor Racing Developments Brabhams were brand new BT42s, virtually identical copies of the original written off at Brands Hatch although the front central aerofoil had more of a turn-up and the oil coolers had been moved experimentally from behind the driver's head to the rear of the car. With his Wilson Fittipaldi had done some useful testing—and some good times—at Goodwood, but Carlos Reutemann's had not run before coming to Montjuich. Ceramica Pagnossin colours adorned BT37-1

for Andrea de Adamich, while the other BT37 spent the meeting on a trailer.

The pair of UOP Shadows for Jackie Oliver and George Follmer were virtually as at Silverstone, although detail fettling had been carried out and a new, longer nose evolved. The third DN1 built, the Embassy-Shadow, was as much alike the originals as possible, although it lacked the longer nose and its older radiator cores proved less efficient. Graham Hill had not been able to do the testing he'd hoped, so first Barcelona practice was actually the first time he'd been able to grapple with the car—or indeed any car in six months.

The Frank Williams team completed the entry with their pair of new Iso-Marlboros, the John Clark design like the Ferrari taking the impact protection idea seriously but managing to look less bulky and cool itself properly at the same time. The second car made, Howden Ganley's, was one of the many on hand which had never run before, but Nanni Galli's had some miles behind it. Galli was visibly pleased to be back in action, and claimed perfect fitness in his mended left leg.

PRACTICE

Three weeks before the event the entire 2.35 mile Montjuich Park circuit was repaved with a smooth layer of tar which glossed over some of the bumps and ripples but didn't change the essential nature of the lap. There remained several humps which took all four wheels inches off the surface, and many abrupt changes of slope and camber which put sudden loads on tyres and suspensions. One end of the circuit plunges downhill through hairpins and awkward right-angles, while the other returns uphill with long, banked, shockingly fast swerves. It's a dramatic circuit between trees and flower gardens and stone fountains and ornate Spanish buildings and, everywhere, lining both edges of the road, are walls of steel rail. A fast lap demands outstanding brakes, an artful balance of handling between fast and slow corners, exacting car control,

and perfect concentration. There is nowhere to relax, almost nowhere to overtake, and five laps on the limit must be harrowing work, let alone 75. A man with a good starting place, a comfortable car, and superior endurance both physical and mental must be the man on whom to bet.

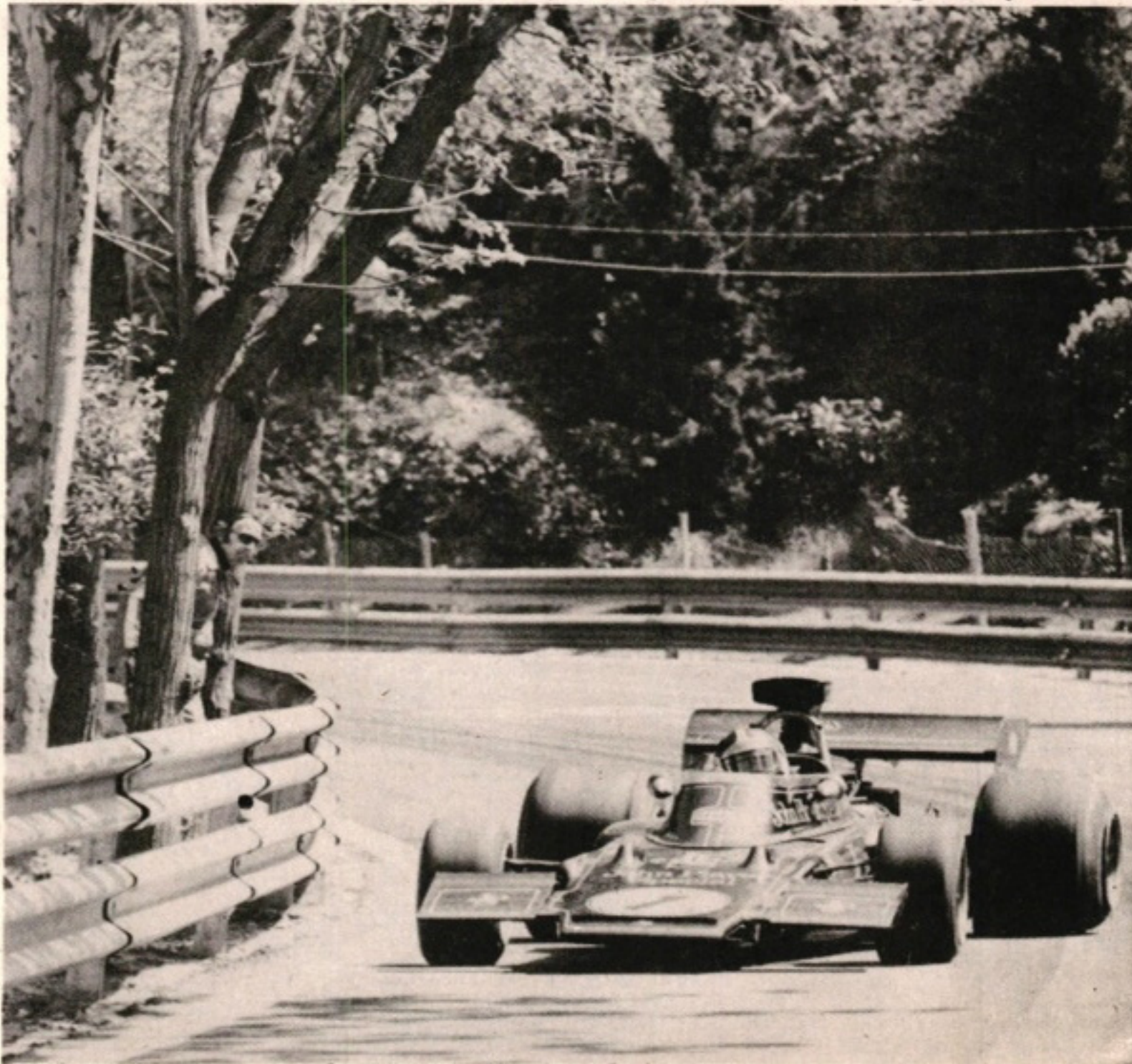
The Real Automovil Club de Cataluña offered three days of official practice, but most of the GP entrants want to establish two days as the regular period, and while the track was open on Thursday and used by the 1430 cc National Formula nobody actually practised an F1. In retrospect, it might be that a few of them wish they had used the open day, for problems were discovered that were never solved. There arose one major, general problem in practice and that was tyres. The new surface was "green," somewhat unsettled and abrasive, and it gave every team a really bad time.

Everybody was ready to go at 3 pm on Friday, all bunched up in a corral behind the pits with engines running and a blockage of cops in front looking at watches; the drivers were pretty nearly as warm as their engines by the time they were let out. Their initial slow, find-the-line, feel-the-machinery probing soon merged into full-blooded, full-throttle scrabbling. The first erratic laps, like line drawings by children, refined rapidly into the controlled strokes of the professional draughtsman. Then, tentatively, some drivers began to attempt artistry.

The existing records, two years old, both belonged to Ickx. He'd started from pole at 1 m 25.9 s, but during the race in an historical pursuit of Stewart he'd taken 0.8 s off that; the time to beat was actually 1 m 25.1 s, or 99.65 mph. To beat it would mean that the new surface was at least as good, that the heavier, bulkier cars were served well by 24 months of tyre development, and that the ageing, social-security minded, guardrail-conscious modern drivers could light up one last strand of their declining nerve.

Peterson was the first to look fast and get down to the record, the JPS having at first

Emerson Fittipaldi on his way to victory, despite the problems of a deflating rear tyre.



a brake-locking problem and also too much understeer, but Ronnie was coming down into the hairpins with the tail crabbing out before the power came on and nailed the rear wheels to the road—the Lotus design is supposed to get its power down well and this was visibly happening. Stewart's Tyrrell was a stark contrast, Jackie choosing a line on the exit which took his front wheels not far beyond halfway across the road—but the back wheels were making up for that by slashing far out toward the rail, spinning and leaving long grey streaks.

These and the others forced around for a while, and then came in to tell the world their troubles.

The first general complaint was brakes; some drivers reported merely odd-feeling pedal movements, and others said they had no brakes at all. Each team evolved its own theories, which ranged from blaming the caliper manufacturer, the pad material, pad "knock-back," the two aviations just before the heavy braking zone for the first hairpin (these people thought the fluid was leaping out of place in the cylinders on the "yumps"), or the fact that half the circuit heated the discs to glowing red and the other half cooled them down without pause. Nobody really proved they had an answer, although certain fixes seemed to work. BRM found a pad material that gave the drivers a good pedal, and both Marches were fitted with new scoops and ducts—and spoked rather than solid wheels—which prevented the initial fade. Nothing, however, prevented the fade which afflicted the Tyrrell drivers, both of them, and which captured virtually all the attention of the team for both days of practice.

The other general complaint was tyres, and while certain teams escaped brake trouble (or claimed they did) none of them was free of worry about rubber. Tyres started coming in with rough bands of spalled area around the tread, with rolls peeling loose, with edge separations, with blisters, with whole chunks torn out. It became the overriding drama of the weekend and put everybody into a terse mood. Again, nobody seemed to know definitely what was wrong, although there were two main ideas from the two manufacturers.

Firm A's man said: "This circuit isn't very abrasive, so the rate of wear is lower than normal, and this means the usual amount of rubber removal per lap, which aids cooling, isn't happening and the temperature is too high." The chap from his rival said: "The surface has quite high adhesion, so because of the low gearing and heavy braking the rubber is simply tearing away—it's only rubber after all." Neither theorist seemed to be unduly worried, but neither seemed to have an answer either; it was one of those times when motor racing loses its facade of scientific rationality and shows its true, lividous, black-art nature.

Tribulations specific to individual teams were many. The JPS mechanics doing a ratio change in Peterson's gearbox found a bearing cage cracked and about to break up, which demonstrated what a severe loading the circuit was giving the cars. With Fittipaldi they had a more obscure drama: Emerson came in with his rebuilt regular car, which had not run before Friday, saying the handling as well as the braking was diabolical. It never did the same thing twice at the same place and the car did not respond to adjustment or realignment. By a fortunate spur-of-the-moment decision the team had decided to send down the car they had been just using for testing at Zolder, as a spare just in case of trouble in Spain, and this arrived after a rather heroic cross-continental journey in the middle of Friday practice, so it was prepared overnight for Saturday. After trying the new one Emerson settled on the familiar one, although it felt rather loose and worn from being exposed to blowing sand in Belgium and therefore required completely different aerodynamic and suspension settings from Peterson's.

Stewart's oversteer problem in 006/2, which he could find no time to attack because of his brake problem, caught him out at one point on Friday. In the wide, rather fast right-angled bend leading onto the short



A drive in the park for Cevert, Stewart, Beltoise, Lauda, Fittipaldi, Reutemann and Revson.

straight at the bottom of the circuit the tail went out too far; Jackie said, "Normally in that situation you lift off the throttle and the back comes back in, but this time it didn't, and I spun." Three corners of the car actually dinged the guardrail, and the left front suspension was bent.

Both YardleyMac drivers were rather pleased with how their M23s suited the circuit—"It's a bit of a surprise" mused Denny—and some of their troubles were fairly simple: oil catch tanks filling up rather rapidly due to the system being designed with a right-handed circuit in mind rather than this one; a couple of outright oil leaks; a failed fuel pump which stranded Revson out on the circuit on Friday and a self-triggering fire extinguisher which brought him to a halt a while later in the T-car—in the haste to complete the newest machine a spring had been left off the switch and the engine vibration had closed it! However, Hulme's engine was giving a funny, erratic surge, and in the heat of the final moment of practice on Saturday, when they couldn't equal the JPS times, the drivers huddled together and realised that actually "we're out of it."

Ickx did just three laps in the side-radiator Ferrari, after which he turned his back on it for good and turned to the front-radiator one for the race. An obscure ignition problem brought him to a halt on the course at one point, but altogether he seemed rather pleased with the car as a whole. His only handicap was the engine, which was down on power and there was no replacement. The Surtees-Finas were in severe tyre trouble, both cars coming in with great chunks ripped out repeatedly. In addition to that, Hailwood was troubled by a grabbing brake and Pace stopped with a broken halfshaft. Beuttler's March, once the brakes were kept cool, seemed fairly good, but the STP entry was giving its new driver a harder time. Pescarolo became convinced something in the chassis was broken; the symptoms were reminiscent of those quoted by E. Fittipaldi, and the March mechanics, unable to find anything wrong, wondered if in some strange way the tyres were to blame.

The Marlboro-BRMs were all in similar strife, chiefly with handling troubles—"they're leaping all over the road"—although Regazzoni's second session was spoilt by a "carburation" problem, all drivers were bothered by odd brake pedal feel, and the symptoms of shredded tyres cropped up. The three Brabham drivers, by contrast, were all very happy with their handling, Wilson F. actually using the word "perfect" to describe the behaviour of his BT42. There were a couple of smaller worries, such as the engine not going at one point, and a sparless rear wing collapsing, but generally he put his relatively low speeds down to simple careful driving: "I am concentrating so hard down the hill, because I know if I just once lose the car I have lost my race." Hooray! A driver of simply honesty! Teammate Reutemann was less pleased with the brand new car, because for a long time

his rev limiter was cutting in at the wrong moments which made the engine go dreadfully, and also his clutch packed up. De Adamich lost most of Friday with an engine oil leak, but went smoothly the next day and expressed quiet, diplomatic satisfaction.

In the UOP tent things were mixed. Oliver's car was being very troublesome: on Friday he stopped after about a dozen laps with aerofoil mounts requiring welding at the back, and almost all of Saturday was lost with fixing a clutch problem. Follmer on the other hand seemed happier than ever before with his car, saying it all seemed to be working pretty well; he exuded an air of a newcomer who is beginning to feel at home. He did say that he couldn't match other cars through the faster swerves, as he'd set his handling to give oversteer through the hairpins. The Embassy Racing entry did more than a GP distance over the two days of practice, all during which Hill was saying the handling was very uncomfortable—corrective lock on the straight bits, that sort of thing—and also the water temperature was too high, but it must have felt good to him to get back into the groove. The Embassy team present quite a smart turn-out and they should prove to be a welcome addition to the scene.

The Iso-Marlbors were both new cars and were both going like new cars—not very well. Ganley's had never turned a wheel before practice, and it didn't turn much of a wheel during, either, as the Williams men delved into every obscure interstice of the fuel system trying to make the engine run cleanly. They never did locate the problem, and Howden was unable to sort out anything else, in fact he got no timed laps at all on Saturday. Galli was able to practice a bit more, although a fuel leak on Friday and a very unhappy oil pressure gauge on Saturday kept him from sorting things to his satisfaction.

There didn't seem to be anybody who was satisfied as the last practice drained away. Drivers were saying the track must have been slower on Saturday, which was rather warmer than Friday. Although most of them managed to improve their times, Peterson's best Friday time was done with the rear brakes locking and the aerodynamics still not right; with these things sorted on Saturday he exactly repeated the 1 m 21.8 s (103.66 mph) so it was probably true about the track. Drivers don't like it when the track is slower than before, they get all moody and disgruntled. That piled on top of the unnerving brake dramas, the worrisome tyre question, the absurdly primitive paddock and pits working conditions, a certain amount of petty agro from petty officials, the general shortness of time, and perhaps a sense of importance about this being the first European GP, all produced a short-tempered crowd of racing people. Seldom have so many unhappy faces been seen. Seldom has a race shaped up as unpredictable, as uncertain, as this one. Nobody knew what to expect. Would practice form hold true, and would Ronnie do it at last? Or was something not visible in the

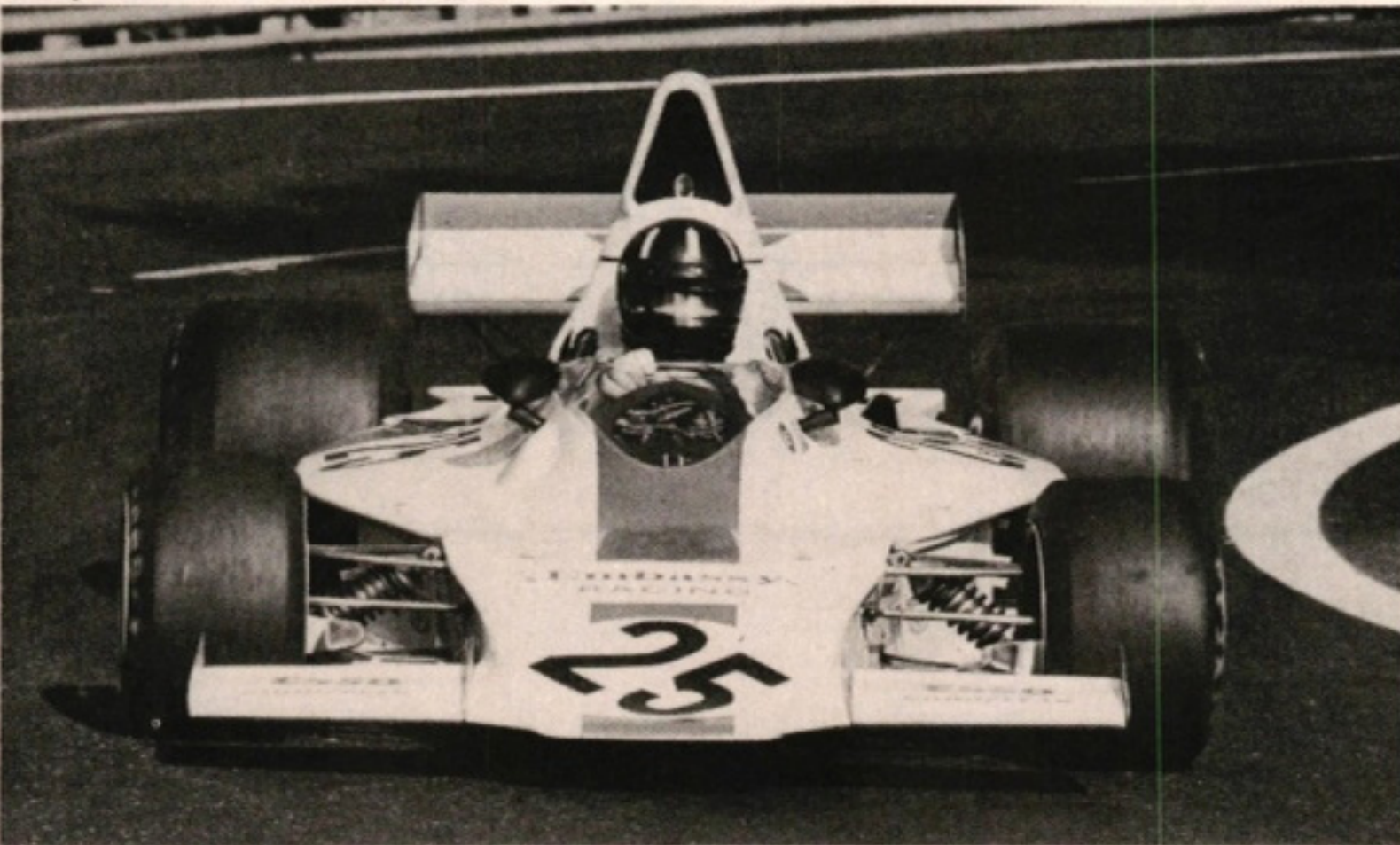
equation and would the race spring a surprise? Would it be a race of tyre changes? Or of attrition?

Raceday dawned early, when at about 7 am the Iso boys fired up Ganley's engine—and the big triangular belt at the front broke. At about the same time the Shadow boys fired up Oliver's engine—and guess what belt broke? Right. It takes what looks like a complete engine change to replace one of these. It began to look like one of those days. In the

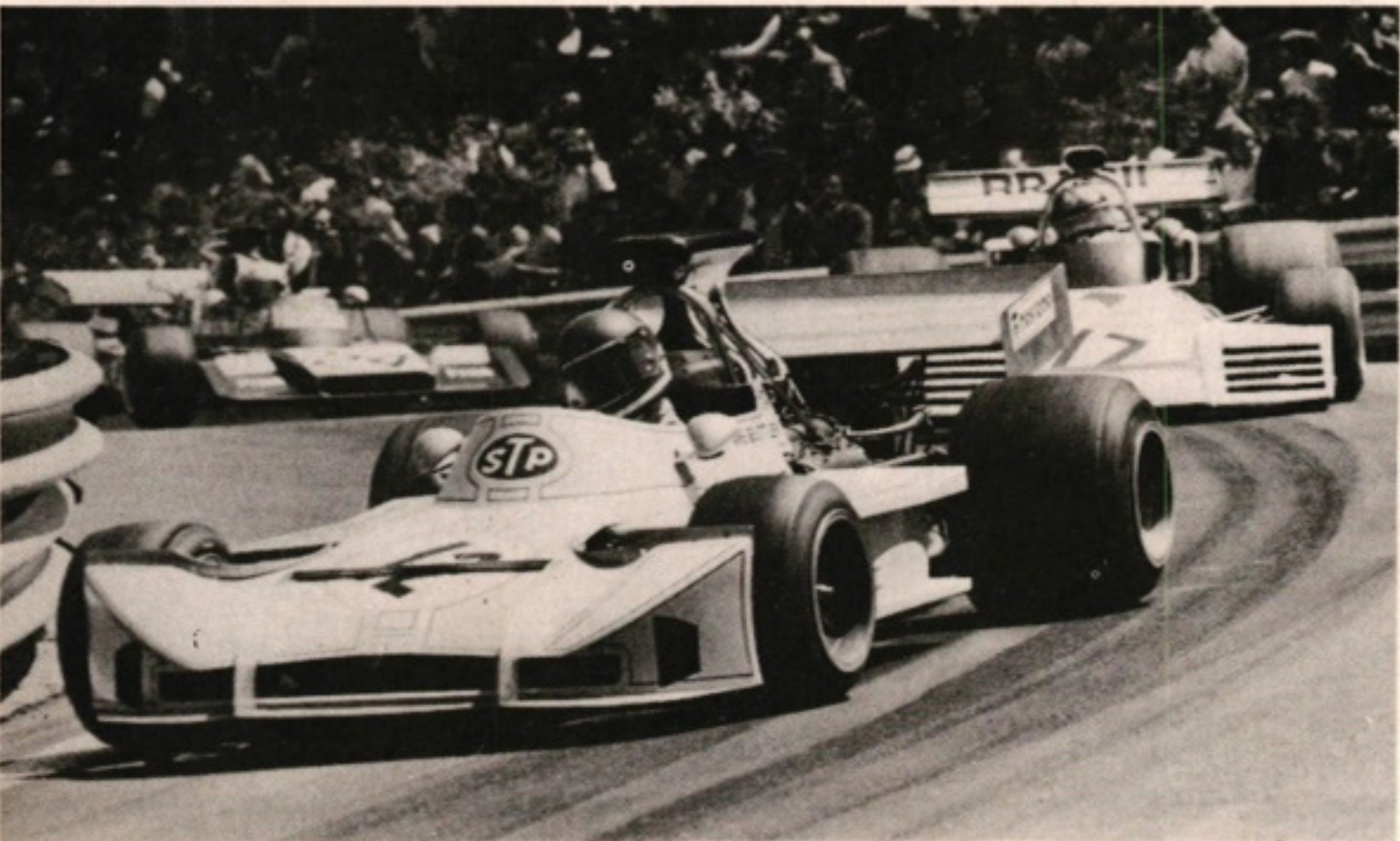
9 am warm-up hour these things happened: Peterson went fast, something between 1 m 23.8 s and 1 m 24.2 s, depending on which girl timer you found prettiest, and Emerson was a 10th slower; both cars on full tanks and both obviously right. Pace and Lauda were going well in the mid 24s, and so was Cevert. Hill's car gave problems with oil leaks and cooling system pressurisation, the McLarens bent their lower rear radius rods on acceleration out of the hairpins, and Hailwood's engine



Jacky Ickx elected to race the front-radiator Ferrari (above) rather than the side-radiator model.



Inauspicious debut for Graham Hill's completely unsorted Embassy Shadow (above). New F1 shapes, the March 731 of Beuttler, the Brabham BT42 of Wilson Fittipaldi and the Iso-Marlboro of Nanni Galli (below).



tied itself in knots and demanded replacement. The tyre companies brought what they could to bear on the endurance problem; Goodyear had brought on a hunch a supply of the compound used at Watkins Glen, a very "hard" mix, and now they were recommending drivers have them fitted to the front end at least and forget ultimate adhesion.

A delay of some 20 m in the scheduled noon start helped the Surtees lads with their ultra-rapid engine change, but still the other 21 cars were doing their single warm-up laps before Hailwood was ready to go. They were not going to wait for him, so he was not going to wait for anyone else. Trying to drive into the pits he was confronted by a closed gate and one of those adamant officials who always turns up on the job at moments like this. Mike weighed up the situation: the gate was a horizontal pole, like a train crossing, and it was just high enough to clear a TS14A air-box . . . He joined the pack as they were disappearing over the hill on the start of their race.

RACE

Peterson got off the line a fraction ahead of Hulme, but as the JPS ran up to peak revs in its very low bottom gear it went into the rev limiter zone and the car sagged for an instant. The McLaren surged ahead then until it too ran up on to the limiter, and they were back as before. They rushed up the hill and down to the first hairpin with Peterson scratching into the turn first. Thereupon he was off and running free and he pulled out a good lead on that very first lap.

Just before the start Colin Chapman had instructed Ronnie to reach and hold a 4 s advantage on second place; he was fitted with a hard compound on the right front only and tyre life was to be achieved by subdued driving and reliance on the JPS's demonstrated superiority. Hulme wasn't going to hold Stewart either, for the Tyrrell popped by and set off alone in second place as hard as it could go. Hulme did stabilise in third place, just ahead of what was already an epic battle between Cevert and Fittipaldi. These five were the class of the race and rapidly pulled away from the mad scrambling bunch of all the rest, who were all in a knot behind the BRMs. Presently, through, Revson shook himself free of the bunch, and then so did Reutemann, and these two started a chase which brought them gradually closer to the Hulme-Cevert-Fittipaldi duel.

Ronnie was driving to orders, just holding his position of 3½ s to 4 s ahead of Stewart as if toying with him, and he never bothered to go faster than he did on the 13th lap at 1 m 23.8 s—well below his capabilities. Stewart meanwhile was showing more speed in the race than he had in the morning warm-up, and his 19th lap was 1 m 24.3 s. He was not going to be threatened for his second place, for the moment anyway, but neither was he going to be threatening for the lead. Both drivers settled down. Meanwhile Hulme's right front wheel threw off its balance weights and Denny was out of it for a wheel change. You don't make pit stops in GP racing and win—not unless everybody else makes a stop, of course. It began to look like this might happen, as the anticipated tyre troubles appeared. Regazzonni and Lauda dropped out of the scrambling bunch with tyres shredded, re-joined, came in again with the new ones destroyed, had them changed . . . all in all on this long, warm day, working in the crowded noisy pits, the BRM mechanics changed 13 wheels on the two cars. The boys from Bourne do an incredible amount of slavery for this team with its manifold problems, all quietly in their own corner of the world's paddocks, and to see their work go for nothing this way must have been a bitter pill. Beltoise in the third car kept uppermost the idea of tyre life and drove more gently, although because of this and also a distinct engine hesitation out of the hairpins he really was in the way of other drivers, and for a long time he had a furious ragged queue behind.

There was other ferocity going on, for



WELL DONE TEAM

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Ickx was very interested in getting by Follmer, and these two were into a fascinating dice for a long time. The American newcomer wasn't giving an inch, and no matter how Jacky came into the braking zones there was George occupying the vital place. The Ferrari even tried lap after lap to get around the Shadow on the outside of the hairpins; once it backfired completely as Ickx found himself shooting off down the escape road with wheels locked! Meanwhile Reutemann was closing up tighter and tighter on Revson, which was interesting, and without respite Fittipaldi was darting back and forth behind Cevert, shaking his fist from time to time and locking his brakes about every second lap. Some drivers were falling out with trouble, but some were turning this questionable race into a very keen one.

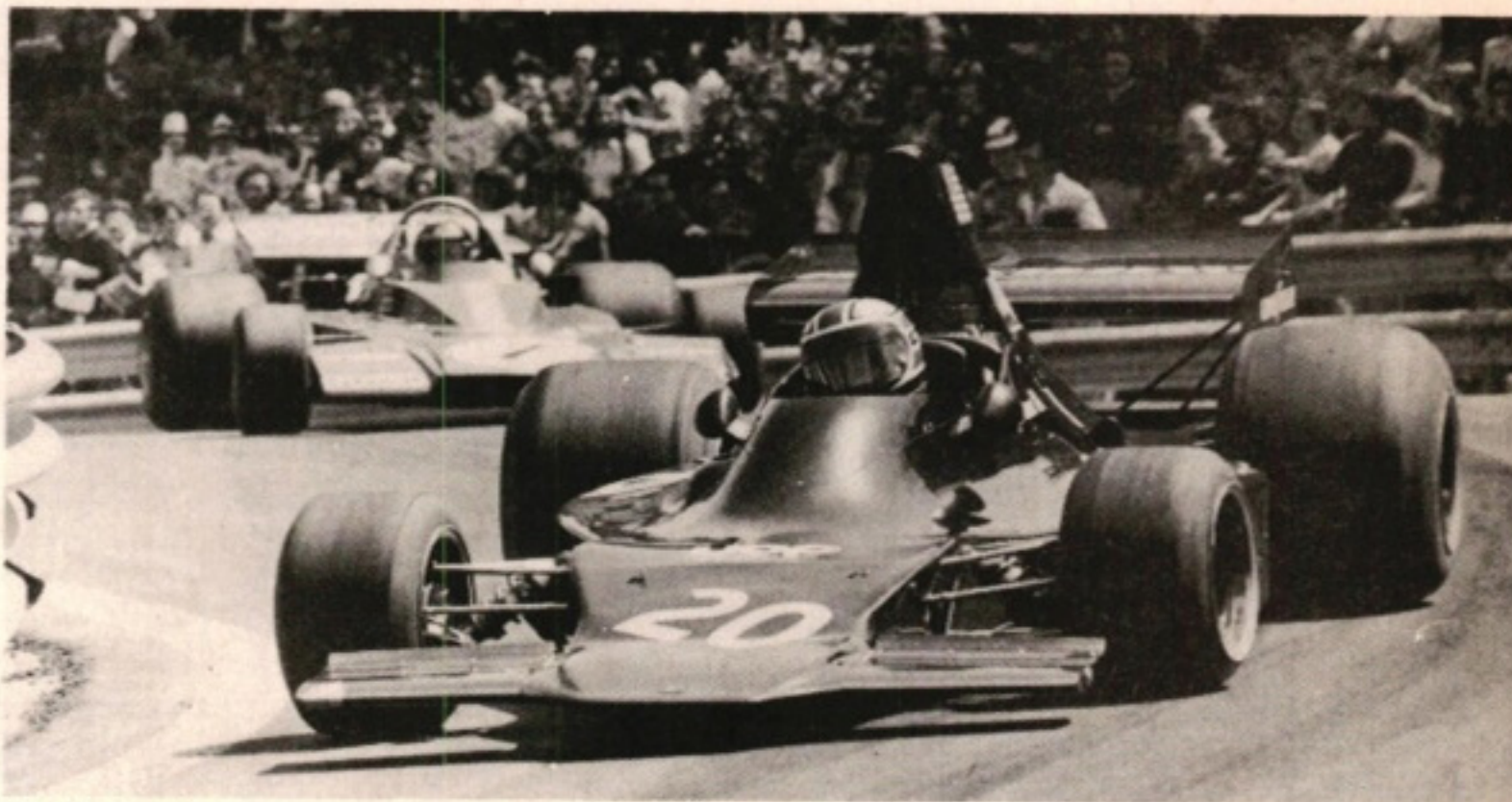
Pace was first retirement when he came in with a repeat of his halfshaft failure, and Hillwood didn't last much longer, all alone at the back as he was, before an oil line on the hastily assembled engine came off. Oliver had been keeping up with his teammate, but his water was going away and he was forced to retire with nasty noises, and Hill quit when his brakes "all boiled away." Lauda just quit in disgust after replacing six chunked tyres.

Andrea de Adamich, going reasonably well in his "new" Brabham, had the most horrifying crash after 17 laps, when a wheel came off. In the middle of a fast right hander, on the ascending portion of the track, the left rear stub axle broke off and the BT37 slammed with enormous force into the rails on the left side of the road. The lower of these admitted a wheel underneath and was bowed upward violently, much higher than would have been needed to admit a whole chassis tub; however the car bounced off and slid across the track into the barrier on the other side. Andrea climbed out and walked away without harm and even without much apparent consternation, but the car was about as much of a mess as it is possible to be, a total write-off. The crushable cladding on the sides showed signs of having done just the job it was designed to do, protect the fuel tankage, whereas the entire front bulkhead was torn bodily from the monocoque. The broken edges of the axle showed signs of rust around a portion of its circumference. The loose wheel went on at terrific speed up the hill guided by the rails, rolled gradually to a stop a long way beyond the crash—and then because nobody thought to catch it rolled back down the track in the path of oncoming cars, still hemmed in by the rails.

The Cevert/Fittipaldi battle was as close as ever, the two in a repeat of their memorable Argentina struggle. Then, hurling down into the first hairpin with Emerson's arm thrust up behind, Francois locked his front brakes, went wide around the outside, and watched the JPS swirl on ahead. At the end of that lap the Tyrrell stopped at the pits where both right side tyres were changed; the rear was both blistered and punctured, while the front was punctured too and in fact had been since the very start of the race. Besides all that his brakes were still as indifferent as ever, but he set off again determined to salvage what placing he could.

Now Fittipaldi was free to run as fast as possible, and at this stage in third place he was some 17 s behind Stewart, who was about 10 s behind Peterson. But there was no drama here, Fittipaldi was not closing on Stewart, for in fact he too had a puncture. At the de Adamich crash scene he'd picked up a fragment of something in his left rear tyre, and although it was a slow leak at first it worsened as the pressure went down and a second leak developed at the deformed edge of the tread. At this stage of the race the only change in gap was that from Stewart up to Peterson, and it was increasing by whole chunks, sometimes as much as 2 s a lap as Ronnie showed complete mastery of the race. By now, whatever the eventual outcome, he had proven himself the moral winner.

Stewart, in brake fade trouble as ever, suddenly arrived at the hairpin with the back wheels locked up and smoke pouring out of the middle of a giant nasty series of fishtails. He kept it all straight and brought it to a



Third in only his second GP—that was George Follmer's record with the UOP Shadow.

stop in the escape road, restarted the engine, and after some casting about drove on around to the pits. What had happened was that one of the front discs had broken free of its drive, so the brake shaft was free to spin within the stationary disc; he retired.

That meant that John Player Team Lotus were going to beat the Ferrari record with cars in first and second, a nice background to Peterson's first win. Everyone was going to enjoy that, especially Ronnie, who would be beating his team-mate . . . Ronnie was in trouble. He made an odd sort of signal to his pit. He couldn't get top gear. A few laps later he couldn't get third either, and a few after that he couldn't get any gears at all. He ground to a stop on the circuit.

Now it was on Emerson's shoulders, but look—Carlos Reutemann was closing in. Revson had dropped away from the contending scene with first a broken exhaust pipe and then a blown off plug lead—cylinder pressure had been leaking into the plug-rubber cavity—and now the Brabham was free to attack the ill-handling JPS. Fittipaldi's left rear was now completely flat and he was having moments all around the circuit and Reutemann was catching by half a second a lap. With 12 laps to go the gap was 4½, next time it was 3.9, then 3.3; the white car was looming bigger in the black one's mirrors with nine laps left—and then it wasn't there at all. Carlos was in the pits, smoke pouring from the back where a CV joint had cooked itself and the halfshaft broken.

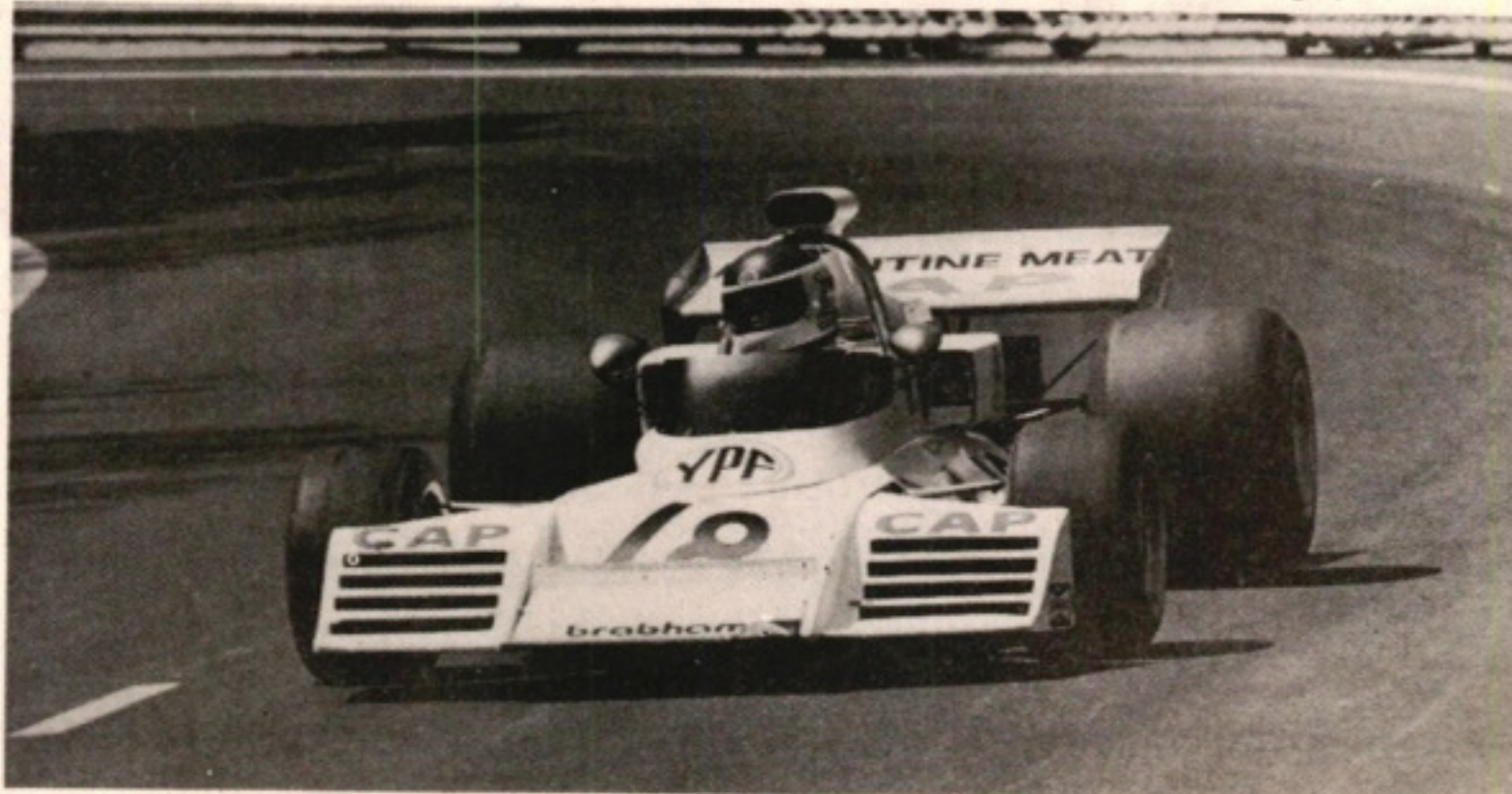
So it really was a lucky win for the World Champion, luck backed up with some determination of course and some skill to back that up; the tyre was totally without pressure by the end and when it was reinflated to get the car into the paddock it was down flat

again inside 5 m.

Cevert salvaged second place after his stop, doing his best race lap much later than most, 1 m 24.20 s on number 57, an effort which took him with some trouble by Follmer just before the end; all three finished the full distance. Fittipaldi was celebrated by a marvellous band of delirious Brazilian sailors waving flags, but Follmer was celebrated by an even bigger group of UOP people who were ever more delirious; third place in their second GP was rather acceptable! Revson struggled on to fourth, while Hume after a second stop to replace a chunked front tyre ended up with a rear going soft as well behind the steadily plugging Beltoise in sixth. Mike Beuttler, fighting a clutch problem, stayed on the same lap for seventh. Pescarolo ran a very unhappy race still sure something was very wrong, but Regazzoni behind had no problem beyond the need to change seven tyres. Wilson F. would have had a perfect run, for everything was fine, except that first the throttle cable broke and then the throttles jammed wide open. As he crossed by to take the chequer Galli stopped immediately because he had no oil left, although it was a better situation than team-mate Ganley's who had to stop a little before the end because his engine, set extra rich to try to cure the erratic behaviour, used up all its fuel. Last of the runners was Ickx, who had briefly disposed of Follmer after finally scratching by but then stopped to have his brakes bled.

It was a more exciting race than it might have been, but it wasn't really a good race for the excitement came from negative reasons rather than positive. What it did show is that motor racing is still an unpredictable phenomenon, and no team need think they have all the answers neatly worked out.

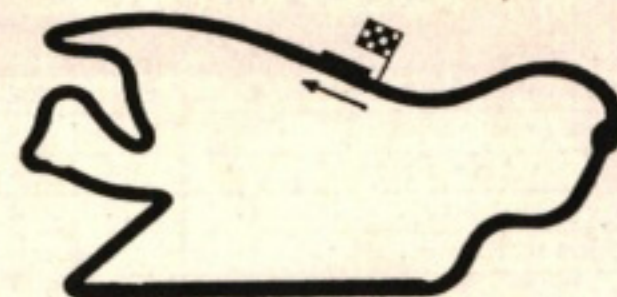
Reutemann was well placed for victory until a driveshaft broke. Note the chunking tyre.



RACE

SPANISH GRAND PRIX

DATE AND CIRCUIT	APRIL 29, 1973. MONTJUICH, BARCELONA.	WEATHER	HOT SUN. DRY.
LENGTH	75 laps of 2.355 mile circuit. 176.65 miles.		
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 4.		
NO. of STARTERS	22	FINISHERS	12
WINNER	E. FITTIPALDI	in JPS-FORD 72D	av. speed 87.86 mph.
FASTEST LAP	R. PETERSON	in JPS-FORD 72D no. 2	on lap 13 in 1 min. 23.8 sec. 101.19 mph
EXISTING LAP RECORD	J. ICKX	in FERRARI 312B	in 1 min. 25.1 sec. 99.64 mph.
PREVIOUS YEARS RESULT	1972 JARAH. E. FITTIPALDI	in JPS-FORD 72D	at 92.33 mph.
	1971 MONTUICH. J. STEWART	in TYRRELL-FORD	at 97.18 mph.



ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL OIL	TYRES	CHASSIS	ENGINE	
1	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAWAIIAN	GOOD	72D-7	DFV 130	
1T	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAWAIIAN	GOOD	72D-5	DFV 115	RACE CAR
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO HAWAIIAN	GOOD	72D-8	DFV 118	
3	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	006/2	DFV 098	
3T	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	005	DFV 131	
4	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	006	DFV 077	
5	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF	GOOD	M23-1	DFV 928	
6	P. REVSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF	GOOD	M23-2	DFV 919	
6T	P. REVSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF	GOOD	M23-3	DFV 138	ALSO PRATISED BY HULME AS ST
7	J. ICKX	FERRARI 312 B3	S.p.a. FERRARI S.E.F.A.C.	SHELL	GOOD	312 B3 010	Type 312B	FRONT RADIATOR VERSION.
8	J. ICKX	FERRARI 312 B3	S.p.a. FERRARI S.E.F.A.C.	SHELL	GOOD	312 B3 011	Type 312B	SIDE RADIATOR VERSION.
9	M. HAILWOOD	SURTEES-FINA TS 14A	BROOKE BOND OXO-ROB WALKER-TEAM SURTEES	FINA	FIRE	TS 14A-04	DFV 083	DFV 075 BLEW UP RACE MORNING.
10	C. PACE	SURTEES-FINA TS 14A	BROOKE BOND OXO-TEAM SURTEES	FINA	FIRE	TS 14A-03	DFV 123	
11	H. PESCAROLO	MARCH-FORD 721 G	STP-MARCH	CAMPSA STP	GOOD	721G-4	DFV 119	
12	M. BEUTTLER	MARCH-FORD 721 G	CLARKE-MORDAUNT-GUTHRIE-DURLACHER	SHELL	GOOD	721G-1	DFV 084	
14	C. REGAZZONI	BRM P160 E	MARLBORO-BRM	BP	FIRE	P160E-07	142-015 MKI	
15	J-P. BELTOISE	BRM P160 E	MARLBORO-BRM	BP	FIRE	P160E-03	142-004 MKI	
16	N. LAUDA	BRM P160 E	MARLBORO-BRM	BP	FIRE	P160E-01	142-016 MKI/II	
16T	N. LAUDA	BRM P160 E	MARLBORO-BRM	BP	FIRE	P160E-05	142-017 MKI/II	
17	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA	GOOD	BT 42-2	DFV 107	
18	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	YPF	GOOD	BT 42-3	DFV 111	
19	J. OLIVER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP SHELL	GOOD	DNI-1A	DFV 124	
20	G. FOLLMER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP SHELL	GOOD	DNI-2A	DFV 125	
21	A. DE ADAMICH	BRABHAM-FORD BT 37	CERAMICA PAGNOSSIN-TEAM MRD	FINA	GOOD	BT 37-1	DFV 095	
23	H. GANLEY	ISO-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA	FIRE	1R-02	DFV 132	
24	N. GALLI	ISO-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA	FIRE	1R-01	DFV 108	
25	G. HILL	EMBASSY SHADOW DNI	EMBASSY RACING	ESSO	GOOD	DNI-3A	DFV 133	

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	1	E. FITTIPALDI	JPS-FORD 72D	75	1h. 48m. 18.70s.	97.86 mph	GIRL FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
2	4	F. CEVERT	TYRRELL-FORD	75	1h. 49m. 01.40s.	97.22 mph	GIRL FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS	LUCAS
3	20	G. FOLLMER	UOP-SHADOW-FORD DNI	75	1h. 49m. 31.80s.	96.77 mph	LOCK FER	ARM	HEW FG 400A	CHAMPION	LUCAS	LUCAS
4	6	P. REVSON	McLAREN-FORD M23	74			LOCK FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
5	15	J-P. BELTOISE	BRM P160 E	74			LOCK FER	KONI	BRM Type 161	CHAMPION	LUCAS	MARELLI DINOPLEX
6	5	D. HULME	McLAREN-FORD M23	74			LOCK FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
7	12	M. BEUTTLER	MARCH-FORD 721 G	74			GIRL FER	KONI	HEW FG 400	MOTORCRAFT	LUCAS	LUCAS
8	11	H. PESCAROLO	MARCH-FORD 721 G	73			GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
9	14	C. REGAZZONI	BRM P160 E	69			LOCK FER	KONI	BRM Type 161	CHAMPION	LUCAS	MARELLI DINOPLEX
10	17	W. FITTIPALDI	BRABHAM-FORD BT 42	69			GIRL FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
11	24	N. GALLI	ISO-MARLBORO 1R	69			LOCK FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
12	7	J. ICKX	FERRARI 312 B3	69			LOCK FER	KONI	FERRARI 312.2 010E	CHAMPION	LUCAS	MARELLI DINOPLEX

RETIREMENTS

NO.	DRIVER	CAR	LAP	REASON
10	C. PACE	SURTEES-FINA TS 14A	14	DRIVE SHAFT FAILURE.
21	A. DE ADAMICH	BRABHAM-FORD BT 37	18	LOST LEFT REAR WHEEL. HUB FRACTURE.
19	J. OLIVER	UOP-SHADOW-FORD DNI	24	LOSS OF OIL.
9	M. HAILWOOD	SURTEES-FINA TS 14A	26	OIL PIPE FRACTURE.
25	G. HILL	EMBASSY SHADOW DNI	28	BRAKE PROBLEMS.
16	N. LAUDA	BRM P160 E	29	TYRE PROBLEMS.
3	J. STEWART	TYRRELL-FORD	48	FRONT BRAKE DISC MOUNTING FAILURE.
2	R. PETERSON	JPS-FORD 72D	57	GEARBOX.
23	H. GANLEY	ISO-MARLBORO 1R	64	LACK OF FUEL.
18	C. REUTEMANN	BRABHAM-FORD BT 42	67	DRIVE SHAFT FAILURE.

CHAMPIONSHIP POINTS

E. FITTIPALDI	31
J. STEWART	19
F. CEVERT	12
P. REVSON	9
D. HULME	9
A. MERZARIO	6
G. FOLLMER	5
J. ICKX	5
J-P. BELTOISE	5
W. FITTIPALDI	1
C. REGAZZONI	1

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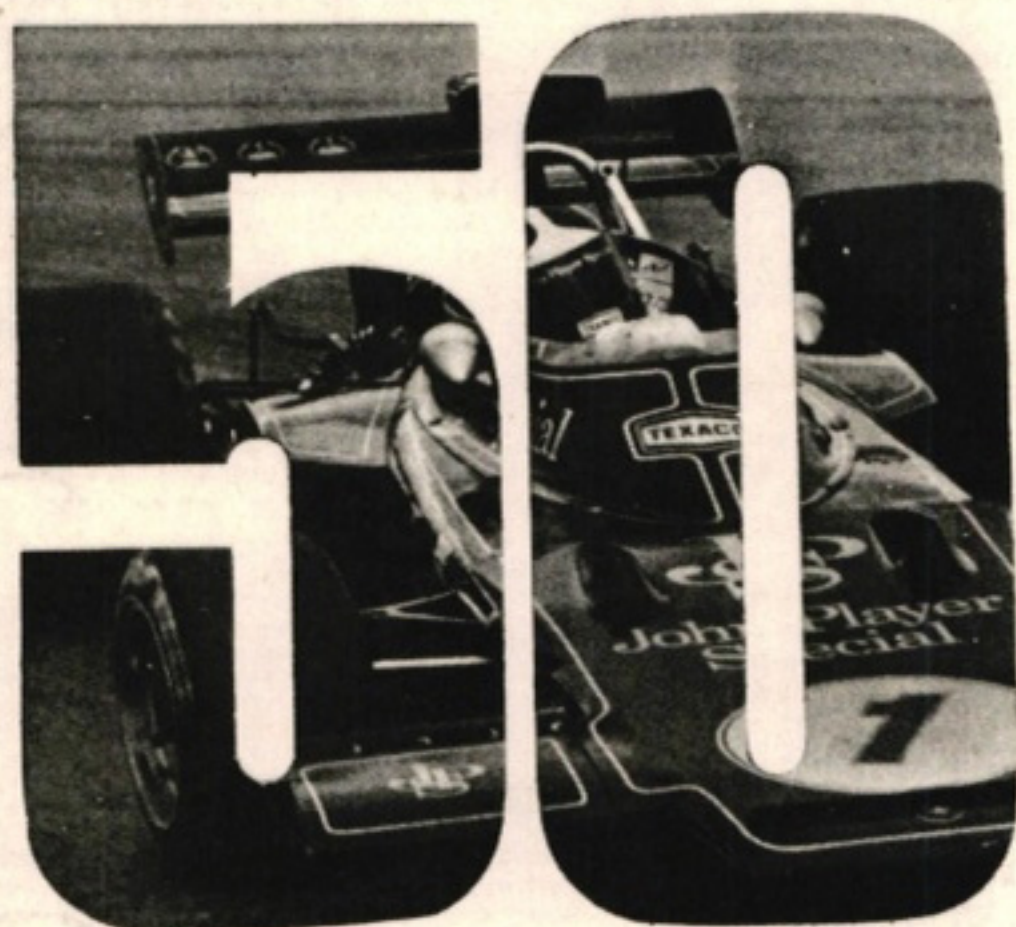
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Auction experience

I would like to express my views on and experience of the Vauxhall Firenza auction at Thruxton on Easter Monday. While I fully endorse and welcome this new attraction I was highly disappointed about the outcome.

After watching the cars both in and after the race I made up my mind to bid for one of three or four damaged cars. I figured that they would go cheaper since they were rather heavily damaged. Although British Car Auctions assured all potential buyers that all damage would be put right (at no extra cost) the psychological effect of the damage would, in my opinion, keep the price down. This proved to be correct and I was very pleased indeed when my bid of £995 for one car turned out to be the highest and it was provisionally accepted by the auctioneers.

Upon filling in my name and address and paying £10 deposit I was told that the dealer of the car in question would be with me in a few minutes to arrange details. It took over 10 m (in which time the 10 remaining cars were sold) to locate the dealer who then informed me that he would not accept the price since he had to repair the damage at no cost. He offered me there and then (in front of a witness) that I could have the car for £995 as it was.

I was obviously disappointed (also because I did not have a chance to bid for other cars since the auction was over by then) but told him that I wanted to have another look at the damage before deciding. On my return (a few minutes later) I informed him that I would accept his last offer to which he replied that, after all, he could not accept the price in any case. In other words (the way I see it) he puts the car in for auction but does not want to sell below a certain figure. I do believe that the same happened to a few other "provisionally" accepted sales, which gives me the impression that the whole thing was an unguine and very bad publicity stunt.

These events are obviously introduced to attract the crowd; if, however, they are run like this it will have the opposite effect and, moreover, will damage the reputation of race meetings.

For me it completely spoilt an otherwise splendid racing day.

TAPLOW, BERKS. J. F. VAN DEN WALL BAKE.

Down on the Dellow

It has been very pleasant to notice the significant amount of space which your magazine has devoted to production car trials in the past. Although this sport has dwindled in popularity since the war it still has a reasonably large following.

Most of this following is now made up from rear-engined rear-wheel-drive cars and front-engined rear-drive saloons. The sports car class which used to sport various makes has become rather dominated by Sprite and Midget entries.

It was hoped this year that this monopolistic situation could be remedied and so far two Dellow have been campaigning very successfully in the sports car class. However, a situation has now arisen where the other sports car entrants are bringing pressure to bear on PCT organisers to exclude Dellow from trials. The reason for this exclusion is because Dellow are too competitive. Regrettably organisers have little choice when they are dealt with on ultimatum, "if you let Dellow compete please return my entry." And the RAC seem powerless to act as organisers can evoke rule P19, which allows them to exclude any entrant for any reason—even if they are competitive.

First, I should like to clear up some misguided impressions some people have that the Dellow is a trial special. It was designed by two trials enthusiasts, Ron Lowe and K. C. Delingpole, as an all-round sports car.

It was the first British sports car to have a rigid tubular chassis and lightweight aluminium body. And was the first British production car to have coil spring rear suspension. Up to 500 cars were produced and sold through authorised distributors in the UK and America. The Dellow is probably the most versatile sports car Britain has ever produced. Its lightweight construction, reliable engine and running gear and its design, which gave a 40/60 weight ratio with high geared steering and good ground clearance enabled the Dellow to be highly competitive in all forms of motor sport.

However, it is the question of sour grapes which is now affecting this motor sport I am most concerned with. The fact that a number of competitors and organisers can band together against another vehicle makes a complete mockery of any fair competition and will degenerate the PCT sports car class into one in which just Sprites and Midgets compete. Should these sour grippers get their way I look forward to someone entering a Lotus Elan or well-prepared TVR or a pre-war MG. Perhaps they will campaign against these too if they are beaten by them. (Let us not forget also that the driver has a large part to play in the success of a competing car.)

Perhaps the Spridget competitors should raise their standards to those of the Dellow rather than the Dellow reduce their competitiveness to those of the Spridgets. I look forward hopefully to some really competitive trials in which we are allowed to compete for the rest of this year and few more entries from other sports cars.

M. O. HAYWARD.

Chairman, Dellow Register.

NORTH WEMBLEY, MDX.

Costs—not a fine

In reporting on the findings of the RAC Tribunal which suspended Chris Meek for a period of one month I note that you have stated that he was also fined £100. This is incorrect; if you refer to the findings of the Tribunal which were conveyed to you on April 16 you will see that costs to a maximum of £100 were awarded against Mr Meek.

When publishing any Tribunal findings will you please ensure that you quote the findings correctly in fairness to all concerned.

LONDON, SW1.

BASIL TYE,

Deputy Director,

RAC Motor Sports Division.

Don't knock Dave

Get off Dave Loring's back, especially as he isn't here to defend himself. I met Loring when I was working for Merlyn. Therefore I know why he drove in his unique manner (no reflection on Merlyn).

The difference between Stuart Baird (April 19) and Loring is the fact that Loring competed in all top races, the BOC and Sunbeam championships, last year, where Mr Baird did not. I believe in giving credit where credit is due, it is about time you did too.

CHELMSFORD, ESSEX.

DAVE McMURRAY.

Lack of promotion

I enclose a page from one of the local Kent and Sussex weekly newspapers. Dwindling Spectators—no wonder!

Is this all the space the organisers can be bothered to buy? (6 column inches—Ed). Surely a half page at least is required for an international Formula 5000 meeting at Brands.

As a competitor myself I feel very strongly about the total lack of advertising of motor racing, and feel that if only the organisers realise that they have got to sell their product, like any other commodity, and bring motor racing to the public, rather than just expect people to turn up, they would find their gate money increasing substantially.

RYE, SUSSEX.

SHAUN B. JACKSON.

5p for a sticker?

Having just paid £1 to watch the John Player-sponsored F3 International at Oulton Park (April 20), you can imagine my annoyance at my younger brother being asked to pay 5p for a JPS sticker—several of which have been forced upon me at other meetings, especially last year. I cannot believe that this is either an expensive or unrewarding method of advertising. Perhaps the charge was to cover the cost of sending girls round persuading spectators to smoke their stale, dry John Player Specials.

PULFORD, CHESTER.

K. WHITTLE.

Flag of comfort

It is not often that the officials at any race meeting receive other than criticism, but I would like, as the entrant of Syd Fox driving the Huron Formula Atlantic car at the Snetterton meeting on Good Friday, to sincerely thank the marshal on the startline who was brave enough to hold a yellow flag over Syd Fox's car which was unable to start its engine due to a jammed starter motor. This official not only held the yellow flag above the car during the two minutes prior to the start, but also remained adjacent to the car during the actual start, and both Syd Fox and I obtained considerable comfort from the fact that this official gave continuous warning until after all the cars had left the startline.

R. A. MCKINSTRY.

PARK STREET, LONDON W1.

Embankments not used

It is curious that your correspondent, Mr Ross-Smith (April 19) should refer to soccer grounds, because that is precisely the impression I had when looking at the densely-packed rows of spectators all enjoying an excellent view from the new embankments at Woodcote "in" and between Club Corner and Farm. The latter alone has involved earth movement equal to several soccer grounds.

Enlargement of the embankment at Becketts is scheduled, but we cannot have one actually at Club Corner as this is on the line of the "duty runway" for aircraft.

No matter how much we publicise these new embankments, it seems to take the public quite a time to get accustomed to using them. The one we created last year between Copse and Maggotts, for example, affords a splendid view of an exciting bit of circuit, but it still isn't being fully used.

P. C. T. CLARKE.

Chairman, Silverstone Circuits Ltd.

SILVERSTONE, NORTHANTS.

An implied slur

As a paddock marshal at Brands Hatch on Easter Monday, I feel that I must protest at Mike Kettlewell's implied slur on the organisation when he says that the intervals between races need not have been so long.

Due to bad(!) weather, there was an attempt made to run the programme a little ahead of time. This was rendered an almost farcical proceeding since particularly for the F5000 race the competitors simply ignored the repeated attempts of the chief paddock marshal and his team to get the cars to the starting area.

Mr Kettlewell may feel that there was a long gap between races, but it certainly was not the fault of the organisers, as anyone who heard the repeated tannoy calls in the paddock will agree.

LONDON, SE16.

J. S. WINTER.

Brian Redman drove coolly and efficiently in the Carl Haas/Jim Hall Lola T330 to win last weekend's opening round of the L&M Formula 5000 Championship through the dusty barrens of California's Riverside International Raceway. Redman chased Brett Lunger throughout the first half of the race and when Lunger took an escape road with a sticking throttle, Brian drove off into a composed 13 s margin of victory. Lunger had made his powerful Haggard Slacks Lola work as hard as it could in the early stages of the race, flinging the dart-shaped car through the fast, sweeping Riverside esses with all kinds of bravado. Then the throttle linkage hesitated for a brief moment and Brett was off the road and down to seventh place before he could get things all together again. Lunger recovered to finish sixth.

Jody Scheckter balanced his almost brakeless Sid Taylor Trojan T101 to a fine second place, well clear of the dicing pair of Tony Adamowicz (Carling's Black Label Lola T330) and David Hobbs (Haggard Slacks Lola T330). Peter Gethin was a disappointed fifth with the works/Marathon Oil Chevron B24, followed by Lunger and an enthusiastic Max Stewart (Lola T330). For most people it was a weekend of just staying on top of an endless string of minor problems and Redman's win was due in no small way to the effectiveness and thoroughness of the Haas/Hall team. Those who struggled and lost included Graham McRae (overheating and oil leaking), Frank Matich (broken gear linkage) and Skip Barber (too many sorting problems).

The Riverside circuit lives in the midst of a rocky land between the freeway of Los Angeles and the wastes of the Mojave Desert. Often the horizon is shrouded in smog and the mountains to the north are rarely allowed to brighten up the rather bleak atmosphere. The circuit itself has three different permutations and it is the 2.54 mile "Short Course" which the F5000s have come to frequent.

In deference to this opening round of the L&M Championship, the Riverside brass laid on some extensive testing days throughout the previous week. Jody Scheckter arrived on Thursday morning and almost immediately he was displaying an enthusiasm for driving that filled the locals with awe. It only took a dozen or so laps before the white Trojan was confidently wriggling its tail as it accelerated through the long, looping right-hander before the pits. Before the end of the day Jody had got his Alan Smith-engined car around in just under the 1 m 16 s mark, which was already within half a second of David Hobbs circuit record. Then, in Friday's official practice he broke the record and to the excitement of the daily press Jody emerged as the fastest

RIVERSIDE F5000

Redman shows them the way

By GORDON KIRBY

qualifier ahead of all the experienced F5000 men.

The Winston Delta Tyres backed, Sid Taylor-directed team dominated practice with their relaxed efficiency, and Jody's press-on driving rewarded them with the quickest time on both days, although it was the time from the better conditions of Friday that counted. Throughout Saturday the circuit was harangued with spewing oil from the club racers practices and the slick surface was bad enough to slow everybody by a second or more.

In recording his pole-winning time of 1 m 15.522 s, Jody's Trojan wore the taller, 15 inch American Goodyears on the back and similar 13 inchers on the front. It was this set-up that was used by most people, for the new generation of 13 inch English Goodyears as well as the smaller American examples are supposed to suffer badly at the hands of the Californian heat. There were, incidentally, virtually no Firestone users, and certainly nobody who was the slightest bit serious wore anything other than Goodyears.

Brett Lunger was showing fine form and drove his Haggard Slacks Lola-Morand T330 around his home circuit in a very tidy 1 m 15.615 s. Brett was a lot slower on Saturday after being forced to miss the first session when the oil filter blew and allowed the tight, downhill esses to be coated by the Morand's oil. Lunger's Carl Hogan-entered Lola was fitted with higher front springs than normal (since Silverstone, apparently) which cut down on the understeer which bothered the car initially. Brett is now very pleased with the overall balance of the Lola and indeed, drives it as if he were thoroughly delighted.

Close behind Lunger was Brian Redman who did a 1 m 15.785 s with Jim Hall's version of a Steed Lola-Smith T330. Hall's car was a conventional T330 with only the addition of deep, JPS-style rear wing dams marking it out from others. The car sprouted a tall, almost elegant airbox for Saturday's practice, an item which was borrowed from the extensively-modified works Lola which Carl Haas had also entered for Redman under the Steed colours. This latter car had wider-based wishbones and lighter springs at the front, while the rear cross-member was changed about to accommodate modified pick-up points and a deeper-angled shock-spring unit. Although it was as quick as the other car,

the modified version was distinctly twitchier and, on Saturday Brian decided to concentrate on Hall's well-tested conventional T330.

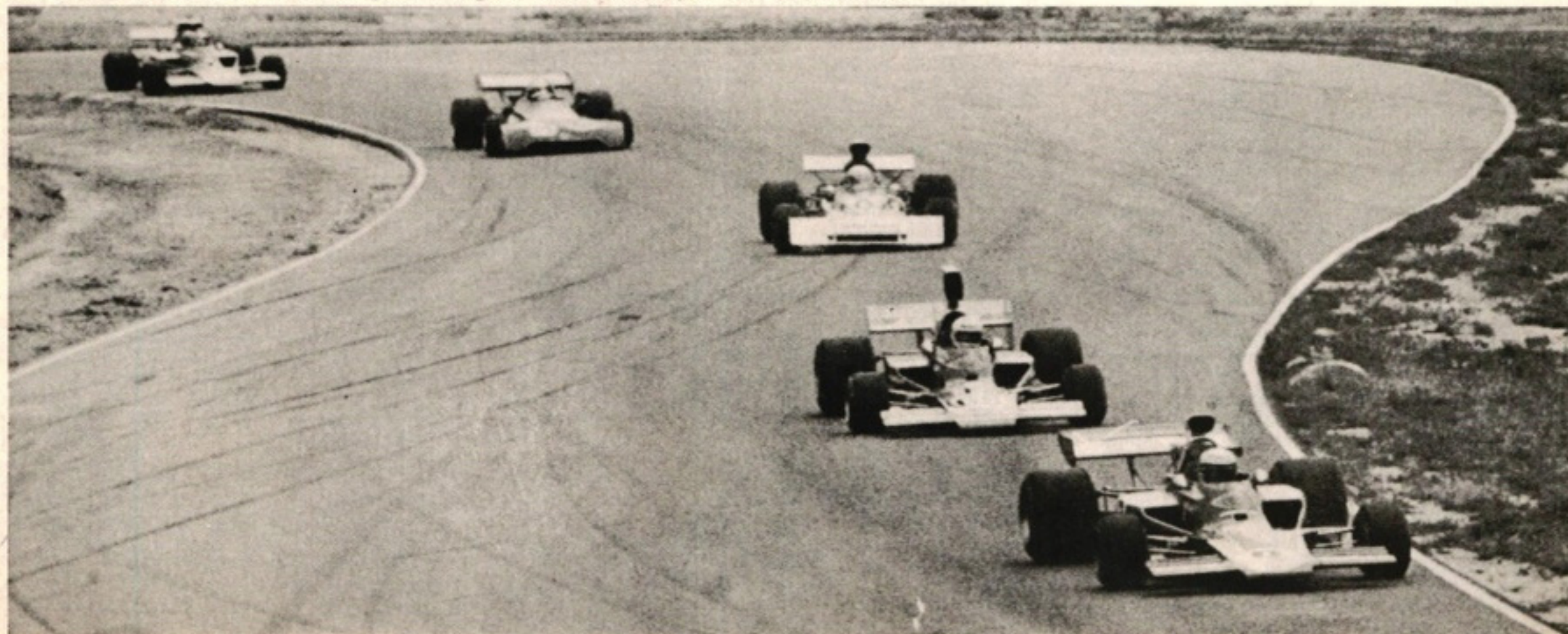
Frank Matich's capacious Early Racing Enterprises transporter contained two completed, brand new Matich-Repeco A51s and, like Redman, Frank went equally as well with each car, doing a 1 m 16.120 s on Saturday for fourth fastest. The A51s have a couple of extra inches in the wheelbase as well as an engine that is half an inch lower than in the A50. With Carroll Smith directing the Penfold's Wine-sponsored team, there was a lot of experimentation going on throughout the week. The cars went from brand-new to fully raceworthy in an incredibly short space of time; so much that Matich didn't select which of the equally competitive cars to race until Sunday morning.

Tony Adamowicz was deceptively quick on Saturday, the immaculate Carling's Black Label Lola T330 getting around within a few hundredths of Scheckter. This brought a vast improvement from the glum faces of Friday, which found the engine loosing water before Adamowicz could even begin to think of going quickly. The final qualifying session was Tony's only clear session for he also missed most of the second day's practice after going off on Lunger's oil and breaking the nose and its supports. Using the supposedly slower 13 inch American Goodyears at both ends of the Lola, Tony was an impressive second on the day and fifth overall.

David Hobbs was not very happy after practice although he was well in the hunt with a sixth fastest time of 1 m 16.788 s. David did this time on Friday, but spent much of the day playing with front cambers for, unlike Lunger, he didn't have the softer springs and was contending with a little too much understeer as well as lacking Brett's feeling of balance and confidence in the car. He even tried disconnecting the front anti-roll bar and in fact ran most of Saturday that way. The brakes also played up, sometimes disappearing completely and other times locking up abruptly. Then, just at the end of Saturday the Morand ran its bearings, leaving the Hogan mechanics with an evening engine change.

Without the 13 in English Goodyears for which it was designed, the works/Marathon Chevron B24-Alan Smith of Peter Gethin was

The first lap of the final with Lunger leading Hobbs, Scheckter, Gethin and Stewart.



a little off colour and it took most of the two days to get the car working well with the bigger tyres. The engine was also fluffy and although it too worked well by the end of Saturday, Peter felt the car really needed fuel-injection to be on a par with the quickest cars. None the less he did a 1 m 16.962 s on Friday and was within a second of Scheckter the following day. Eighth fastest was Canadian Eppie Wietzes who managed a neat and clean 1 m 16.6 s on Thursday with a hack engine, but lost all sorts of time when that same engine blew on Friday and its replacement failed after 10 laps on Saturday. His Formula Racing crew did a demon engine change and Wietzes got out later that afternoon and did a precisely moulded 1 m 17.216 s on the slick track, in his Lola T330.

Max Stewart learned Riverside very quickly and was next up with his own Lola T330, with which he did 1 m 17.340 s. For Stewart there were no practice heroics for he has no spare engine and only one set of spare wheels. The quickest March was Gus Hutchison's HRE-powered 73A which dropped a valve on Saturday morning leaving Gus with his 1 m 17.371 s of Friday. The March was also emitting a strange clunking noise from the brake calipers and Hutchison was scratching his head over that problem. A similar March qualified 11th fastest with John Gunn at the wheel. Gunn did his quick time on Saturday after throwing away most of the previous day when he drove into the back of Skip Barber's March just after a yellow flag situation. Gunn had to scrounge bits from Barber in order to repair the nose, radiator and front suspension damage. The works/Gene Mason March was plagued throughout the meeting with sorting problems, and Skip Barber qualified the badly understeering car in a lowly 23rd place with a 1 m 19.8 s.

Graham McRae arrived in a tired and hectic state on Saturday and managed a 1 m 17.587 s for 12th fastest despite some considerable overheating. Twenty-four other cars managed some sort of qualifying time with perhaps only half of them filling the unquestioned "backmarker" category.

Best 25 qualifiers: Jody Scheckter (Trojan T101), 1 m 15.522 s; Brett Lunger (Lola T330), 1 m 15.615 s; Brian Redman (Lola T330), 1 m 15.785 s; Frank Matich (Matich A51), 1 m 16.120 s; Tony Adamowicz (Lola T330), 1 m 16.501 s; David Hobbs (Lola T330), 1 m 16.788 s; Peter Gethin (Chevron B24), 1 m 16.962 s; Eppie Wietzes (Lola T330), 1 m 17.216 s; Max Stewart (Lola T330), 1 m 17.340 s; Gus Hutchison (March 73A), 1 m 17.371 s; John Gunn (March 73A), 1 m 17.458 s; Graham McRae (McRae GM1), 1 m 17.587 s; Evan Noyes (McRae GM1), 1 m 18.147 s; Bob Lazier (March 73A), 1 m 18.173 s; Johnny Walker (Matich A50), 1 m 18.320 s; Eddie Miller (Lola T300), 1 m 18.411 s; Jerry Grant (Lola T300), 1 m 18.421 s; Bob Muir (Lola T330), 1 m 18.853 s; Steve Pieper (Lola T300), 1 m 18.935 s; Jon Woodner (McRae GM1), 1 m 19.081 s; Harry Ingle (McLaren M22), 1 m 19.365 s; Horst Kroll (Lola T300), 1 m 19.470 s; Skip Barber (March 73A), 1 m 19.792 s; Tony Settember (McLaren M10/18), 1 m 20.825 s; Mickey Fowler (McLaren M10B), 1 m 21.490 s.

RACE

The almost sultry weather of practice changed to cool and overcast on Sunday which meant only that Adamowicz with his 13 in rubber would not have to worry about it all overheating and going off. The heat starting positions were confused by Matich being credited with the same time for both his cars and being therefore listed as both fourth and fifth fastest man. When he scratched one car it upset the odd-number-for-one-heat and even-number-for-the-second-heat gridding method. All it really boiled down to was that Scheckter and Redman were in the first heat along with the remaining even numbered qualifiers while Lunger was in the second heat with the remaining odd numbered qualifiers. Got all that? (Be assured that it presented many administrative dramas.)

The first 24-lap heat developed immediately into a straight-fight between Scheckter and Redman with Jody leading away and pushing off into what appeared to be a growing and strengthening lead. Jody was hurling the 500 bhp Trojan through the fast sweepers with graceful control and had pulled out 3 s to Redman by the fifth lap. But from then on the red Lola slowly reeled in the white Trojan so that by the half-way mark Brian was right behind Jody and already making careful thrusts and parries all around the circuit.

By this time Graham McRae had come charging through the field to a smoky third place, and began to catch Scheckter and Redman and then started to slow as the badly over-heating Chevy weakened under the strain. McRae had been seventh at the end of the first lap behind Matich, Hobbs, Wietzes and Hutchison, moving up to fifth on lap three, fourth the next time round, and third on the ninth lap. The New Zealander got to within 9 s of Scheckter and it was then that he started to drop away. Finally, on the 20th lap McRae drove into the pits to retire before damaging the engine.

Meanwhile, Redman had continued to press Jody and, on the 18th lap, Brian drove around the outside of the Trojan after outbraking Scheckter going into the long right-handed before the pits. The Trojan came darting back, however, Jody trying to return the same manoeuvre with his usual enthusiasm. In the final run to the finish line Jody jumped out from behind the tall Lola and was just creeping alongside as they flashed under the flag.

Frank Matich retook his third place after McRae's demise, while David Hobbs was almost half a lap down with his strangely impotent Lola. It turned out that the Morand engine was suffering from something as simple as a misadjusted throttle cable which wasn't allowing full throttle.

Johnny Walker worked his Matich A50 up to fifth a lap behind Redman but ahead of Hutchison, Barber and Wietzes. Eppie would probably have finished fifth had he not been forced to bear the brunt of McRae's oil, which managed to cover his visor completely and force him to pit for a clean one. Jerry Grant had been moving up from a low grid position when a tyre went flat on his Chuck Jones-entered Lola T300.

The second heat was very much a Brett Lunger benefit. He drove crisply from start to finish, gradually pulling away by a good second a lap into a comfortable 20 s win. Tony Adamowicz tried to hang on to the Hagger Lola through the first few laps, but after losing contact with Lunger, Tony settled down to pulling away from the Max Stewart/Peter Gethin dice.

But Tony found that there are still, unfortunately, a few Formula 5000 backmarkers about. On the ninth lap the Black Label Lola encountered just such a gentleman who moved across into Adamowicz's path, sending Tony off the road, and bending a nose fin and a brake duct on one side. Adamowicz was almost caught by Stewart before he could get things wound up again, and when he did get going he found things a little unpredictable anyway and was soon passed by Stewart and Gethin. By the end Tony had slipped to fifth some 50 s behind winner Lunger. Stewart and Gethin dined throughout, with Stewart always ahead although the Chevron would close up under braking and almost managed to tow by on the final lap. John Gunn slid his March to a rather lonely fourth place.

For the final grid it was a case of starting on the same row as the place in which one finished and have the race time of each man decide as to who would be on the pole side of the grid. The top 10 from each heat started the final with the addition of McRae, Grant, Warren Flickinger (Lola T300) and Bob Muir who had gone off on the first lap of heat two when a rear link broke on his Lola T330.

Brett Lunger took full advantage of his Morand Chevy as he powered away from the rolling start and swept across the bows of Brian Redman's similar car into the first curve. Redman tucked in behind with Scheckter following suit and these three had already pulled away by the time the field came pouring into the turn six hairpin. Gethin had managed to get ahead of Stewart in the initial drag race and was fourth from Stewart and Matich. Skip Barber's tale of woe continued when his throttle stuck open as he came rushing into turn six in the middle of the field and he had to spin off to the outside. The March resumed, firmly at the tail of the field.

Scheckter tried to get by Lunger and Redman a couple of times during the first few laps but found that his brakes were not working at all well. The young South African was having to pump the pedal everywhere and he

soon started falling away from Lunger and Redman.

Lunger was really pressing on during those first few laps and looked very busy through the sweepers leading up to turn six, but he none the less maintained a few car lengths' advantage over Redman. Sometimes Brett would get things more organised than other times and the gap would fluctuate between a half and one-and-a-half seconds. But on the 18th lap, as the two Lolas swirled through the tighter esses after turn six, Lunger prodded the big pedal only to have it stick open and push his Lola down the long circuit rather than around the right-hander.

So Redman was through into a 7 s lead from Scheckter who seemed to have got the measure of his brakes and had been holding the gap steady during the past few laps. Jody had also managed to put a full 10 s between his Trojan and Gethin's Chevron which was now looking fairly smooth, and displaying just a trace of understeer through the fast bits, although the engine was not picking up at all well away from the slower sections. It was just about this time that Peter missed a gear, which must have tweaked a valve for he was 300 revs down from then on and Adamowicz and Hobbs were able to close right up.

It took Lunger four or five laps before he could get things singing as well as they had, but by the 25th lap he was rolling again and catching Stewart for sixth. During this time Adamowicz and Hobbs were both able to power by Gethin who could do nothing about their attacks. Matich had been ahead of the Adamowicz/Hobbs battle and behind Gethin during the first half a dozen laps, and just as he began to make an effort his shift linkage broke and he crawled to the pits for a long stop.

McRae equalled his heat performance with an almost identical display in the final, although this time it was overheating on the second lap and after getting up to ninth by the ninth lap the dayglo STP McRae slowed and finally stopped three laps later.

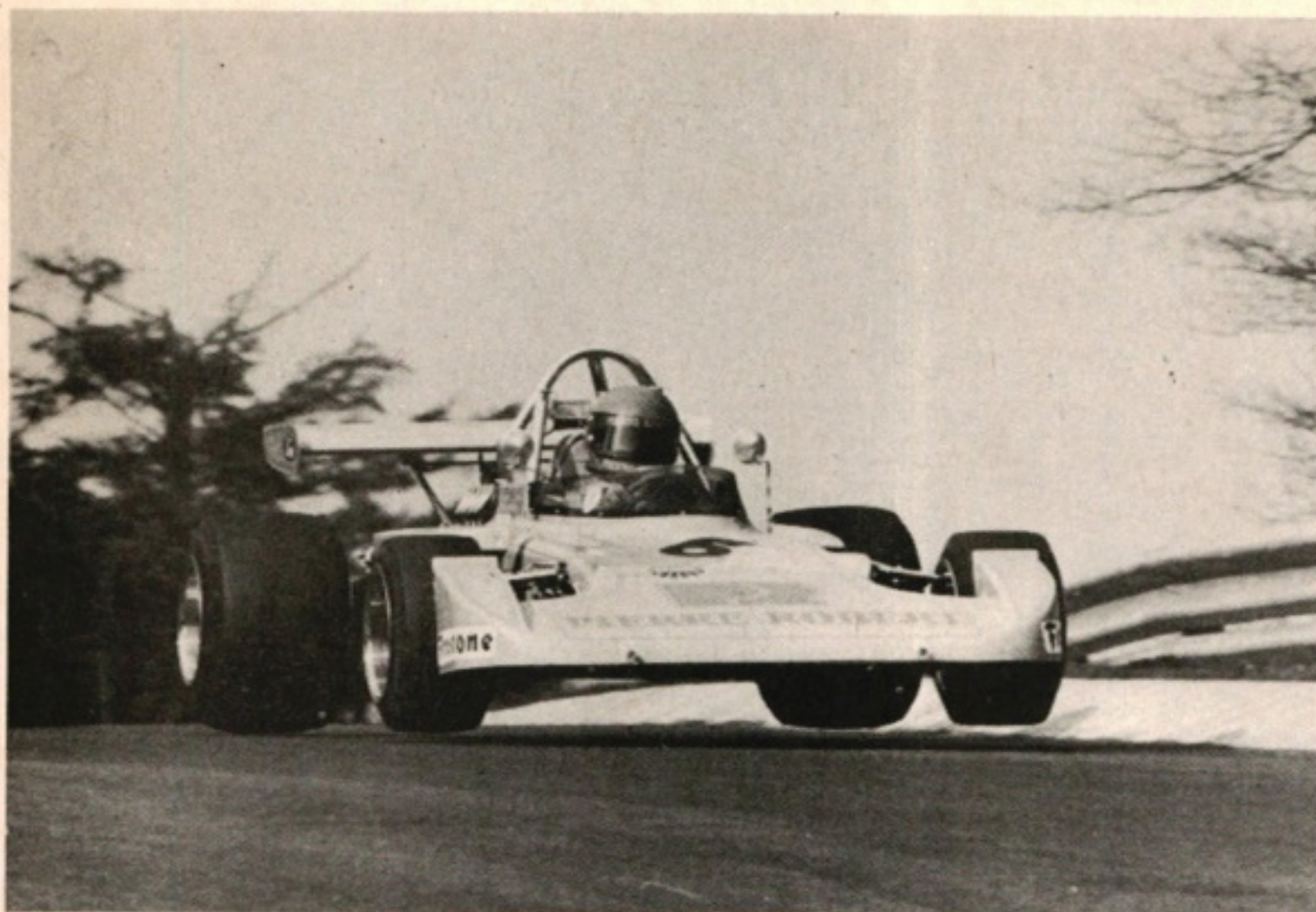
By the mid-point of the 40 laps, Brian Redman was firmly ensconced in the lead, driving as fast and as confidently as ever. Jim Hall's car seemed to be performing to perfection, but Redman was keeping a wary eye on the oil pressure gauge which would sag to a very meagre 10 psi at the end of the longer straights. But with Scheckter hampered by his bad brakes, Adamowicz losing revs with a cracked nose fin and flapping wing damage and Hobbs getting held up badly on two or three occasions by backmarkers, Redman was not forced to flog the car unduly.

All this is not to say that the Lancastrian nursed his car home at an easy-win pace, for the others were no more than a second a lap slower with their various maladies and, if nothing else, nobody had "spinning room" to the next man.

So Redman drove on to win with his usual unflustered style. He won in Jim Hall's (not to forget Carl Haas and Steed) Lola, on the occasion of Hall's return to motor racing. Scheckter was yet again impressive in finishing second, the Trojan man driving a very mature race. Hobbs closed right up on Adamowicz after getting clear of the backmarkers and, in fact, both were within 6 s of the Trojan by the flag. Gethin kept his Chevron clear of Lunger who was some 11 s ahead of Stewart by the end, and Eppie Wietzes moved up very well with his underpowered Lola to finish a good eighth behind Stewart.

Riverside International Raceway L&M Formula 5000 Championship, round 1 40 laps; April 29

1. Brian Redman (Lola T330), 51 m 38.873 s, 118.413 mph;
 2. Jody Scheckter (Trojan T101);
 3. Tony Adamowicz (Lola T330);
 4. David Hobbs (Lola T330);
 5. Peter Gethin (Chevron B24);
 6. Brett Lunger (Lola T330);
 7. Max Stewart (Lola T330); 8. Eppie Wietzes (Lola T330); 9. Gus Hutchison (March 73A); 10. Bob Muir (Lola T300), 39 laps; 11. John Gunn (March 73A); 12. Bob Lazier (March 73A).
- Heat 1 (24 laps): 1. Redman, 30 m 45.835 s, 118.893 mph; 2. Scheckter; 3. Frank Matich (Matich A50); 4. Hobbs; 5. Johnny Walker (McRae GM1), 23 laps; 6. Hutchison; 7. Skip Barber (March 73A); 8. Wietzes; 9. Skeeter McKitterick (Eagle); 10. Marie Brennan (McLaren M10A), 22. Fastest lap: Redman, 1 m 15.520 s, 121.082 mph.
- Heat 2 (24 laps): 1. Lunger, 30 m 49.660 s, 118.640 mph; 2. Stewart; 3. Gethin; 4. Gunn; 5. Adamowicz; 6. Lazier; 7. Evan Noyes (McRae GM1), 23 laps; 8. Tony Settember (McLaren M10/18); 9. Jon Woodner (McRae GM1); 10. Gerard Roney (Eagle), 22 laps. Fastest lap: Lunger, 1 m 15.330 s, 121.385 mph.



Low flying Reine Wisell in the winning Robert GRD.

NÜRBURGRING

Wisell's wet win

By IAN PHILLIPS

Photos by PHIPPS PHOTOGRAPHIC

The Nürburgring last Sunday saw yet another tremendous F2 race. The track was wet and intermittent showers early on produced some tremendous driving and classic battles. Out of it all came Reine Wisell on to produce the chequered flag for the Pierre Robert GRD team. A bare 2.2 s behind was Tim Schenken in the Rondel Racing Motul M1. Both drivers really showed their class in the wet and as the track dried hauled in Patrick Depailler's Elf which had led after Jean-Pierre Jarier spun his STP March-BMW into a barrier.

Both Wisell and Schenken were using Alan Smith-built FVD engines. Wisell had a mixture of tyres, Goodyears on the front and Firestones on the rear and Schenken was Goodyear equipped all round. Depailler's Goodyear-shod Elf finished third as the handling deteriorated towards the end. Fourth after a tremendous drive was Derek Bell in the Matchbox Surtees TS15. After being delayed at the start as the flag was hesitantly waved he set best lap time after time and took fourth place on the final lap when Hans Stuck Jnr, who had been quickest in practice, stopped with a broken driveshaft. Vittorio Brambilla was fifth ahead of Bob Wollek, Richard Scott and Silvio Moser. With Wisell and Schenken both graded, all the above scored points in the championship. Jarier's non-finish means that he still has 18 points, with Depailler closing steadily with 15.

ENTRY AND PRACTICE

Just 30 cars turned up for the Eifelrennen round of the F2 championship, the third basic round and fourth altogether. The lack of entries was caused by the clashing F1 race at Barcelona and the F5000 round at Riverside, the latter accounting for hot championship contestants Jody Scheckter and Peter Gethin.

Being on semi-home ground, the March-BMWs were expected to shine. The surprise was, however, that F2 novice Hans Stuck Jnr was quickest overall in his works STP March-BMW. The lanky saloon ace did only one standing lap in the first totally dry session on Friday and recorded a remarkable 7 m 46.0 s before a front wishbone bowed. In the final laps of the Saturday session, which was only wholly dry for the first few laps, he towed round behind team-mate Jean-Pierre Jarier and ended up 0.1 s quicker on 7 m 30.5 s. That was a full 21.1 s under Derek Bell's lap record from last year.

The circuit has been changed slightly since last year, with a widening and flattening out of all the bridges and a different entrance to the South Curve. However, in the opinion of the 'Ring specialists this was making times a little slower as the new surfaces were rather slippery. Stuck impressed everyone at Hockenheim, but this time he really came good in just his third single-seater outing. It must be admitted that his first was at the 'Ring albeit two years ago in an Eifel F2 Brabham.

After his disappointing Thruxton meeting, STP-March team leader Jean-Pierre Jarier was anxious to reassert his F2 authority. His usual chassis was too badly damaged to be repaired in time after the Thruxton start-line shunt, so he took over Beltoise's chassis (No 10) while Stuck was in the prototype car (No 1) he had at Hockenheim. The Frenchman, who, incidentally, thought a time in the low 20s bracket was easily on in the right conditions, was strangely asked to show Stuck, the more experienced Ringmaster, the way round. With the track slightly damp in places Jean-Pierre did 7 m 30.6 s to put him on the middle of the front row. With the two works STP cars heading the list after practice, things looked good for the Bicester concern and BMW's Jochen Neerspach was seen to be smiling too!

On the front row for the second time in three meetings was Patrick Depailler's Alpine A367/Elf 2 using, as before, one of Brian Hart's powerful alloy-blocked BDAs. His practice on Friday was restricted to one lap when the front wishbones started to wilt on the bumpy circuit. However, after suitable replacements were fitted for Saturday he really got the car flying and undramatically did 7 m 32.3 s. Jochen Mass, a popular hero at the 'Ring, was quickest by 2 s in the Friday session in his pre-Thruxton final chassis, but was handicapped by a rather tired engine which had seen some active service whilst testing earlier in the week at the circuit. He recorded a 7 m 33.2 s in the first session and was unable to improve on

it in the damp conditions of Saturday before the engine holed a piston due to being on warming up plugs on the circuit and he had to be towed back. Sharing the second row with Mass was none other than Vittorio Brambilla's Beta March-BMW which did an excellent 7 m 33.9 s. Incidentally the Brambilla Marches are due to be fitted with Schnitzer-BMW engines in the near future.

Fastest Englishman was Derek Bell, back in the Matchbox Surtees team while Mike Hailwood was busy at Barcelona. Derek himself should have been at Riverside but the Lothar Motchenbacher McLaren M19 has not been collected yet and so he was able to take over the newest TS15 chassis which Hailwood and Mass raced at Thruxton for this race at a circuit where he is a recognised specialist. The newest car, besides running a complete Lockheed braking system, has an extra 2 in in the front track, which may or may not have contributed to the fact that his was the only TS15 which had tyre problems this week. On Friday, Bell found that after a warm-up round the loop and just one flying lap, the car was all over the road. He was using Firestone's B37 four-ply tyre, yet seemed to be the only Surtees suffering from this curious malady. Things improved slightly for Saturday however and he got down to a 7 m 35.2 s.

Tim Schenken was quickest of the Motul runners, of which there were only two at this meeting, and got down to 7 m 36.7 s on Saturday. After some mid-week testing in England, the cars were much improved and going considerably better. As before, Tim had an Alan Smith FVD engine on which different lengths of injection trumpets and exhausts were being tried to get the right balance between torque and top end power. After his rather dismal Hockenheim showing, Reine Wisell really got his Pierre Robert GRD 273 flying and on Friday was fourth quickest with 7 m 38.9 s. Reine was delighted with his Alan Smith FVD-powered car, especially in the handling department and had it not been for the rev counter reading 400 rpm too fast, he expected to be quicker still. However the dampness on Saturday gave him a tyre problem and he failed to improve. Jacques Coulon again looked good in the Filipinetti March-BMW obviously benefiting from some mid-week testing à la Jochen Mass. After a slight problem with gear selection on Friday, he put most of it together on Saturday to get 7 m 41.9 s. Coulon, like Jarier and Roger Williamson, only had the experience of a wet F3 at the Nürburgring last year and, like the others, was as preoccupied with learning the track as getting a quick time. Roger Williamson was next up with the Wheatcroft GRD-Cosworth BDG 273. With very little racing knowledge of the track, his 7 m 43.1, recorded on Friday without third gear, must be attributed to sheer bravery as much as anything else. Photographers on the circuit reported that he was getting the GRD at some incredible angles, especially upon landing from the infamous Pflanzgarten where the cars are airborne for over 20 ft! On Saturday the rain came just as he (and a few others) was about to do his quickie. His remaining laps were done on intermediate tyres plus further problems with the third gear. An interesting theory concocted by Mike Warner was that if it rained really hard, Roger would run the superior wet-weather Goodyears on the front and Firestones on the rear. Just behind Williamson was Tino Brambilla on 7 m 43.7 s, his car having been repaired since his Thruxton contretemps.

Bad luck story of practice concerned Thruxton's moral victor, Gerry Birrell. His Friday session was foreshortened when the seat mounting broke as he landed heavily which gave him the impression that it had broken in two. "Now I know how Peter Gethin drives!" quipped the dry-humoured Scot. He was just getting wound up, having done 7 m 46.1 s and so happy about the car, words are difficult to describe his enthusiasm. He was the first to come across the damp section of the circuit after the Fuchschleite. The works Chevron-Hart B25 totally failed to negotiate a corner and, having clouted a barrier, he did a low flying exercise into the

shubbery. The car was extensively damaged and there was no chance of it being repaired for the race. Gerry was running the latest Firestone minus-one construction tyres and was amazed to find that after one and a half laps of the 14 mile circuit, the tyres had hardly scrubbed. In fact the puzzled Firestone men had them on a plane home almost as quickly as Birrell, Derek Bennett and the bent car left. Birrell will drive Peter Gethin's car at Pau.

Bob Wollek was next up with his usual Alan Smith-powered Motul M1 in the colours of Motul Rondel. Bob was much happier with his car, not having to fight the understeer as he was at Thruxton, and did 7 m 46.8 s. James Hunt had a big problem with the brakes of his Hesketh Surtees TS15. His car, unlike any of the works cars, uses a Girling braking system throughout and the problem seemed to be that the pads were wearing unevenly, the pistons were locking on, and this caused the fluid to boil. The problem first came to light during mid-week testing at the circuit where James was having his first-ever exploratory racing laps of the 'Ring and was not cured until right at the end of the second session, when, so surprised that they actually worked, he had an almighty moment at the North Curve. He also had trouble with third and four gears so his 7 m 52.7 s was hardly representative. Incidentally, Lord Hesketh was unable to grace the paddock with his presence, not because of his broken foot but as patron of the Northampton Scout Troup, he was required to take the salute during the trooping of the colour on Sunday.

Jean-Pierre Jabouille with the BDG-powered Elf 2 was well back with a 7 m 56.1 s. Like Depailler he had front wishbone weaknesses on Friday while on Saturday, the rear bodywork and wing fell off early on, which ended his lapery for the day. Of the Swiss occasionals who always turn up at German F2 races, the quickest was Swiss GT and 'Ring expert Paul Keller. In the ex-Xavier Perrot March-Nova BDE, he did a very respectable 7 m 59.8 s. Tetsu Ikuzawa was next up with the iron-block Racing Services BDA-propelled Team Nippon/GRS International GRD 273 but failed to break the 8 m barrier by 0.8 s. David Morgan was next with the Ed Reeves Chevron-Wood B25 on 8 m 1.1 s after two very fraught sessions. In the first the clutch was slipping badly while in the second, he was just starting to put a quick lap together when the throttle linkage of the Kugelfischer injection broke which ended his practice. The engine, one of the four Ed Reeves now has, was starting to tighten up also and so was changed for the race. Incidentally Dave's foot was much improved although he was still limping a little.

John Wingfield's BDA-engined Brabham BT41 had a slight top end misfire but as usual was steady and consistent, getting down to 8 m 2.1 s. This was the only new Brabham present as Wilson Fittipaldi was busy at Barcelona. Poor Richard Scott seemed totally out of favour with the timekeepers. They failed to give him a time on Friday when he was in the high 7 m 40 s and then on Saturday when he did a 7 m 41 s from a standing start they only gave him 8 m 3.1 s. Richard is something of a Ringmeister, having gone well here on every visit and it would have been nice to see the neat Patrick Head-designed Scott, with Geoff Richardson power, in its proper position on the grid. He did the times despite the engine persistently cutting out with lack of fuel pressure.

Hiroshi Kazato with the second Team Nippon/GRS GRD-Racing Services alloy BDA had a nasty shunt during the Friday session in which he managed to damage three corners. The monocoque was luckily unharmed and he was able to resume at a slightly reduced pace on Saturday, recording 8 m 7.2 s with a slipping clutch. David McConnell did a few laps on Friday in his TS15-Hart to start learning the circuit, but finally decided that he would save the engine and scratch from the event so that he could go to Pau. Roland Binder was next up with his old Brabham BT36-BDE on 8 m 13.4 s



In the spray, Jarier leads Depailler and Stuck.

while Jo Vonlanthen's Smith 1900 BDA GRD did 8 m 14.8 s. The mysterious Shangry-La re-appeared with his Etienne Ainger Surtees TS10-Nova and was unimpressive, recording 8 m 21.2.

Brendan McInerney had his GRS prepared GRD 273 (still with a 1900 Smith FVC engine) but due to a misfire failed to complete a flying lap and could only manage 8 m 24.4 s. Sten Gunnarsson, on his first visit to the 'Ring, found that the ups and downs of the circuit made him sick in the way it used to affect Jochen Rindt. He found it difficult to get the hang of the place as a result. Thus his Pierre Robart GRD-Racing Services only did 8 m 33.6 s. Alfred Amweg's Brabham BT38 was next on 8 m 34.1 s while Bill Gubelmann found that getting used to F2 and the Nürburgring at the same time is difficult and did only 8 m 36.8 s with his smart Woolfrace March-BMW. Silvio Moser missed Friday's session due to a lack of an engine and when it did arrive, his TS10 only managed one slow lap at 15 m 22.5 s.

RACE

On Sunday morning the clouds hung low over the Eifel mountains and rain fell steadily. The track was always damp and by the time the F2s did their warming up lap it was extremely wet. Twenty-eight cars lined up for

the 10-lap race, all on wets bar one. Hunt's Surtees was changed to intermediates as a gamble as the sky cleared and the sun shone through. The changeover was not completed, however, when the grid had to be cleared and Hunt had to wait for the field to leave before the remainder could be changed.

The start was muddled. The front row departed on the upstroke of the flag which did not come down properly at any time. Most people went with the front row. Bell waited for it to drop and was left behind, as was Williamson who was right behind him. Round the North Curve on the opening lap in a huge cloud of spray Jarier led the field. Behind him were Depailler, Mass, Stuck, V. Brambilla, Wisell, Jabouille, Schenken, Coulon, Wollek, Ikuzawa, Morgan, Williamson and the rest. Kazato nudged Gunnarsson, who went spinning and lost a lot of time, while much later came Keller, who had been pushed off at the South Curve, and Hunt, with his intermediates fitted.

By the time first lap was completed, in well over 9 m, the rain was falling hard again at the start. Jarier still had the lead with Depailler glued to his tail. Mass was right with them through the chicane at the beginning of the pit straight but pulled into the pits. His race was run as two pistons had gone. This left a long gap to third man Stuck, flinging the March round at all angles,

Hans Stuck splashes through the wet conditions before a driveshaft broke on the works March.



and Brambilla. Wisell was next followed by Schenken, Jabouille, Morgan, Wollek, Coulon, Bell, Williamson, Ikuzawa, Moser, Scott, Kazato, Shangry-La, Wingfield, McInerney, Vonlanthen, Keller, Amweg, Binder, Hunt and Gunnarsson. Tino Brambilla followed much later, having clouted a barrier and damaged a wheel and tyre.

On the second lap Jarier thought he had got clear at the front but round the quick right-hander before the long straight he hit a couple of puddles which sent the works March spinning into the barrier. Rear end damage spelt the end of the Frenchman's race although his championship lead could not be overcome whoever won. It was Depailler who took over at the head of the field, again showing great skill with the Elf and driving quickly and tidily. His lead over Stuck, however, was still only slender, the German showing some real talent as he flung the March about.

Brambilla, Wisell and Schenken were all fairly close behind as well and a real battle started. Schenken in fact had already had a moment trying to outbrake Jabouille. Tim nipped in the inside and Jabouille closed the door which left Schenken no alternative but to run along the barrier for a few yards. Very soon afterwards Jabouille clipped a kerb which damaged a wheel and punctured a tyre so he was out. Wollek was next up on his own but going well while Williamson was really shifting and had moved up five places on the second lap. Morgan had been moving up rapidly but lost eighth place when the engine blew up. This left Bell attacking Coulon who like Wisell and Williamson was running Goodyears on the front and Firestones on the rear. The Frenchman, however, does not like the 'Ring and could not really put it all together.

Ikuzawa, Moser and Scott were all together dicing for ninth. Scott was showing all his 'Ring know-how and was hauling in cars at an incredible rate. Moser too had moved up well from the back of the grid but it only took one lap for Scott to pass him and Ikuzawa and he was gone.

On the third lap Depailler was slowly pulling away from Stuck, and the gap was 5.2 s that time. Wisell had dropped back a little but had Schenken breathing down his neck. Brambilla had executed a quick spin and dropped to fifth some way behind. Wollek was still going comfortably on his own but Williamson was in the pits with a misfire and dropped from sixth to 21st while the spark box was changed. Thus began another of his determined drives through the field.

As Depailler extended his lead by a further 2 s on lap 4 Wisell and Schenken had narrowed the gap to Stuck down to 4 s. Schenken nearly lost it again at the North Curve when he locked up and went skidding over the dirt and lost a few 10ths. Brambilla was well behind as was Wollek who was having understeer problems and literally having to chuck the Motul into the corners to get it round.

On lap five Depailler was 11 s in front and the race looked his if he could keep it on the road. Wisell and Schenken had made any further impression on Stuck this time round but the GRD was looking superbly stable while Stuck was permanently sideways. Next time round it was a different story. Reine, with the bit really between his teeth, sensed big things and he caught and passed Stuck without any trouble and then pulled away. Schenken took a little longer to get past but he managed it and set after Wisell again. Stuck then promptly spun out of contention at Brunchen. "It was very silly. I should not spin there," he said.

The track was drying and the race picture started to change. Depailler had been very happy with the Elf in the real wet but as it dried out a problem came to light. Having given the rear brakes more bias for the wet he was beginning to lock up the rears. This caused the tyres to start going off and created a big understeer problem. With Wisell and Schenken lapping very quickly his lead suddenly started to dwindle on the sixth and seventh laps. There was nothing the unlucky

Depailler could do. On the eighth lap Reine caught and passed him as if he were parked and for the second time in the last two meetings a GRD was leading an F2 championship race.

Depailler held up Schenken for nearly a lap but once he was passed he had his sights set on a second consecutive Motul win. On the ninth and penultimate lap he was just over 3 s behind Wisell. But try as he might there was nothing he could do about it. He did manage to close up but said there was no way he could get past. At the end Reine had just 2.2 s advantage to score GRD's first overall F2 win and his first F2 win since Pau in 1971 with a LIRA-Lotus. This, incidentally, was the first time Reine had finished at the 'Ring and was, in the eyes of many observers, one of his finest races. Schenken too deserved a lot of credit (not for having managed to get round the first corner for the first time this year in F2) but for his persistence throughout. For Mike Warner and Ron Dennis the F2 scene is much brighter than at the beginning of the year when their cars were much maligned as being virtually undriveable.

For Depailler it was another victory snatched from him through no fault of his own. One day, which cannot be far away, things will go right for him and he will score that elusive F2 win which he richly deserves. Fourth, after a beautiful drive, was Bell. He is an acknowledged Ringmeister but the way he drove the Surtees had to be seen to be believed. The Firestones created a fair amount of oversteer but he used it to great effect, setting fastest lap on the final three tours and catching and passing Wollek and Brambilla. He would not have caught Stuck but the German retired on the final lap when in fourth place when a driveshaft broke.

Stuck has served notice on the F2 world and his day will surely come. Vittorio B. had driven a good race too and his fifth place netted him more points in the championship. He is the only driver to have scored in all races this year. Wollek drove another steady race with his big understeer problem and again netted some points, which he has done in the past two races.

Seventh, scoring his first-ever championship points, was Richard Scott. Not only was he relieved to have broken his duck but having done it in his own car gave even greater satisfaction; it is a great pity that his racing budget runs out after Pau. The car looked extremely stable in the conditions and obviously has great potential.

Silvio Moser was next up, over 2 m behind but having come up well from the back of

the grid. After his early indiscretion Kazato made up time well despite an Armco-brushing manoeuvre which damaged the nose and a wheel. His team-mate, Ikuzawa, stayed with him for a while but got a little tired and dropped back towards the end. This meant that Coulon was 10th; he was unhappy with the wet and the circuit and dropped back steadily towards the end. The incredible Williamson, anxious to prove his wet-weather ability, moved up 10 places to take 11th with the Wheatcroft GRD. Gubelmann was having his best-ever F2 race and was lying 11th on the penultimate lap when he spun at North Curve. "I was so delighted that there was only one lap to go that I forgot to brake."

Ikuzawa finally wound up 13th with Tino B. 14th. Having motored quite rapidly after his stop. Shangry-La was steady if unspectacular and brought his TS10 home 15th and was the last unlapped runner. John Wingfield was next up, delighted to have stayed on the road and finished. Vonlanthen, McInerney and Amweg were a lap down. McInerney would have been much further up but for a spin entering the pit straight two laps from the end. Keller made up ground well after his first lap bothers and climbed up to 14th before he spun and demolished his March. Hunt had retired his wrongly-shod Surtees when he lost ground at an enormous rate having made up a few places initially.

The BMWs were beaten on home ground. Firestone showed that they are not far behind Goodyear in the wet weather stakes (even if the two did combine to produce the winner), while GRD and Motul established themselves as fully competitive chassis. The racing was good—again—and the championship is close. The battle for the 20 places on the grid at Pau this weekend will be very tense and the race round the houses possibly the best yet of an extremely good and interesting year.

Eifelrennen F2 Trophy
F2 European Championship round 4
Nürburgring, Germany, April 29, 10 laps
1. Reine Wisell (GRD-Smith 273 FVD), 1 h 31 m 22.9s, 149.9 kph;
2. Tim Schenken (Motul-Smith M1 FVD), 1 h 31 m 25.1s;
3. Patrick Depailler (Elf 2-Hart BDA), 1 h 31 m 40.5s;
4. Derek Bell (Surtees-Hart TS15 BDA), 1 h 32 m 9.0 s;
5. Vittorio Brambilla (March-BMW 732), 1 h 32 m 11.7 s;
6. Bob Wollek (Motul-Smith M1 FVD), 1 h 32 m 46.5 s;
7. Richard Scott (Scott-Richardson BDA), 1 h 33 m 48.5 s;
8. Silvio Moser (Surtees-Nova TS10 BDA), 1 h 35 m 49.2 s;
9. Hiroshi Kazato (GRD-Racing Services 273 BDA), 1 h 36 m 47.2 s;
10. Jacques Coulon (March-BMW 732), 1 h 36 m 48.3 s;
11. Roger Williamson (GRD-Cosworth BDG 273), 1 h 37 m 20.9 s;
12. Bill Gubelmann (March-BMW 732), 1 h 37 m 33.8 s;
13. Tetsu Ikuzawa (GRD-Racing Services 273 BDA), 1 h 37 m 34.3 s;
14. Tino Brambilla (March-BMW 732), 1 h 39 m 22.6 s;
15. Shangry-La (Surtees-Cosworth TS10 BDE); John Wingfield (Brabham-Wingfield BT40 BDA), 9 laps;
17. Jo Vonlanthen (GRD-Smith 273), 9;
18. Alfred Amweg (Brabham-Nova BT38 BDA), 9;
19. Brendan McInerney (GRD-Smith 273 FVC), 9;
20. Sten Gunnarsson (GRD-Racing Services 273 BDA), 9
Fastest lap: Bell, 8 m 36.7 s, 159.1 kph.

Out of the gloom comes Tim Schenken who finished second for Rondel.



Mikkola for Scottish

Hannu Mikkola's entry can now be confirmed for the Scottish, to make up a most formidable Clark-Mikkola-Cowan front running trio. Other top Ford entries include Mike Hibbert, Bill Taylor, Chris Slater, Drew Gallacher and Jim Robson. Both Peter McDowell and Mike Telford are entered with Opel Asconas. Donald Heggie has entered his new Clan Crusader and other interesting recent entries include Richard Hudson-Evans, Peugeot 304, Robin Eyre-Maunsell with his rapid Sunbeam Imp; John Hemsley (BAMA) Mini 1000 and Alistair Robertson with his works built Saab. Two Swedish entries already received are for Stig Larsson (Saab) and Per-Inge Walfridsson (Volvo 142). Other names appearing on the list include Colin Grewer, Norman Anstis, Robert McBurney, Chris Coburn, Will Sparrow and Antoine Lurot with the Satra Motors Moskvich 412.

Castrol/MN points

Castrol/MN positions after the Uniflo Rally are as follows: **Drivers:** Nigel Rockey, 45; Russell Brookes, 37; Bob Jeffs, 26; George Hill, 19; Rod Cooper, 18; Ted Cowell, 17; Alan Conley, 16; John Edwards Parton, 14. **Navigators:** Paul White, 45; John Brown, 27; David Taylor, 26; Martin Holmes, 19; Ian Cooper, 18; Derek Tucker, 15; Don Davidson, 12; Mike Woodward/Peter Rushforth, 11.

Withers explains triple entries for Avenger GT

Cal Withers has asked us to explain the circumstances in which his company entered three events with the same crew and car last weekend, to forestall any misconceptions, especially as the car did not compete on any of them. The Granite City was a free entry from the Seven Dales rally, and entered by that

club direct. Withers entered the Devils Own many weeks ago, before he knew that Barry Hughes had offered the Welsh Border Car Club a special talk for novices on that event, before the route was handed out. In point of fact Roy Fidler became a father last weekend, and this is why the car was not used.

Expert tuition

Nigel Raeburn will be running a series of six two hour evening classes in rally navigation at Wythenshawe Adult Education Centre. The classes will cover most aspects of navigation from basic map reading to such items as pace notes and service schedules. The classes will be on Wednesday evenings between May 16 and July 4. Details are available from: Wythenshawe Adult Education Centre, The Birtles, Wythenshawe Town Centre, Manchester M22 5RF.



Optrex who have long been synonymous with rallying, have decided to broaden their activities in this field. They are doing this by sponsoring a two driver three car team of Richard Hudson-Evans and David Hardcastle. Both are, of course, well known rally-orientated journalists. Hudson-Evans cars, an RS1600 for national championships and a G1 Peugeot 304 for Internationals and David Hardcastle's Opel Ascona will appear in blue and white Optrex livery. Below: Controversial Safari "chain tyre" a very purposeful looking contraption. Studs were not allowed but originally it was okay to use chains for dirt road sections. After seeing the chains interpretation produce what is virtually a studded tyre—it could hardly be surprising to find a new start-line regulation banning their use. — I.S.

From the Nairobi "Daily Nation" ...

DAILY NATION, Wednesday, April 25, 1978 13

AMIN'S CONGRATULATIONS

From NATION Reporter: KAMPALA, Tuesday
PRESIDENT Amin today sent a telegram of congratulations to Shekhar Mehta, the Ugandan who won this year's East African Safari.
The telegram said: "I send to you my very best wishes and congratulations for your having won the East African Safari."

"Although the Safari this year was not a true East African event, since it took place only in Kenya and Tanzania because of the imperialists' sabotage tactics, and although you are now a refugee in Nairobi after the milking of Uganda's economy for the last 70 years, your success goes to show the determination of Ugandans."

"It further shows that Uganda has a good representative refugee, who has been able to defeat powerful competitors."



C. D. Bramell Trophy Rally

Starting from the premises of C. D. Bramell in Bradford, MR: 96/190302 is the rally of that name. Organised by the Shipley and District MC the C. D. Bramell Trophy Rally starts at 10.30 pm on Saturday with World Champion cyclist Beryl Burton on hand to flag the cars off. The rally will progress over maps 90, 91, 95 and 96 with the finish at the Falcon Hotel, Settle. Spectator points will be available at the start. Top entries: 1, Jack Cook/Alan Greenwood (Mexico). 2, J. A. Mason/Mrs Mason (Escort). 3, David Hardcastle/David West (Opel Ascona). 4, Cyril Bolton/Don Davidson (Mini-Cooper "S"). 5, Trevor Roberts/Roy Honeywell (Mini-Cooper "S"). 6, Mike Rigg/A. Edmondson (Mini 1275GT). 7, David Farnell/Pete Ward (RS 1600). 8, Paul Dennison/David Womersley (Mexico). 9, Ron Hobro/R. Redhead (Datsun). 10, Jeff Ousby/Alan Shaw (Cortina).



Esso Uniflo/BTRDA Gold Star positions

Esso Uniflo BTRDA Gold Star Rally Championship positions after the Devil's Own. **Drivers:** 1, Richard Iliffe 46 (4 events); 2, Paul Appleby 42 (3); 3, Ian Harwood 40 (4); 4, Graham Lepley 32 (3); 5, Reg Mullenger 27 (2). **Navigators:** 1, Stuart Iliffe 52 (4); 2, Keith O'Dell 43 (3); 3, Simon Bretherton 38 (4); 4, Malcolm Harvey 34 (3); 5, Neil Carter 25 (2).



Peter McDowell with co-driver Derek Tucker is off to Poland for the Tulip Rally. Tum Tyres are sponsoring McDowell's Opel Ascona for the rest of the year.

Jack Tordoff from Yorkshire co-driven by Phil Short scored a surprising but deserved victory in their 2.7-litre Porsche Carrera in the International Circuit of Ireland. They finished 4½ m ahead of Eamonn Cotter and Paul Phelan in a BMW 2002 Ti. A further 3 m down were Ronnie McCartney and Michael Ford-Hutchinson in another Carrera. There were a large number of retirements and half the starters fell out. Most notable were Adrian Boyd and Beatty Crawford who went out while leading when their new David Wood 2-litre steel engine threw a rod with only five stages left. Other favourites Cahal Curley/Austin Fraser and Sean Campbell/Peter Scott both retired within a few hours of the start.

When Malcolm Neill the new Clerk of the Course committed himself to running the Circuit for fear of it becoming extinct he took on a mighty tough job. He was not altogether helped by all the members of the Ulster Automobile Committee some of whom were conspicuous by their absence during the event. However, he persevered and despite all he produced a tremendous rally, as good as any there has been.

Entries were rather slow at first since most people adopted a "wait and see if it is on" attitude. However, once the Circuit of Galway passed uneventfully and people realised it was definitely on the entries began coming in and the list totalled over 100, 98 eventually starting. True this was only half that of the 1971 entry but since the UAC had decided to run the event if they obtained more than 60 entrants they had every reason to be pleased. They were slightly daunted when Lancias and Pat Moss didn't materialise and there was a lot of gossip that they were publicity entries. However it is a definite fact that a telegram was received from Turin entering the Stratos.

Leading the field was the Lombard and Ulster Rally team entry of 1971 winners Adrian Boyd and Beatty Crawford in their Bert Campbell prepared RS2000. This was their usual ex-works car but their 1800 cc engine had been converted into a 2-litre steel mill by David Wood. Also representing Ford were Sean Campbell/Peter Scott in an 1800 cc BDA with a new Jack Knight 5-speed gearbox and Dessie McCartney/Drexel Gillespie in their Motortune RS1700. Rosemary Smith/Pauline Gullick were also entered by Lombard and Ulster in a David Wood RS1700 prepared by R. E. Hamilton.

Seeded No 4 but running No 2 after the Lancias' withdrawal were Cahal Curley/Austin Frazer in their Donald McEnaney prepared lightweight bodied Alpina engined BMW 2002 Ti. It is now fitted with a differential oil cooler which seemed to work most effectively. They were running in Belfast Telegraph colours a paper which gave the rally tremendous coverage. Eamonn Cotter/Paul Phelan were also in an Alpina prepared BMW 2002 while David Agnew/Robert Harkness's car was also Alpina engined although in a lightweight McEnaney bodied car. Derek McMahon/Starritt Graham and Robert Ward were also in BMWs and were being looked after by the Autoextra Equipe in the form of Tony Hennin and Don Abrahams.

No less than three Porsche Carreras were entered. At No 6 were Ronnie McCartney/Mike Ford-Hutchinson in a standard Robert McBurney prepared model. McBurney also prepared Reggie McSpadden's lightweight bodied close ratio gearbox model as well as his own 2.2-litre 140 bhp 1302S Volkswagen. At No 12 were Jack Tordoff and Phil Short straight from the Firestone in their lightweight bodied ultra close ratioed gearbox version. Robin Eyre-Maunsell/Norman Henderson spearheaded the Chrysler organisations entry in their Group 2 Imp. There was also a three car team of Group 1 Avengers entered by Chrysler Dealer Team (Ulster). Mervyn Johnston/Ian McFarland and Roger Cree/Geoff Harrison were the main BLMC contenders both in Cooper Ss the former with a 1400 cc engine. There were only a handful of cross channel entrants who had the sense to realise that the troubles are confined to certain areas amongst those were Ron and Dave Smith from Scotland, John Walters/John Hobcraft in a Tricentral-entered Escort TC and Marek Gierowski and David West in



Jack Tordoff/Phil Short take their Porsche Carrera up Torr Head to victory.

CIRCUIT OF IRELAND

Tordoff's victory following Boyd's troubles

Story and pictures by ESLER CRAWFORD

a Renault R12 Gordini.

There were the usual last minute problems. Sean Campbell's Escort holed a piston two days before the start but was able to have it fixed in time. Despite having a new 5-speed gearbox from Boreham, Adrian Boyd's car stuck in reverse gear while testing and had to revert to his old box.

For the first time scrutineering took place the day before the start and there were few problems apart from the scrutineers insisting that Derek Boyd and Rosemary Smith's Escort be shifted from Group 2 to Group 5 since they were using 7in wheels. They changed their minds when it was pointed out that wheels were free in Group 2. As usual Billy Coleman's car wasn't the most perfect example of its kind and he was told to bring his Escort back once it had been made more

presentable. The thorny problem of fuel tanks and fire extinguishers didn't rear its ugly head as the organisers had waived the ruling concerning external triggering devices for fire extinguishers. On the way from scrutineering Robert Ward's rally came to an end before it started when the BMW engine threw a rod.

The trade was reasonably well represented, Dunlop and Duckhams being much in evidence. However Castrol opted out at the last minute despite giving verbal assurance to the UAC that they would support the event. There were a lot of angry competitors when it was discovered that there was neither oil nor bonus money available.

The start was at mid-day on Good Friday from the windswept seaside resort of Portrush far from the troubled areas. Mary Peters the Olympic gold medallist acted as starter. She

Despite trouble with a wide back axle, Adrian Boyd and Beatty Crawford were in the lead when a rod appeared through the side of the engine.



was accompanied by Buster McShane, her coach and it was tragic irony that he was killed three days later in a car accident.

Despite his engine consuming a gallon of oil per stage Boyd soon carved out a good lead particularly in Banagher Forest where he was 29 s quicker than next crew, Campbell/Scott. Billy Coleman retired on Banagher when a pulley broke on the BDA engine he had borrowed from Mick Barry. Charlie Gunn/Harry McEvoy were also sidelined when the clutch disintegrated in their Escort. The route now crossed into Donegal and on the way Bob Bradley changed the head gasket on Eamonn Cotter's BMW in 49 m. Cahal Curley was next in trouble and had to retire when a cam follower broke on Stage 4 at Glen. Shortly afterwards Sean Campbell's Jack Knight gearbox ran out of gears. It seemed that all of Boyd's opposition had dwindled but Cotter and Tordoff were surprising a lot of people with their performances.

Malcolm Neill intent on abolishing pace notes and recceing searched cars at the finish of the 17-mile Lough Eske stage. He caught the Keating brothers red-handed and penalised them 10 minutes. The route was slightly monotonous as it headed down the West Coast and then to Athlone for breakfast and the night halt in Killarney. It was still tough enough to cause lots of trouble and Roger Cree had a maximum on a stage when a condenser failed. Harold Hagan who had been lying 12th in his driving test MG Midget had to retire with clutch trouble and David Agnew who had got out of bed suffering from 'flu to complete didn't find the Sugar Hill stage too sweet when his BMW's differential failed. At Killarney Boyd was still in the lead with 34 m 0.5 s, Tordoff was next on 36 m 55 s and Cotter third on 37 m 18 s.

Boyd started the fabulous Sunday run as he had left off although not always quickest since Cahal Curley had entered for the Special Award for competitors who had retired and was really motoring very fast. Suddenly Boyd was in trouble on Knickoura when the back axle casing split. He was able to crawl over the final three stages, Tim Healy, Ballagha-beanna and Lake Caragh with the halfshaft taking all the strain and reached Killarney still in the lead. He was not the only person in trouble as Reggie McSpadden damaged the front suspension of his Carrera, and had to retire. Cahal Curley hit the same rock as McSpadden and bent a steering arm. John McAlorum rolled his BMW and the rear suspension broke on the Group 1 Avenger of John Eakin/Peter Johnston on Tim Healy causing them to retire. Back in Killarney there was now enacted a piece of real story book drama by Robert Tayler the Lombard and Ulster and R E Hamilton team chief.

The whole problem arose because the team had a spare back axle they couldn't fit because they had no halfshafts suitable. Ford produce two widths of axle one for forests and snow, the other for tar. The spare axle was a narrow version and all the halfshafts to fit it were in Africa for the Safari. Even before the rally started the team knew the wide axle was weak but had no option but to use it.

However, Taylor contacted Bill Barnett, ex-rally manager of Ford, who was able to conjure up a couple of spare shafts in Boreham. Taylor dashed to Cork Airport driven by Boyd and on arrival at London Airport had to hire a chauffeur driven limousine since there were no hire cars available. He arrived back next morning only to find that the new shafts were too short. However, by fitting them inside the brake drums instead of outside,

partially solved the problem and the axle was changed in 25 m next morning causing Boyd to drop 10 minutes into the first control. However because only half the splines were in contact Adrian knew he had to nurse the car to the finish. Tordoff was driving splendidly and took second position when Cotter hit a rock and bent a steering arm. He had one lurid 100 mph slide on Clogheen but was able to control it and by the time the cars reached Carlow for supper he was breathing down Boyd's neck.

On the way to Carlow there had been much drama. Derek McMahon rolled his BMW out of the rally. Both Mervyn Johnston and Robert McBurney's sump bungs dropped out and Robert had to retire with no oil. Mervyn was more fortunate since it happened only a mile from the end of a stage and he was able to effect repairs. Will Farren rolled his Cooper and Billy Ferguson retired his Avenger on Lough Allna.

On leaving Carlow Boyd decided that his halfshafts would stick the pace and in terrible conditions of rain, sleet and fog he extended his lead to 100 s over the next three stages, which included the 17 miles of Sally Gap. However, this was not to be his rally and on the short Glenasmole stage a con rod ventilated the block of his engine despite using only 8,000 revs throughout the rally instead of an allowable 9,200. On seeing Boyd stopped, Tordoff's "legs turned to jelly" and he eased off to cruise home to a popular and deserved victory. Throughout the event his car had given virtually no trouble apart from being hard to start on Sunday morning in Pare Ferme.



Eamonn Cotter finished second in the BMW, despite hitting a rock and bending a steering arm. Below, classwinning Jimmy Stewart, is seen on the Banagher Forest stage, in the ex-Boyd Capri.



Robin Eyre-Maunsell/Norman Henderson aviate their class winning Imp on Torr Head.

Eamonn Cotter found himself elevated to second and his first finish in 8 years. Not so lucky was Nicky Lindsay who broke a drive shaft on Strangford, Robin Eyre-Maunsell's Imp which lost all gears except third and was just able to crawl home to take eighth position and poor Joe Pat O'Kane whose Group 1 Avenger stopped on the penultimate stage with an electrical fault.

The McCartney brothers Ronnie and Desmond annexed third and fourth positions, Ronnie getting the verdict this time after Desmond's car went on to 3 cylinders for three stages near the end. Mervyn Johnston ended his season of bad luck with a fine fifth position and David Lindsay/Duffy Cunningham came home in sixth despite landing on a bank after taking off on an unmarked yump.

So ended a first class event, one Malcolm Neill is justly proud of "only one stage cancelled, three delays and eight time keeping enquiries," and a lot of non-entrants will be annoyed with themselves for not entering and one which has heralded the return of the Circuit of Ireland to International rallying.

1. J. C. Tordoff/P. Short (2.7 Porsche Carrera), 86.45; 2. E. Cotter/P. Phelan (BMW 2002 Ti), 89; 3. R. J. McCartney/M. Ford-Hutchinson (Porsche Carrera), 92.09; 4. D. McCartney/D. Gillespie (Escort RS1700), 93.34; 5. M. Johnston/I. McFarland (Cooper S), 100.34; 6. D. Lindsay/D. Cunningham (Escort RS1700), 100.43; 7. N. Smith/R. Frost (Escort RS1800), 107.13; 8. R. Eyre-Maunsell/N. Henderson (Sunbeam Imp), 107.22; 9. T. Lawther/H. Brown (Cooper S), 116.37; 10. J. Keating/D. Keating (Escort RS), 116.44.

Class award: R. Craigie/R. McAllister (Fiat 127); A. Poole/F. Fennell (Datsun 1200); J. Stewart/T. O'Kane (Capri 3000); R. Eyre-Maunsell/N. Henderson (Sunbeam Imp); D. Boyd/C. Crawford (Escort TC); E. Cotter/P. Phelan (BMW); M. Johnston/I. McFarland (Cooper S); J. Tordoff/P. Short (Porsche Carrera); D. McCartney/D. Gillespie (Escort RS1700).

Ladies' award: Miss R. Smith/Miss P. Gullick (RS1700).

First again in the Safari!

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The entry for the East African Safari on its twenty-first birthday was not sensational but it totalled over 100 before the start and maintained a good quality throughout the various seedings. While mentioning that word "seeding" it may be as well to comment on the extraordinary way the Safari arrives at its starting numbers. The entries are put into seeds depending on the driver's past record and of course the Group 1 seed is that according to the FIA list. Within each seed, there is a draw for starting number and this draw takes place sometime in February when the first closing of entries occurs. Any additions to a seeded group either by late entry or by re-classification get stuck at the end of the group and thus do not benefit from the draw in any way. This was the fate of Timo Makinen and Tony Fall who were not originally included in the Group 1 seed but after telegrams to the CSI got reclassified and stuck at the end of the seeded group. Fortunately it was not such a dry year that this made much difference to the final result but the principle is one that should be questioned.

The battle in the rally was very clearly going to be between four works teams—Peugeot, Porsche, Ford and Datsun—so we shall examine their entries in some detail. Peugeot had a selection of cars entered all under the supervision of their local agents, Marshalls East African Ltd. The principal entries were for Ove Andersson/Jean Todt and Bert Shankland/Chris Bates who had full-house Group 2 504s prepared in France and fitted with the new less flexible suspension that Mikkola and Makinen had tested in Morocco during February. These cars all have fuel injected engines but the two from France were now giving over 160 bhp from their two litre engines. Local drivers completed the Peugeot line-up with Pierre Parsons/Jim Cowper, Peter Huth/John McConnell and Hugh Lionnet/Philip Hechle driving locally tuned and prepared Group 2 504s.

Datsun had the largest team with three 240 Zs and three 1800 SSS. Rauno Aaltonen/Paul Easter had drawn the only brand new 240 Z while Edgar Herrmann/Hans Schuller and Shekhar Mehta/Lofty Drews had second-hand ones rebuilt for this rally as they had originally been intended to drive the 1800 SSS but elected for the bigger, more powerful car. Consequently, Datsun found that they had a few 1800 SSS on their hands and gave one to Harry Kallstrom/Claes Billstam, one to Tony Fall/Mike Wood and one of the practice cars to Zully Remtulla/Nizar Jivani.

The Ford team comprised five identical two litre Escort RS which were crewed by Timo Makinen/Henry Lidden, Hannu Mikkola/John Davenport, Vic Preston Junior/Bev Smith, Roger Clark/Jim Porter and Peter Shiyukah/Kim Gatende. All the cars were using the aluminium block and running on carburettors and apart from the necessary suspension changes and the addition of things like small roo-bars at the front, extra jacking points, and a radio to keep in touch with the service crews, they were very similar to an RAC Rally Escort.

Finally from Porsche there were two works entries of 2.7 litre Carrera RS for Bjorn Waldegaard/Hans Thorselius and Sobieslaw Zasada/Marien Bien backed up by a private entry of an exactly similar car from Chipsted's of Kensington and driven by previous Safari winner (in 1959 and 1960) Bill Fritschy team with Kim Mandeville. These cars had almost standard engines which had been bench run and then blueprinted and it was hoped that their lighter all up weight when compared with the 2.4 litre used last year would give the suspension a much easier time.

Lone entries of note were the Alfa Romeo 1750 GTV of Jack Simonian/Mike Doughty who together for the first time have had individually enviable Safari records. Robin Ulyate and Ivan Smith who did so well to get a BMW 2002 around two years ago had been given one of the Fiat 125 S that were used by Fiat Kenya last year and they supported him with service this year. Colt Galants now being sold by Joginder Singh

EAST AFRICAN SAFARI

Mehta's ambition realised

By JOHN DAVENPORT

Photos by COLIN TAYLOR PRODUCTIONS

It has been many years since the East African Safari has had such a close finish that it needed to be sorted out on what might be described as a technicality. At the end of the rally after almost 5,000 kilometres of motoring through East Africa, there were two Datsuns separated by just a minute. In the lead until just before the last section was the 1800 SSS of Harry Kallstrom/Claes Billstam, but then they had got stuck 20 miles out from Nairobi and on points at the finish, the 240Z of Shekhar Mehta and Lofty Drews was just that minute in front. However, they had lost a front wing during the rally and because the lights were fixed to it, they picked up a minute's penalty at scrutineering which made the two crews exactly equal on points.

Fortunately the Safari organisers had realised that a tie was possible even in such a long hard event and in the regulations there was a way of deciding this by choosing the car which had gone furthest with the least penalty which turned out to be the big-engined 240Z of Mehta and Drews.

Kallstrom had been a contender for the lead right from the start and a very well controlled drive through the wet Usumbaras had already put him into second place overall at the end of the first leg down at Dar-es-Salaam. When the two Escorts of Roger Clark/Jim Porter and Timo Makinen/Henry Lidden retired early on the third leg, he took over the lead and apart from a brief period when Rauno Aaltonen/Paul Easter (Datsun 240Z) and Hannu Mikkola/John Davenport (Ford Escort RS) got past him, he led until literally just before the finish. Considering that it was his first drive in a Datsun and that the 1800 SSS can only be two thirds as powerful as the 240Z, it was a pretty remarkable drive.

For Mehta, this was the final achievement of an ambition for after being so close to a win in 1971 when he was second to Edgar Herrmann and after having such a disappointing Safari last year, he was determined to win the Safari outright and now he has done just that and brought Datsun a very fine victory.



Popular winners Shekhar Mehta/Lofty Drews with their winning rebuilt '72 Datsun.

seemed to be all the rage and he drove one with Tim Samuels and they had a team completed by Satwant Singh/John Mitchell from Zambia and Davinder Singh/David Doig from Nairobi. Rob Glen was to have entered in a 1971 ex-works Porsche 911 S but he had a nasty accident in practice and non-started which left local scribe Rober Barnard free to go with Jim Noon in a Datsun 1600 SSS. Datsuns were as usual by far the most numerous of the private entry cars and totalled over 40 at the start.

Scrutineering for the Safari was on the Saturday before the Easter weekend and instead of its traditional setting of Wilson Airport it was moved to outside the EAAA's new offices in Westlands. However, the traditional pushing and shoving and inspection of passes took place and Fords got fined 500 shillings for not having "ent" which is short for "entrant" painted in front of their name on the cars. The most amusing aspect of this incident was that Peter Ashcroft, Fords team manager, had just been ejected from the area and had to be recalled past the officials to arrange to

pay the fine. On the day before the start, there were traditional happenings yet again when the old custom of having a driver's briefing was resurrected and resulted in an hour of boredom which was suddenly enlivened once it was over by the distribution of some final bulletins which announced that the police had dug up a traffic ordinance which forbade the use of chains on East African roads. Considering that most of the service cars parked outside were loaded up with chained tyres ready for the wet conditions, this seemed to be a bit late to bring up such an important piece of information. Fords and Datsun immediately contacted the Attorney General who read the appropriate law and declared that in his opinion it did not forbid chains for cars except on asphalt roads. The police then said that they had no intention of prosecuting anyone who used chains during the rally provided it was on dirt roads, so the organisers eventually on the start line issued a regulation which forbade the use of chains. It may seem to be a rather laboured point but obviously pressure was brought by someone to make sure



Ove Andersson/Jean Todt, Peugeot 504 Injection, 3rd overall at the finish.

that chains were banned and it seems very irresponsible of them and the organisers to instigate such a ban at the 11th hour when most of the major teams had invested several thousand pounds in having the darn things air-freighted out. If the organisers genuinely believed that chains were an undesirable aid why didn't they ban them right at the beginning as indeed they did with studded tyres? One would have thought that it was in their best interests to keep the cost of such events as low as possible to the entrants and not willfully involve them in more expenditure.

Still chains or no chains, the weather in the days preceding the start was definitely Old Trafford stuff with clouds and rain obscuring the sun for which Nairobi is justly famous. Elaborate precautions against floods were taken with the local shops selling out of WD 40 and rubber gloves for protecting the distributor while journalists and film crews flocked to the only local shop that had a supply of pacamacs.

The day of the start, Thursday, dawned fine and by the time the first car left the ramp outside City Hall at 4.00 pm there was every sign that the run down to Mombasa would be dry. However, the first problem came before the city limits for no one had thought to clear the main road out of town and all the normal drivers streaming out of town to catch a glimpse of the rally cars caused a traffic jam that would have done credit to Los Angeles. In order to stay on time, many rally cars crossed to the other side of the dual carriageway and drove against the much lighter incoming traffic. In conditions

like this there were bound to be accidents and at least one privately entered Datsun hit another car trying to force its way round one of the roundabouts. The only miracle is that there were not more serious shunts.

The first difficult section was a loop of pretty fast roads coming back almost to Thika, north of Nairobi, and here only Clark, Waldegaard and Makinen were clean with Mikkola and Zasada one minute late. Mehta had dropped two and was on the same minute as Clark though through quicker re-fuelling Clark got away first to lead the rally on the road. Mikkola had overtaken Junior Preston and was shortly destined to overtake Mehta in the Taita Hills and put Ford first and second both on the road and in classification. Shankland started cautiously with five minutes late but the normal loss was two or three minutes. The next section was 250 km down to the main road again at Kibwesi and here the rally ran into occasional storm showers which left large puddles but didn't make things too slippery. Makinen lost a quarter of an hour here when water got into his distributor somehow and with all the protection round it, it couldn't get out again. Bill Fritschy who was just getting to grips with his new mount lost 19 minutes with a couple of punctures and indeed between here and Dar-es-Salaam he had no less than seven blow-outs which caused him to get very upset that Dunlops in Germany had presumably supplied him with an inferior type of tyre. Mehta, Clark, Mikkola, Zasada, Aaltonen and Waldegaard were all on zero penalty here so it was to be the Taita Hills which would give the classification before Mombasa.

Bjorn Waldegaard/Hans Thorselius, Porsche Carrera entertains the local crowd.



Porsche were immediately in trouble with gear selection problems on both Zasada's car and that of Waldegaard and they both dropped a few minutes more than was necessary. Clark was fastest with nine minutes lost against the 10 of Mikkola, Waldegaard and Makinen while only Clark and Mikkola managed to do the following section through the sisal plantation of Mwatate with just one minute lost. Junior Preston was in problems with engine misfiring while Herrmann and Schuller retired on the main road after these sections with a broken head gasket in their Datsun 240Z. Thus at Mombasa, Clark led with 10 minutes to the 12 of Mikkola and Waldegaard with their closest rival Aaltonen on 19 minutes. He had already lost not so much time but patience with the Datsun service following two incidents: one was where they could not change over a faulty intercom box in five minutes which meant that he had to drive to the Taita Hills without pace notes of any description, and the other problem came at Mombasa where in the service point they tried to put 1800 wheels and tyres on his 240Z and the result was that he went out again on the tyres he had started on.

There was a three-hour halt in Mombasa at the Oceanic Hotel before the cars left again at 03.00 am to cross the Likoni Ferry and head south towards Tanzania and the Usumbara Mountains. Straight away there was a shake-up in the rally order for it started Clark, Mikkola, Mehta, Preston and Aaltonen. Then Clark did not find a passage control in the right place and went back to look for it which put Mikkola in front. The passage control was eventually discovered some 10 kilometres down the road! Almost at once Mikkola had a puncture and while he was fixing it, Clark steamed past. Two kilometres and the Finn was again changing a wheel and the next car past him was Aaltonen who had passed Preston almost at once and had then gone past Mehta who was changing a wheel. You can then imagine how Aaltonen thought his luck had changed when within 10 kilometres he came across Clark who was—believe it or not—changing a wheel. Such luck was not given without something bad as well as Aaltonen discovered when he got to Amboni, the turn-off for the Usumbaras—and discovered that there was no Datsun service waiting with petrol. He carried on all the way to the foot of the Mlalo escarpment where he lost a good five minutes dickering with some private service cars for a fill-up of petrol which let Clark

and Mikkola back into the lead on the road again. The position on points now was Clark with 50 lost, Mikkola next with 51 and then Zasada with 57 and Aaltonen and Kallstrom equal on 62 and Mehta on 67.

Waldegaard lost 10 minutes trying to rectify his gear selector problems but was forced to carry on without third gear and after the very rough ascent of Mlalo escarpment both he and Zasada had knocked most of the stuffing out of their suspension units and had to lose time before Dar-es-Salaam changing them. Junior Preston was in terrible trouble with his engine which had all the signs of a broken head gasket and he stopped at the service at the top of the escarpment where he was lucky enough to find Ford's engine man John Griffiths who lifted the head for him and discovered a leak between two of the liners. He was able to fill this using some kind of plastic padding and Preston could continue after four hours.

Ford's luck was not absolutely of the best for though Clark was easily fastest through the slippery, rain inundated Usumbaras with just 12 minutes lost with Makinen next fastest with 20 minutes lost, Mikkola had a disaster when he went off the road when the car dropped out of gear on the approach to a downhill corner just when power was needed. He spent an hour in the pouring rain labouring away with all the children from a school and a Land-Rover to get the car back up on to the road again from its position 20 feet down. He finished the Usumbaras with a loss of an hour and a quarter after a brief halt to replace Tony Fall's Datsun 1800 SSS on the road with a quick tow. Fall had been clever enough to take thin tyres for the mud and had caught and passed Aaltonen who was still on his wide boots but then he had ventured too near the edge on a muddy stretch and the side of the bank had collapsed dropping his car several feet off the road.

There was no respite after coming out of the hills and it was flat out for another couple of hours down to the little ferry of Bagamoyo in the middle of the old slave route into Dar-es-Salaam. Mikkola was fastest here with only three minutes lost while Makinen lost 22 after changing his front struts which had already gone soft after his meteoric drive from the back of the field. Mikkola had two unfortunate incidents on this run both of which involved other cars. First he caught up Shankland and while following in his dust waiting for an opportunity to pass, the Peugeot braked to miss some goats running across the road and the Escort hit it up the back bending its exhaust pipe and bending the roo-bar on the Escort. Then he caught up Zasada and indeed got along-



Zully Remtulla/Nizar Jivani are helped back on the Mua Spring Farm section.

side him but the Pole is notorious for not letting anyone pass him and this occasion was not an exception. He put his foot down and kept ahead for about three kilometres breaking the Escort's screen and all its lights with the stones thrown up from the Porsche's rear wheels. The sordid incident ended with Zasada overcooking it into a corner and rolling the car twice over a bank which knocked out both screens and badly damaged the rear of the car. He continued as far as Dar where he had the screen replaced but retired shortly afterwards with only first and fifth gear in the box.

Clark needed no service and with the lead that he had got he could afford to be a bit careful so he lost seven minutes taking it a bit easy. Mehta lost nine minutes into Dar changing a rear suspension unit that had exploded, while Waldegaard lost eight having one of his front struts replaced. Pierre Parsons had a broken windscreen after hitting a bird while Clark had a similar projectile removed from his radiator in the Dar service point. The classification was as follows:

1. Clark/Porter, 69; 2. Kallstrom/Billstam, 100; 3. Makinen/Liddon, 111; equal 4. Aaltonen/Easter, Waldegaard/Thorselius 113; 5. Mehta/Drews, 120; 7. Andersson/Todt, 122; 8. Mikkola/Davenport 130; equal 9. Shankland/Batis, Fall/Wood, 145.

Ove Andersson had one problem which had cost him quite a lot of time which was when they had stopped and changed a puncture and then couldn't get the Peugeot going again when the injection proved temperamental. Shankland had stopped and offered a tow but

just at that moment the engine burst into life and they were away again.

The rain held off most of the way on the run back to Nairobi but that didn't stop it being wet and slippery on the old main road up to Korogwe. One Ford service crew had been stuck in there for six hours but now it was drying out and it was Clark and Makinen that cleaned it with Mikkola coming past Andersson, Waldegaard and Mehta on the road to lose just three minutes equal with Kallstrom and three minutes quicker than Aaltonen. The next fastest cars were the Datsuns of Tony Fall (17 minutes lost) and Mehta (20 minutes lost). As dawn broke, the cars crossed the Kenyan border at Loitokitok for the very fast run up to Sultan Hamud where the guinea fowls were just waking up and they accounted for two of Mehta's lights and Mikkola's windscreen. Zasada was out by now and Waldegaard was once more running on soft suspension which had to be changed going into Nairobi. Another retirement and the first in the Ford team was that of Peter Shiyukah who had his fire extinguishing system go off by accident and fill the car with opaque gas. While trying to restore vision, he hit the bank and rolled over writing off the car but fortunately not damaging himself or his co-driver, Kim Gatende. The two Escorts of Clark and Makinen changed struts as a precautionary measure but Mikkola was happy just to change his windscreen and replace the two punctures that he had coming into Machakos just before Nairobi.

The Fiat Kenya assisted Robin Ulyate/Ivan Smith Fiat 125'S—eighth overall.



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The longest surviving Hannu Mikkola/John Davenport 240 bhp Escort RS1600.

Aaltonen too was delayed with his first puncture while poor Kallstrom circulated desperately trying to find the Datsun service and finally had to settle for no loss of points but had to arrange for service on the way out after the rest halt.

The positions in the classification had changed very little up from Dar but because of servicing into Nairobi, Makinen was now first on the road followed by Clark, Kallstrom and Mikkola.

Halfway positions: 1, Clark/Porter, 140; 2, Kallstrom/Billstam, 171; 3, Makinen/Liddon, 176; 4, Mikkola/Davenport, 199; equal 5, Mehta/Drews, Aaltonen/Easter, 204; 7, Fall/Wood, 233; 8, Andersson/Todt, 235; 9, Waldegaard/Thorselius, 284; 10, Fritschy/Mandeville, 329.

After spending most of Saturday in Nairobi sleeping, the crews re-started from outside the City Hall at 4 pm and this time the police had the traffic well under control and there was much less of a problem to weave through them to the Langata control at the start of the Ngong Hills. Already Fritschy had retired for it was impossible to select any gear but fifth in his Porsche and since the only remaining spare gearbox was being reserved for Waldegaard's car, should it need it, he retired. Just after setting out on the dirt after the Langata control, Roger Clark felt something wrong with the steering and stopped to discover that one of the steering arms had lost its clamp bolt. He pulled off at a junction and when Preston came along he stopped to help so that within 40 minutes Clark was mobile again. However, he was not destined to last very long as the exhaust manifold parted company on the first cylinder and the flames from the stub completely destroyed the alternator and its associated wiring. Also on this section, Kallstrom had a puncture and had to let Mikkola past him on the road when he stopped to change it,

though naturally he was still leading on points.

As darkness fell, the rally turned away from the Aberdare Mountains and crossed the floor of the Rift Valley to Mount Mau Narok. This terror of the rallyman was dry but the old main road from the top along to Narok town was quite wet and slippery and it was here while rushing along to catch up Kallstrom on points that Timo Makinen made one of his rare errors and rolled the Escort badly. The car could have continued but the battery was broken in half and they could not start the engine let alone drive the next 100 kilometres without lights. Ford's hopes now rested with Mikkola who was some 20 minutes behind Kallstrom on points and by the time the rally reached Kericho at midnight for a two-hour rest, he had reduced this to five minutes. However, his front struts now needed a change and as he had a little time in hand, he decided to do them there but lost 20 minutes as it was necessary to change the disc brakes at the same time. Ove Andersson was in problems at the same place for the Peugeot had developed the nasty habit of stripping wheel studs when one went to undo the nut to change a wheel. This meant that at Kericho he had to stop and change both rear hubs which lost him 33 minutes. He had a similar thing happen later after Tot when two wheel studs sheared off and he had to drive the very fast section into Eldoret with just two nuts retaining one of the rear wheels.

Waldegaard's Porsche needed more new suspension at Kericho which cost him almost 20 minutes while Mehta lost four caused by the confusion of him and Kallstrom coming in almost together. The situation on points

was now as follows:

1, Kallstrom/Billstam, 244; 2, Aaltonen/Easter, 252; 3, Mikkola/Davenport, 268; 4, Mehta/Drews, 275.

With the crews occupying second, third and fourth positions quite well aware that they had faster cars than the leader, it was quite natural to find that on the re-start from Kericho the road race was on for after Mehta, there was no one close enough behind to threaten them so it was going to be one of these four cars that won the rally—unless of course they all broke down! By the start of the infamous Tot section at Makutano, Mikkola had taken 20 minutes off Kallstrom to lie just four minutes behind him while Aaltonen had recouped 16 and was now the rally leader by eight minutes. On the road Mikkola led and in one of the river crossings in Tot he flooded his engine and in a display of pure gentility, his fellow Finn Aaltonen towed him ten yards up the hill so that he could roll back and re-start the engine as the Escort's starter motor was not working. Despite this sort of thing, nearly all the works cars took zero penalty on this section of two and half hours through some of the most desolate border territory. On the Chesoi escarpment, Aaltonen broke a fan belt and even had time to change it at the top before clocking in.

By contrast, the section into Eldoret was impossible to drive in time though most people made it worse by stopping for service. Mikkola changed his starter motor but the second one was not working either so he lost the time for no reason. Aaltonen changed his fan belt again as a safety measure and had a water hose changed but lost less time than Mikkola so the situation then was:

1, Aaltonen/Easter, 295; 2, Kallstrom/Billstam, 299; 3, Mikkola/Davenport, 309; 4, Mehta/Drews, 327.

The private Datsun of Ewart Walker/Anthony Levitan checked into the Eldoret control and handed over their card for the two-hour halt but failed to notice that the control officer didn't stamp it. At the finish, they were initially excluded but then protested successfully on the grounds that at a control where the roadbook is taken away by the officials, it was not their responsibility to see that the stamp was applied. Joginder Singh and Tim Samuels who were going very well in the Colt Galant had a similar problem quite early on in the rally when the official at Mariakani control failed to put the stamp on and they noticed it and made a long loop back to get the stamp put on. They were initially excluded for having passed a control twice but they were reinstated after they pointed out that they passed it twice in the same direction!

From Eldoret to Nakuru is a pleasant drive on the main road but for the rally crews there was the pleasure of tackling the Tam-bach section which goes down an escarpment into the Rift Valley and then rambles amongst hills and swims rivers before coming out on the plain at Kipkorian before Nakuru. Unfortunately the organisers had set rather an easy time on this excellent rally

Rauno Aaltonen and Paul Easter drove a new-built Datsun 240Z.





Not much farther for the battered Shekhar Mehta/Lofty Drews Datsun.

section so that the leading crews had about quarter of an hour in hand and used it for service. Poor Aaltonen had his final set-to with the Datsun service when they took 17 minutes to change his front brake pads and he lost four minutes in the control. Mikkola had his new starter fitted but nearly lost a minute into Nakuru with a puncture. Aaltonen still led the rally by one minute from Kallstrom but the Swede was in trouble with his brakes and it was clear that he would have to take some time coming out of Nakuru when the rally re-started on Sunday evening to have them changed.

Thanks to the brake pad change of Aaltonen's, Mikkola was once again first on the road and led the rally into Thompson's Falls before yet another puncture dropped him back behind Aaltonen again. Bert Shankland had not had a happy rally and it was typical of his bad luck on this event that when he overcooked it on a corner descending to Thompson's Falls there was a big crowd on the exit and to avoid them he had to roll the car off the other edge writing it off and putting co-driver Chris Bates temporarily in hospital. Another visitor to the hospital though also for a very short time was Mike Doughty who had burnt his leg on the side exhaust of Simonian's Alfa before they were time-barred at Nakuru. Another candidate for a bed was Bruce Field who had inadvertently been set on fire whilst the re-fuelling of his and Mike Kirkland's Datsun 1600 SSS in Nakuru. Some petrol had been spilled during a hasty fill and one of the spectators had been smoking. Kirkland drove the car to safety while onlookers smothered Field's leg which he got attended to during the halt and they went on to finish.

At Archer's Post on the Ethiopian Highway, Aaltonen led Mikkola by ten minutes still, but a combination of having to change brakes and the very high speed of the section had caused Kallstrom to drop 17 minutes and he was now in third place. Poor Mikkola had yet another puncture on the road into Meru but everyone lost time to this control as the last 20 kilometres were in thick fog. In Meru itself it was raining which meant that the infamous toboggan run of Meru-Embu was going to be wet and thus almost anything could still happen in the battle for the lead. About 20 kilometres into the section a brow concealed a sheet of mud and a right-hand bend and Aaltonen as first car mounted the bank and turned the 240Z over virtually tearing a rear wheel off the suspension unit. He frantically tried to repair the damage by making a jury rig of wire rope but it took him and Paul Easter an hour to make three kilometres and then the wheel fell off again and they retired.

While Aaltonen was working on his car, Mikkola had arrived, hit the same bank but after stopping for a quick inspection he continued. What he didn't know was that the impact had bent a track control arm and put a hairline crack in his steering rack.

Seventy kilometres further with a lead of over 20 minutes and only a short distance to the Ford service, the two halves of the rack parted company and his rally was finished. Mehta and Kallstrom swept through to arrive as first and second cars at Embu with just 11 penalty points separating them and with only three competitive sections before the arrival in Nairobi.

Naturally it rained even harder as they got nearer the finish and despite stopping to cut away a front wing which had become detached after hitting a cow earlier in the rally, Mehta took nine minutes off Kallstrom to come within two minutes of him before the last 24 kilometre "special stage" of Mua Hills. Tony Fall and Mike Wood had the misfortune to stop with a broken distributor and lost half an hour tracing the fault and changing it which let Andersson through into third place and lost Datsun their one-two-three overall. However, back with the leaders, Kallstrom got crossed up in the deep mud and needed to be pushed which meant that he lost three minutes more than Mehta and thus technically the 240Z led on points until in scrutineering it picked up one for the missing light in the wing.

So an overseas driver had led all the way until just before the finish when Mehta, the most popular of the local drivers, had stormed through to win by a whisker in one of the most exciting finishes to a major event for some time. Datsun won the team prize as well with Peugeot taking a well-deserved second place despite losing Pierre Parsons literally at the last control where he had omitted to get his control card stamped though both the time and signature were there.

A last minute retirement was that of Waldegaard who had his oil cooler detach itself from under the front wing and he was so busy trying to keep the car on the road with its clapped suspension that he didn't notice the loss of oil pressure until it was too late and the Porsche Carrera engine was cooked. Another disappointment was the arrival of the only ladies crew still running at the finish, the Datsun 1600 SSS of Sylvia King and Ann Taieth, for it was six minutes beyond its maximum lateness and thus was excluded.

EAST AFRICAN SAFARI RALLY — RESULTS			
1.	S. Mehta/L. Drews (Datsun 240Z)	...	406
2.	H. Kallstrom/C. Bilistam (Datsun 1600 SSS)	...	406
3.	O. Andersson/J. Todt (Peugeot 504)	...	527
4.	T. Fall/M. Wood (Datsun 1600 SSS)	...	554
5.	P. Huth/J. McConnell (Peugeot 504)	...	727
6.	H. Lionnet/P. Hechle (Peugeot 504)	...	790
7.	S. Singh/J. Mitchell (Colt Galant)	...	843
8.	R. Ulyate/I. Smith (Fiat 125S)	...	874
9.	M. Kirkland/B. Field (Datsun 1600 SSS)	...	877
10.	J. Noon/R. Barnard (Datsun 1600 SSS)	...	905
There were eight other finishers including Joginder Singh (Colt Galant) and Ewart Walker (Datsun 1600 SSS) who were reinstated after protests but as yet the new classification has not been received. The other finishers in order are:			
Z.	Remtulla/N. Jivani (Datsun 1800 SSS)	...	1077
P.	Neylan/L. Reynolds (Mazda Rotary)	...	1138
V.	Preston Jun/B. Smith (Ford Escort RS)	...	1148
B.	Barton/C. Fryer (Datsun 1800 SSS)	...	1200
D.	Davinder Singh/D. Dalg (Colt Galant)	...	1212
J.	Rose/S. Rose (Datsun 1600 SSS)	...	1252
Team Prize:			
1.	Datsun (Mehta, Kallstrom and Fall)	...	1466
2.	Peugeot (Andersson, Huth, Lionnet)	...	2044
Coupe des Dames: Not awarded.			

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HONDA	N600
HUMBER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (Inc. JENSEN-HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA EUROPA TWIN CAM
MAZDA	1300 & ESTATE RX2
MERCEDES	200 8, 220 8, 200D 8, 220D 8, 230, 250 & 250CE, 250S, 250SE, 280S 8, 280SE 8, 280SEL 8, 280SL 8, 300SEL 8, 350SL
MG	B & BGT
MINI	All current models
MORRIS	All MARINA models
MORRIS	All MARINA models 1800 MKII
NSU	1200C, Ro80
OPEL	All current models except KADETT 100 CARAVAN 1200 CARAVAN & REKORD CARAVAN
PEUGEOT	404, 504
PORSCHE	All current models except 911
RELIANT	SCIMITAR GTE
RENAULT	12 SALOON, 15, 16
ROVER	2000, 2000TC, 3500, 3500S
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI & ESTATE and 1300 & 1300TC
TOYOTA	All current models except COROLLA ESTATE CORONA 2000 CROWN CUSTOM ESTATE
VAUXHALL	All current models
VOLKSWAGEN	All current models except KARMANN GHIA
VOLVO	144, 1800ES
WOLSELEY	18 85 MKII

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**"...a 6in hose
was run across
the race track
in order to
deal with a fire"**

Eastern Easter interlude

I now understand what Sir Herbert Gusset means when he prefixes his many letters to *Private Eye* with the words, "As one who's been out east and seen a few things..." Until the Easter period, when I was fortunate enough to report the Singapore Grand Prix, I fondly imagined that a race track in France was the same as a race track in Canada, as in Australia, etc. All over the world the stages for these motor racing spectacles have become standardised, more clinical, due to safety dictates; the props—the cars—are almost universal; and the drivers make their own private cliques in the air-conditioned luxury of their hotels. I'm sure there are some international jet-set drivers, oblivious of their surroundings, who think like the whistle-stop American tourists of cartoon fame: "If it's April 29, this must be Nürburgring."

There are still a few circuits of character, circuits which rise above the Roneo'd, internationally accepted Formula of the 70s. Monaco, Targa Florio, Le Mans, Spa-Francorchamps, Nürburgring and Monza spring immediately to mind, but they are slowly changing, for unless they did it would spell financial suicide. Now I would like to nominate another circuit with character: Singapore's Upper Thomson road circuit.

At 3.023 miles per lap it is not a classic course, and it is not steeped in motor racing legends. Nowadays, as cars get faster and faster, there is a top capacity limit of 1600 cc imposed by the organisers, the Singapore Motor Sports Club. And with a width of only about 24 ft, few run-off areas, and a mere yard or two of metal guard rail, it is an anachronism by today's standards. I'm sure it only remains because it is geographically far removed from *La Place de la Concorde*, and I fear for the day when that august body decides upon a course inspection. (I have personal doubts about recording these feelings lest I prejudice the track's future. The only reason I do so is because there are moves from within the island itself to build a permanent circuit—one which will bring them instant, CSI-style, respectability and undoubtedly total loss of character.)

I had the opportunity of comparing Upper Thomson with the permanent circuit at Batu Tiga, just outside Kuala Lumpur, which was the scene of the Malaysian GP the previous Sunday. Batu Tiga is a pleasant enough little track, complete with permanent grandstands, pits, paddock, officials' buildings and the rest. Upper Thomson, by contrast, comprises public highways and has to have temporary amenities. What it does have are awe-inspiring trackside features such as unprotected trees, lamp standards, bus shelters, water hydrants, drainage channels, valleys and villages. I was driven round the circuit, and my respect for the drivers multiplied 100 times. But if, as a spectator, I could admire the skill and courage required to drive quickly on the circuit, what did the drivers themselves feel?

I asked most of the visiting pilots, and all came up with approximately the same answer: while the track created a real challenge, they raced with a built-in safety reserve (and also, incidentally, bearing in mind the lower standard of driving of some

of the locals). The visiting drivers undoubtedly have a fabulous time, and their judgments may have been clouded by the relaxed atmosphere created by the whole GP weekend. It must be remembered that the transport for drivers, cars and crews whether by Singapore Airlines or Air New Zealand, and the accommodation by the Goodwood Hotels Group is all found. There are no championship points at stake and there is very reasonable prize money to be had. (Despite all this there were a couple of top, British-based Formula Atlantic drivers who turned down invitations because there were vital races in Britain that weekend. Such is the professionalism of Atlantic racing these days!)

For most drivers, however, these sort of temptations make the Singapore GP an offer they can't refuse. This is not a *Godfather*-type piece of persuasion either, for the word has got around, especially in New Zealand and Australia, that competitors are treated like kings in Singapore. These competitors even seem prepared to overlook organisational flaws such as the occasion during the 1972 GP when a 6 in hose was run across the race track in order to deal with a fire. Imagine coming on that at high speed!

In many ways the racing is just a work interlude during a pleasant holiday in this great trading island. Despite its modern, outward-looking independence, a degree of the old colonialism is still discernible in some of Singapore's international-standard hotels. There is a certain fascination, not least for the Aussies and Kiwis.

Imagine the scene, for example, in the cocktail lounge of an hotel. While a tail-coated pianist has mentally submerged himself in the Moonlight Sonata he is playing on the grand, there is a constant babble of chatter from one quarter. It is silenced by a glower and a "sh" from the pianist. Afterwards there is a confrontation between the intruder, New Zealander Kenny Smith, and the pianist.

"Were you rubbishing me?" asks Smith, a gritty, self-made car dealer who currently races March 722-1.

"Rubbish?" replies the Noel Coward-like entertainer. "Is that a noun or a verb?"

These amusing interludes aside, the Grand Prix drivers are the heroes of the weekend. They are constantly on television and radio, and the local press is full of the whole affair. The *New Nation*, an evening paper, dated Thursday, April 19, was probably the best example of promotion build-up I have ever seen in a newspaper. I put a ruler along the columns of that edition, which carried approximately 43 per cent advertising, 34 per cent national and international news and 23 per cent GP build-up news. When it is realised that the paper has no actual GP involvement, and that over 60 per cent of that advertising quota centred around the meeting, then it can be realised what a big deal the whole affair is.

Undoubtedly the driving force behind the meeting is the government. For what can only be international prestige and internal happiness, the National Sports Promotion Board spend a good deal of time and energy on promoting the event. There are big things like the newspaper coverage, but there are also little things like placing printed cards in all hotel rooms advertising the meeting, and even scrutineering. Sports of all kinds are actively encouraged by the government, and the NSPB is responsible for production of a splendid monthly magazine, *Sports*, the gist of which is, don't just stand there, compete.

While motor racing, because of its expensive nature, is essentially just to watch, it doesn't stop the government putting on the affair for the entertainment of the residents. Rallies with government support are not uncommon—the Acropolis, the Moroccan, the Safari—but the state-inspired background of the Singapore GP race meeting is very unusual in the free world.

But Singapore is very ambitious. The limitations of the Upper Thomson circuit are realised, and they know that to be accepted in the international world of motor racing a permanent circuit is required. Despite the myriad social and economic problems faced by the nation, they will undoubtedly get their permanent track, which will double as an all-sports complex. I've seen the way in which they've tackled their housing problem—one new workers' flat is completed every 14 min—and if they decide on a permanent circuit, nothing short of war will stop them.

From Singapore's point of view, the opening of such a track will be a happy day. From the world-wide spectrum of motor sport it will be a sad day because yet another road circuit will be part of history. Still, there's always Macau, which I'm told is even more of a "man's" circuit!

Anyone who wins at Singapore becomes an instant crowd favourite. Vern Schuppan is now after his victory this year, especially as he beat Graeme Lawrence fairly and squarely. (Beat him, incidentally, by 38 sec, not 20 sec as I said in my report last week). Graeme has won three times at Upper Thomson, and his courageous comeback after that infamous NZ GP accident in which he tried to demolish a train with his racing car has all the right ingredients for a *Boys' Own Paper* story.



In addition to Vern, a new hero has emerged in Singapore: Sonny Rajah. Sonny (left) has raced saloon cars, and even won the Malaysian GP in 1972 with a Lotus 69, but he has yet to make his mark properly in single-seaters. He's currently Singapore's only driver with any hope of international success, and will contest Formula Atlantic events with his new March 732 when he gets back to Britain later this month. He had no success during this year's home-coming. At Batu Tiga his engine blew up and at Upper Thomson the battery fell off, on both occasions while he was lying seventh.

That's not a fair reflection on his talent. He's a rebellious young man with a quiet determination to succeed—for himself and also for his country. He is, of course, coloured, or what Max Stewart would term a "black bugger." The comment, it must be stressed, was made by Max—a straight-talking Aussie in the Frank Gardner mould—with his arm affectionately around Sonny's shoulders.

Despite his affluent background, Sonny's struggle is a hard one. His father, a millionaire with business interests in Kuala Lumpur and Singapore, is very much against his son's racing. He has said, in effect, "Anything you want is yours. Just give up racing." Sonny's reply is that he wants nothing but racing, and consequently that racing is very much on a shoe-string, with only Singapore Airlines stickers adorning his dark blue March.

And while the National Sports Promotion Board is obviously very pleased to have a local man competing with the stars as an example of sporting endeavour, Sonny is something of an embarrassment. While it isn't actually an offence to have long, shaggy hair like Sonny's, those with it are given a more difficult time by the establishment. I, for instance, reasoned that discretion was the better part of valour and had my hair cut before going to Singapore in case some scissor-happy hack was set to work on it at the customs post. The method adopted by Sonny, whose hair is longer than mine, is to hide it all beneath a wig. He passes by the customs officials the very picture of innocence!

RICHARD FEAST

The quick pace of Monza took a high mortality rate on engines and of the 36 cars that started the race only 14 were classified as finishers, 13 cars being all that could stay within the maximum distance allowed behind the winning Ferrari to be classified. Ickx/Redman had set a scorching new race average record of 242.473 kph after a faultless highly professional performance.

ENTRY

The entry for this race was worse than it had been at Dijon in that the number of 3-litre prototypes had diminished, but fortunately none of which came from the leading prototypes. For the first time however the Gitanes Lola T282 of Wisell/Lafosse was a non arrival at the very circuit where it would probably have stood its best chance to date. Instead the car was returned to England to be checked after its Dijon shunt and also take some time off for testing to see if the handling can be sorted out a bit.

Ferrari were of course the star attraction here anyway and as long as they were present it mattered little to the Italians what other cars were missing. Three beautifully prepared cars arrived, 0888, 0896 and 0894, number 0896 racing for the first time this year while the remaining two were the Varelunga cars refurbished, the 894 chassis of Schenken/Reutemann left with outboard brakes still while 896 was now inboard braked like 888.

As with last year's cars special long tails were fitted for the fast circuits, thus at Monza all three cars had the longer tail sections which gave around 300 more rpm on the straight but tended to make the cars a little understeer orientated in the fast and slow curves. The cars were tried with short tails in case one of the long tails got damaged in the race for there were no long spares. With power more essential than torque at this circuit the engines were switched back to the F1 exhaust set-up so that they were now giving around 470 bhp and sounded much better to.

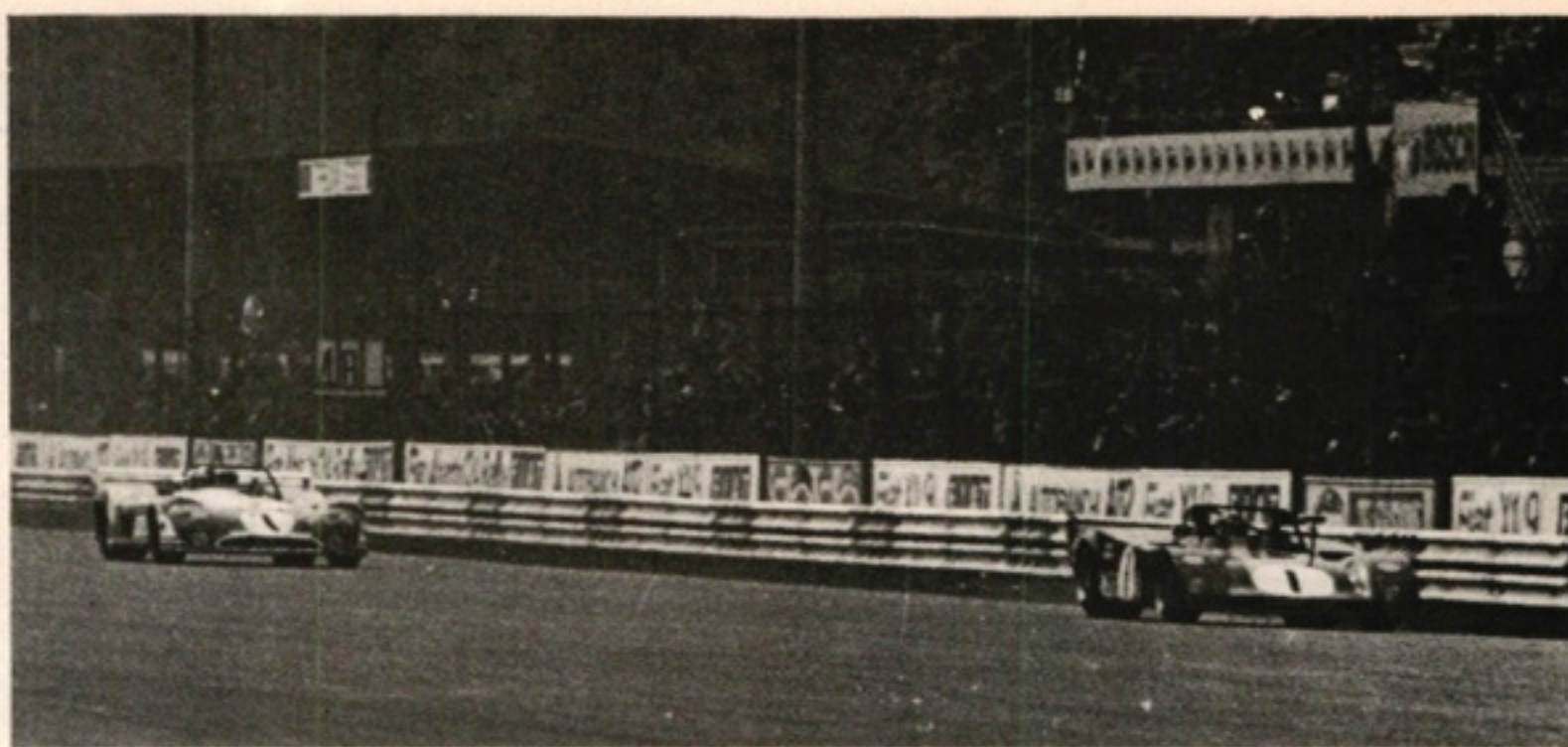
Experiments were tried switching the battery to a front mounted position to reduce the polar moment of inertia and improve the cars, handling but it was moved back for the race for safety reasons.

Like the Ferraris, Matra also concentrated on power at this race and with their V12 they were claiming around 10 bhp more than the flat-12. Larrousse and Pescarolo changed their victorious chassis number 2 for the original number 1 while Beltoise/Cevert were once again paired in number 3. The Pescarolo car had been converted to the same spec as the Cevert car had been for the last two races, and thus featured a Hewland DG300 box and a stubbier lighter nose section. The car broke its diff in the final stages of practice however and when it appeared for the race it was back to a ZF box again.

Like Matra, the Mirage team used one of its Dijon cars (602) and the original 601 was refurbished for Mike Hailwood/Vern Schuppan while Bell and Ganley had the newer one. Both cars were DFV powered and were little changed from the previous race.

Other regular 3-litre runners were the two Porsche 908/3s of Claude Haldi/Juan Fernandez and Reinhold Jöst/Mario Casoni, the former car looking much smarter, from the outside at least, with new sponsorship colours of Toblerone chocolate. Jöst's car was running a new engine after its Dijon breakage and was as usual looking well prepared and business-like in its Lufthansa colours. An older Porsche 908/2 was again entered by Andre Wicky for himself and Max-Cohen-Olivar, hoping to repeat his high placing of last year when it was one of the only cars left running at the end.

That should of been all in the 3-litre Porsche prototype class, but a last minute change of mind by the unpredictable organisers suddenly saw both the Martini Porsche Carrera RSs running as prototypes—now confirmed to be running 3-litre engines as suspected at Dijon. It was thought that one of the Italian Carrera drivers did not like the idea of being left behind by the quicker works cars and tipped off the organisers



Ickx leads Beltoise past the pits.

MONZA

Ferrari are back!

Story and pictures by JEFF HUTCHINSON

Brian Redman and Jackie Ickx put their Ferrari 312P back in the winner's circle at Monza last Wednesday. After their defeat at Varelunga and Dijon it was sweet revenge to win this one in front of the "home" crowd, but the Italian cars were far from dominating. Once again the Cevert/Beltoise Matra MS670 was the fastest car taking pole position and setting fastest lap of the race during its long duel with the winning car, but this time the Matras proved unreliable, lost time and let the Ferraris ahead to an unchallenged victory in the closing stages. Both the Matras entered suffered the same problem—a broken front stub axle, which was repaired on the Pescarolo/Larrousse car early on in the race but when Cevert stopped nearer the end with the same trouble, he did not return to the track.

Larrousse/Pescarolo recovered well to take third place seven laps behind the Ferrari one-two, Matras only compensation being that the third Ferrari entered stopped after seven laps with either the gearbox or the engine about to seize up. Against the top end power of the 12-cylinder cars at a fast circuit like Monza the two DFV V8 Gulf Mirages were never really in the picture as they had been at Dijon, while they were both out before the end of the race anyway, Ganley/Bell when the engine blew up and Hailwood/Schuppan when the same thing happened to the clutch after a race of assorted problems.

that the rear suspension mods carried out for Dijon were not homologated. Porsche said they were, from April 1, and after a lot of arguing ended up having to run the cars in the prototype class plus requalify them as such for the second day of practice. They took advantage of the unrestricted mods allowed as prototypes and hurriedly stuck on some additional makeshift rear spoilers. All this to-ing and fro-ing much to the amusement of David Yorke.

The only Lola representation was the Jolly Club hired and entered, Ecurie Bonnier coloured, ex-BIP Lola T280 for Giorgio Pianta/Pino Pica.

Hopes of seeing the new Alfa 12-cyl were again shattered by the appearance of all the Alfa personnel in the attendance of all the privately entered Brescia Corse, blue and white coloured, last year's Alfa Romeo T33/TT which seems so incredibly dated after just one year. With Alfa man Carlo Facetti aided by "Pam" driving, it would no doubt be there at the finish, although hardly a

challenge.

News of the new Alfa was much more positive now, however, for Rolf Stommelen was busy weighing up the opposition and eager to tell of his testing experiences. Apparently he had lapped Monza in 1 m 22.0 s, "which I could have made even quicker" he said, "and been as fast as the Matras are here." So why did they not run it? "Because we have not tried the car enough for race reliability," Stommelen added, but it will be out at Spa—maybe—and the Targa definitely. If the stories are true, it could really shake things up.

The remainder of the prototype cars consisted of a mainly Italian crop of 2-litre cars with a sprinkling of International flavour. The only car from England was the Chevron-Richardson FVC B21 of Ian Harrower/James Bell. Most notable of the Italian 2-litre runners was Andrea de Adamich sharing the seat of Gabriel Serblin's Ceramica Pagnossin March-BMW 73S which was still fitted with its original water system set-up which caused all the overheating dramas at the 2-litre Paul Ricard race. Unless the new one arrived in time they were doubtful about finishing the race.

An incredible collection of pseudonyms were in attendance around a collection of Chevron B19/21/23 variants powered by 1600 FVA and 1800 FVC engines, the "pseudos corner" of the week prize surely going to one very Italian looking guy by the name of "Frank McBoden"—och aye. Walter Frey/Peter Etmuller were two better known Swiss-based drivers in a new B23.

Looking very smart and making their first public appearance were the two new Lola T292s of the all Portuguese BIP team based at the Ecurie Bonnier workshops in Switzerland. The Banco International Portugues were no doubt handling the accounts of their four drivers Mario Cabral/Carlos Santos and Carlos Gaspar/George Pinhol. These new cars were all FVC powered like a similar new car which was entered under Ecurie Bonnier for its Norwegian owner, Ray Fallo, who was driving with Jose Dolhem.

Additional rear spoiler of the Martini Carrera.





The chance of another Matra victory disappears as the Beltoise/Cevert car rests in the pits.

The only non-Chevron/Lola to qualify was the AMS powered by an 1800 Hart BDA which showed its potential by qualifying second fastest 2-litre in the hands of Manfred Mohr out of the 18 2-litre cars which qualified. Unfortunately electrical dramas sidelined the car before the start of the race.

After the Martini Porsches were thrown out of the GT category it was the similar 2.8-litre Carrera of John Fitzpatrick/Paul Keller which set the best GT time and was favourite for victory although on paper the three Panteras to get in the race were as quick, but unlikely to last. Three more Carreras were being run by Fitz's "boss" Erwin Kremer who was sharing the semi-works car of Clemens Schickentanz, the Italian one of Ennio Bonomelli/Teodoro Zeccoli and the Bernard Cheneviere/Peter Zbinden car.

Chris Craft/Martin Birrane should have been sharing a similar Kremer prepared car to Fitz's but did not get in the race after a faulty gearbox gave trouble and could not be repaired in time for them to qualify. Team manager Keith Greene was looking particularly down in the mouth, especially when the organisers would not even give him any tickets to go and watch the race.

PRACTICE

An ample eight hours practice was laid on before the race with three hours on Monday and five hours Tuesday. Monday started off badly for the Matra camp with Cevert completing only five laps before his new engine blew a piston going into the Curva Grande. Bell was following right behind into this fast almost flat out fifth gear sweep, "and suddenly I couldn't even see the kerb and had to guess which way the road went," he said after coming into the pits with a bit of a twitch on. Mirage also had their share of bad luck on Monday for Schuppan (who was looking very tired after jetting straight back from his Singapore win) was made even more tired when he had a long walk back to the pits after his differential had seized. An oil union had worked loose and all the oil drained out. Hailwood was away racing F2 at Thruxton as

were several drivers, so he did not really miss very much.

Ferrari were still making adjustment here and there to gain the extra fraction of seconds, tyres being the centre of attention after recent problems. It was Ickx who ended up with best time on Monday with a best of 1 m 21.8 s which bettered Cevert's best of 1 m 21.87 s driving the Larrousse car. Merzario set a best of 1 m 22.74 s with Reutemann in the third Ferrari on 1 m 22.9 s. Bell was a whole second slower than this time and it looked as though the Mirage would be very much outpaced here.

Tuesday saw the Ferrari team out of luck, for all three cars were fitted with new engines before the first morning practice but then after a very few laps the Merzario car blew its engine just after Pace had taken over for the first time. Nothing actually appeared out of the side of the engine but Pace said "I stopped with some very funny tinkling noises after it went very slow." Merzario had bettered his Monday time with a 1 m 22.67 s, however, which headed the third row of the grid.

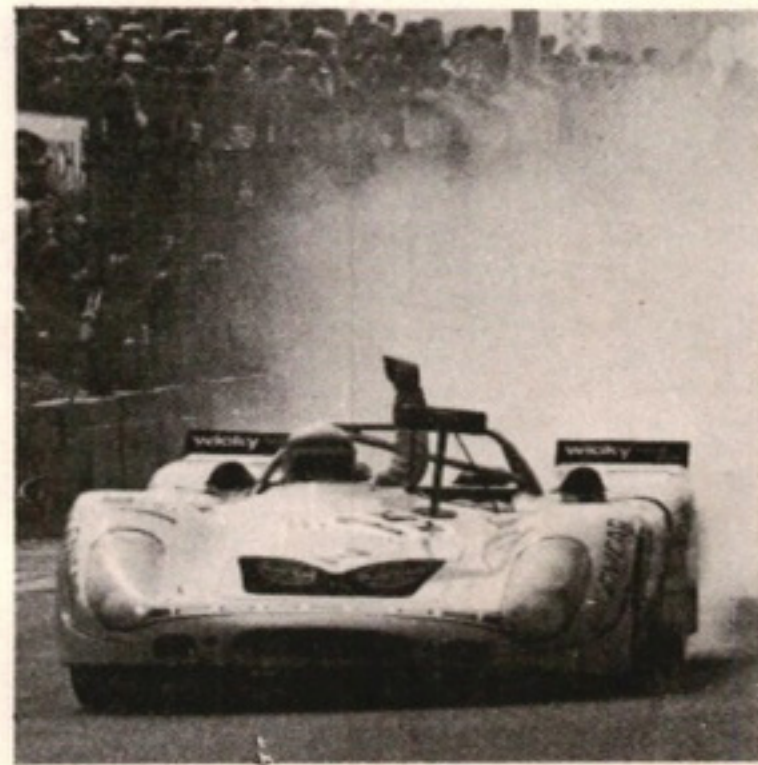
The battle was on between Ferrari and Matra for pole position. Ickx was unable to better his Monday time and had to make do with a 21.8 s while Cevert went out and took pole with a 21.13 s before handing over to brother-in-law JPB who did not better 22.5 s. Apparently driver relationships between Cevert and Beltoise are not all they could be and Beltoise feels the car is orientated around Cevert's likes rather than his own. Perhaps Cevert could have gone even faster but practice was kept short when the oil pressure of the replacement engine was not what it should have been so the engine was changed for yet another, which led the Ferrari fans into much speculation about special qualifying engines etc. Pescarolo headed the second row of the grid with a best of 1 m 22.26 s and had Reutemann/Schenken on the same row with Reutemann's best time of 1 m 22.65 s set on Monday.

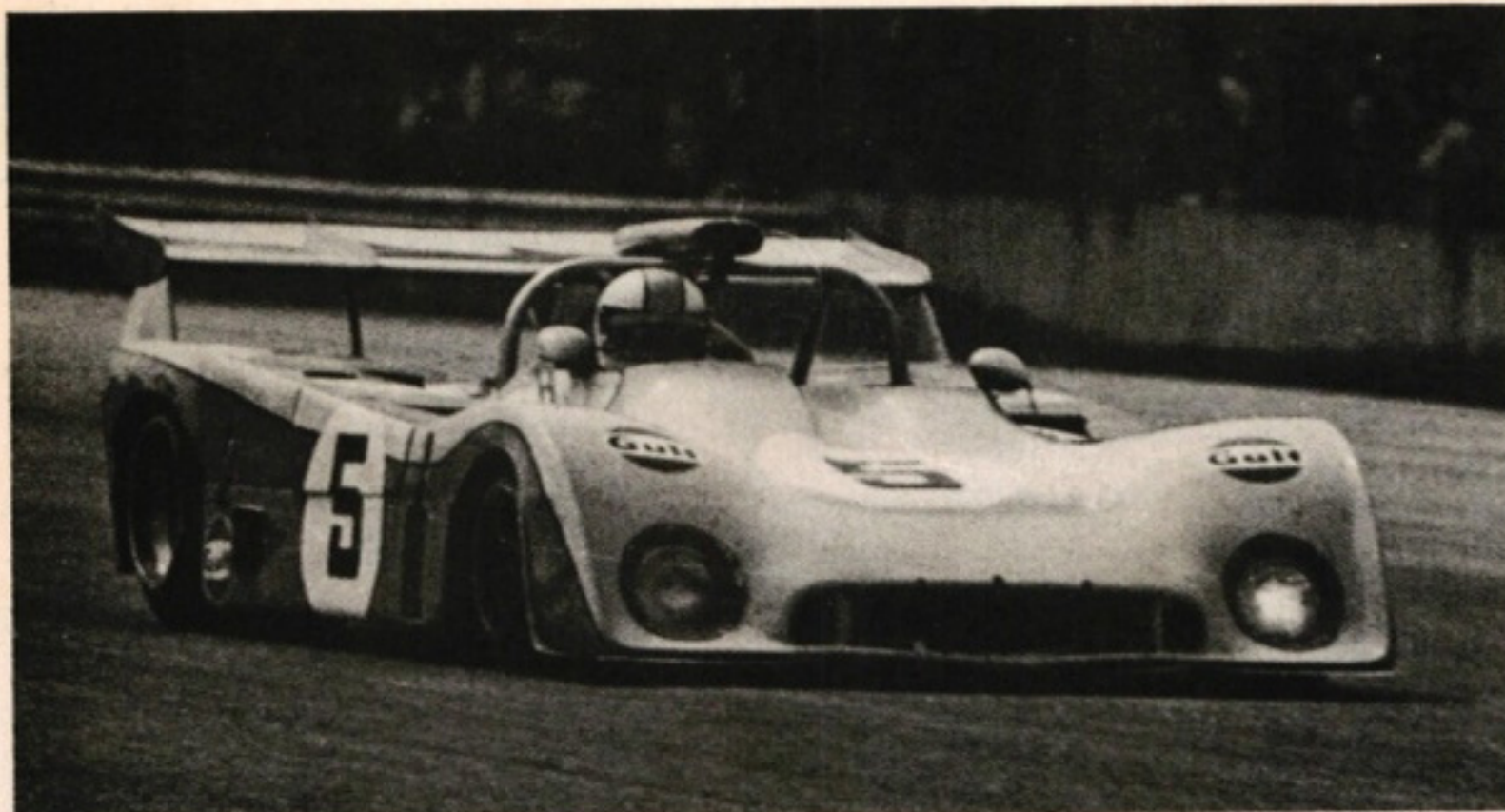
Bell's and Ganley's Gulf Mirage came alongside Merzario's Ferrari on the third row, Bell setting a 22.8 s. Hailwood did a 23.67 s to head the fourth row from the Lola T280

which set a best of 25.75 s driven by Pianta. Facetti did not better 1 m 27.03 s with his Alfa while Serblin, who did most of the driving in the March-BMW was quicker than de Adamich with a best of 1 m 31.11 s compared with Andrea's best of 32.36 s, the power of the March-BMW engine putting it ahead on the grid in front of Jöst/Casoni's car which unfortunately ran into trouble on the second day. The engine did not seem too healthy and a broken piston ring was suspected. At first the team were going to withdraw the car but decided to run as a "start line special" for the starting money. This turned out to be a big mistake. Mohr set a creditable 1 m 33.85 s in the AMS with Dolhem heading the seventh row in the new Lola with a time one second slower.

With the qualifying time a very tight 123 per cent of the three fastest a figure around 1 m 40.5 s was the cut off line which fortunately eliminated most of the slower GT cars but was still high enough to let in a

Cohen-Olivar pits the Porsche 908/2 with a flat tyre.





Hailwood was out of luck again in the Mirage.

lot of rather erratically driven cars, in particular one of the Panteras. Two different Ferrari drivers had nasty experiences when slower cars moved across in front of them. "You can come up behind perhaps 80 mph quicker at a place like the Curva Grande which is almost flat with just a slight lift and around a 175 mph corner. The car in front sees you on his right and then moves over to the left not realising that you are in a full drift to the left hand side of the track," explained Redman who had a couple of scary moments.

George Follmer set an impressive time in his "prototype" with a best of 1 m 38.67 s in the Martini car which he was sharing with Super Vee talent Manfred Schurti for the first time. Follmer's time bettered several

of the 2-litre prototype runners, the Carreras often winding up and passing the 2-litre cars on the long straights and with their Porsche 917 brakes can also stop almost as well, the only thing they miss out on being in cornering speed.

Although four rows behind Follmer on the grid Fitzpatrick's fastest "proper" GT time was a 1 m 39.17 s, only 0.5 s slower, which cannot say too much for the advantage of a 3-litre engine.

RACE

Unlike last year's race which started under a constant downpour of rain, race day was bright, warm and sunny with most of the 38 qualifiers making the grid. After a gentle pace lap it was Ickx who put the power on first and led for the first lap with Beltoise, Merzario, Pescarolo, Reutemann, Bell and Hailwood strung out behind already well clear of Pianta and the March-BMW.

Ickx was determined to give the crowd value for money and as he pulled away from the rest of the field he could not shake off Beltoise who eventually slipped ahead to take the lead on lap five.

Ickx could not get ahead again, but he hung on and did not fall back as Beltoise set the pace. Ferrari's hopes took an early knocking when Merzario suddenly went missing and it was sometime later the little Italian came walking back from Lesmo to the pits to report that the engine and the gearbox had been about to let go accompanied by vibration.

The gap that Merzario left gave Pescarolo third spot who had a Ferrari right behind him in the shape of Reutemann, so for the time being at least it was very much "even

Stevens." The two Mirages were in the background from the start, Bell pulling away from Hailwood who was coming past the pits holding up four fingers—all on the same hand—to indicate that he only had four gears working.

Long before the first scheduled pit stops, the pits were a hive of activity, all three Panteras calling in with overheating—misfiring problematical engines, a couple of Chevron B21s stopping with similar dramas including Harrower's car which was also overheating and then de Adamich. Harrower rejoined the race but the de Adamich car was left in the pits, its owner preferring to save it for the 2-litre race in a couple of weeks rather than blow up the engine trying to finish a 1000 kms race.

One car that did blow its engine much to the upset of its mechanic was the Jöst Porsche 908/3 which never even finished the first lap and really was a start line special.

Such was the rate of fuel consumption at this circuit that the leading cars started to make their first stops around lap 33 with both the Matras making very smooth stops of 30 seconds each, both the drivers staying in the cars. Reutemann came in for his scheduled stop at 35 laps and handed over to Schenken while Ickx just kept on going and had everybody including his own pit holding their breath as the laps rolled by, Ickx waiting until the car went on reserve to see just how far he could go. Finally he shot into the pits at the start of his 40th lap and waved Redman back as he went to get in the car. Also around 30 s later, like the Matra, his Ferrari was leaving great rubber streaks down the pit lane as he rushed back on to the track and brought the first signs of emotion from the crowd when he came round the next lap just ahead of the Matra. Bell was now holding third place still with his stop to come while Pescarolo was fourth and closing fast just a few seconds behind and almost a minute ahead of the Schenken Ferrari after they had changed drivers.

Hailwood has spent several laps fishing for gears and found himself lapped but still ahead of Facetti in seventh spot. The Haldi/Fernandez Porsche 908/3 was holding a very distant eighth a further lap down after inheriting the place from the Pianta Lola which had been pushed off at the Parabolica. Pianta eventually got the car back to the pits after a long stop in the sand trying to unstick the jammed throttle slides while more laps were lost in the pits having the damaged bodywork repaired. The efforts were in vain however, for after a few more laps the car came in to retire for good with a fractured water pipe probably caused by the off course excursion.

By the 50 lap mark Ickx had lost his advantage again and Beltoise was four seconds ahead with the second Matra 24 behind with a similar gap to the Schenken Ferrari. Ganley took over from Bell and was now a lap behind the leading cars while Hailwood stayed in his own car and tried to make up for time lost without fourth gear and also a badly misfiring engine which had developed soon after the start.

Another notable early retirement after just 19 laps was the Follmer Porsche which he brought into the pits with 9,300 rpm after missing a gear. He had certainly given value for money before he went out however, and had been leading half the 2-litre field at the time.

The battle for the lead remained as close as ever with Beltoise pulling out around half a second per lap from Ickx while Schenken was losing around a second to two seconds a lap on Ickx in the sister car.

Trouble had struck the other front runners. Pescarolo came into the pits on lap 54 with the front left hand wheel making horrible noises: "I was going round the Curva Grande when the front suddenly went funny and I nearly crashed," said the Frenchman. A quick inspection revealed the problem—the front left side stub axle had broken and the resultant damaged disc showed how the brake caliper had stopped the wheel parting company with the car. Eleven laps were lost

Cevert/Beltoise (Matra-Simca MS 670) 1:21.13	Ickx/Redman (Ferrari 312/P) 1:21.80
Pescarolo/Larrousse (Matra-Simca MS 670) 1:22.26	Reutemann/Schenken (Ferrari 312/P) 1:22.65
Merzario/Pace (Ferrari 312/P) 1:22.67	D. Bell/Ganley (Gulf Mirage-Ford) 1:22.82
Hailwood/Schuppan (Gulf Mirage-Ford) 1:23.67	Pica/Pianta (Lola 280/2) 1:25.75
Facetti/"Pam" (Alfa-Romeo 33TT3) 1:27.03	Serblin/de Adamich (March-BMW) 1:31.11
Jöst/Casoni (Porsche 908/3) 1:32.76	Cerulli Irelli/Finotto/ Mohr (AMS) 1:33.85
"Fallo"/Dolhem (Lola T292) 1:34.83	Formento/Pozzo (Chevron B21) 1:35.05
Nesti/Morelli (Chevron B21) 1:35.48	Etmüller/Frey (Chevron B23) 1:35.96
Haldi/Fernandez (Porsche 908/3) 1:36.25	"Tango"/Raslega (Chevron B21) 1:36.41
Schön/"Pal Joe" (Lola) 1:36.57	Santos/Cabral (Lola T292) 1:36.65

Cabral's BIP Lola before its retirement with a blown engine.





The start with the three Ferraris and two Matras leading the field.

while the front corner was changed and the chances of another Larrousse/Pescarolo win disappeared.

Two laps later the leading Gulf car also disappeared, Ganley walking back to the pits to explain that the engine had blown up. Hailwood was two laps back with an increasingly sick sounding car leaving only three cars on the same lap.

Facetti was now four laps behind after his stop to hand over to Pam, but was well ahead of the Porsche 908/3 of Fernandez which in turn was in no danger from the next two litre car. Fitzpatrick was almost a lap clear of the next GT car which was a close battle between Kremer and Bonomelli, that is until Fitz was forced into the pits with a broken rotor arm and he lost several laps while a new one was found and fitted.

By the time Cevert took over from Beltoise and rejoined the race with fresh left side tyres, Ickx was back in the lead again, now by almost a minute for Cevert had lost a lot of time at the changeover when he found reverse gear instead of first and tried to exit the pits backwards to the cheers of the crowded pit stands. The car stalled and the mechanic had to open the door again and help him get the car out of gear and into one going forward which sounded like third as he had three goes at getting the clutch home with the engine singing a high note.

Once away Cevert drove hard and fast and when Ickx handed over to Redman after 80 laps around one half distance, the Lancashire driver joined the race just over 40 ahead. Cevert was really flying and if he was having gearbox troubles it did not show for he set fastest lap of the race and a new outright record as he closed on the Ferrari at around a second or more a lap. By the end of his first stint Cevert had made up all his lost time and took the lead again but then went back to the pits for more fuel, letting the Ferrari ahead again. With Ickx/

Redman managing to stretch their fuel to 40 laps between stops and the Matra only 33 laps the French car was going to need an extra stop which at the rate Cevert was driving, he might just be able to make up over the Ferrari. It was going to be close.

After just 40 laps at the wheel Redman handed back to Ickx who was determined to win this one single handed. After another very slick Ferrari stop, Ickx was out still in the lead but being caught at the same rate by the Matra as Redman had been, but after 130 laps Ferrari's worries were over when Cevert pitted to have a rear wheel changed much to the delight of the crowd who whistled and cheered enough to almost drown the sound of the V12 as Cevert slipped the clutch to get out of the pits.

The problem had been a severe vibration which was obviously not from the rear of the car when he came in and had the front wheel changed a lap later. Again it took a lot of effort to get the car rolling and one could imagine the poor clutch plates almost melting as he fed 400 odd horse power through it in long agonising bites, the engine sounding like a death wail.

After another lap, the Matra was back again and this time a closer look showed the trouble to be the same as Pescarolo's car, the front wheel very unstable after the same stub-axle trouble.

Suddenly there was no more race. Ickx dropped two seconds a lap and cruised round to an easy victory while Reutemann seemed determined to blow his car up. At the last pit stop he had reported high water temperature but then carried on as fast as ever which seemed pretty pointless as by this time he was eight laps ahead of the Pescarolo/Larrousse car which took third place from the Hailwood Mirage when Bell, who had taken over instead of Schuppan, rolled the car to a halt at the entrance of the pits, the clutch having blown completely, although it

was well out of the running after a chaotic pit stop to change the black box.

Certainly there is something awry with the Gulf team's organisation when the team manager, John Horsman, is kneeling on the car and trying to change the black box himself while the mechanics stand back and watch. Eventually Horsman gave up and left it to the mechanics to finish off.

After several more water stops, Reutemann finally took notice of the slow signs hung out to him and nursed the car to the end, the two Ferraris making the most of their fortunate, rather lucky, victory by crossing the finish line in formation.

Fourth place overall and 14 laps behind the Matra was the Lola T290 of Gagliardi/Pooky which was the final successor in a long line of 2-litre inheritors. Mohr led for first third of the race after de Adamich stopped, then overheating troubles and electrical problems put that car well down which let the BIP Lolas into a strong position until Cabral went out with a blown engine and Gaspar stopped with overheating dramas.

Gagliardi/Pooky took fourth place in the final hour when Facetti/Pam lost several laps with repeated stops to try to cure a very sick sounding engine which only just lasted out to give them fifth place a lap behind the Lola. Schickentanz/Kremer took the GT category and eighth overall beating the Chenevere/Zbinden Carrera RS by two laps.

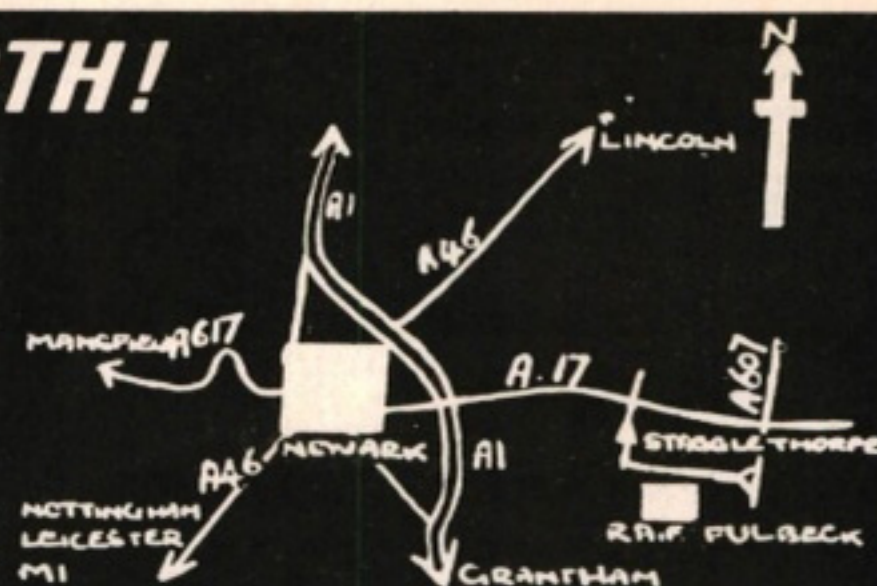
Monza 1000 kms, Monza.
World Manufacturer's Championship, round 4.
174 laps, 1,000.5 kilometres
1. Jackie Ickx/Brian Redman (Ferrari 312P), 4 h 7 m 34.4 s, 242.473 kph; 2. Carlos Reutemann/Tim Schenken (Ferrari 312P), 171 laps; 3. Gerard Larrousse/Henri Pescarolo (Matra Simca 670), 164 laps; 4. "Pooky"/Giancarlo Gagliardi (Lola-FVC T290), 150 laps; 5. "Pam"/Carlo Facetti (Alfa Romeo 33TT3), 149 laps; 6. Giorgio Schön/"Pal Joe" (Lola-Abarth T290), 145 laps; 7. Luigi Moreschi/"Frank McBoden" (Chevron-FVC B21), 143 laps; 8. Clemens Schickentanz/Erwin Kremer (2.8 Porsche Carrera RS), 142 laps; 9. Bernard Chenevere/Peter Zbinden (2.8 Porsche Carrera RS), 140 laps; 10. Mario Nadari/Achille Marzi (Chevron FVC B21), 135 laps.
Fastest lap: Cevert, 1 m 21.9 s, 252.747 kph (new record).
World Championship Points: Ferrari, 65; Matra, 52; Porsche, 35; Lola, 22; Chevrolet, 12; Alfa Romeo and Gulf-Mirage, 8; Chevron, 5.

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Last Sunday the country's newest race track opened with a 12-event programme, eight of which were over 25 laps, and watched by a crowd of about 5,000 people who could see the whole circuit from almost any vantage point. Where can this be, you might ask. The answer is an old quarry near Preston which has seen some kart racing and sprinting over the past few years but has now acquired all the Armco and sleepers necessary to turn it into an RAC-sanctioned circuit. The spectators can see the whole thing because it's slightly less than 900 yards long and they all stand on the sides of the quarry looking down on to the racing, loving every minute of it and cheering like mad when anything exciting happens. For the drivers, the circuit poses a few problems. It is undoubtedly hard on the cars since the straights are short and brakes and gears are in almost constant use. It's also tough for the drivers for overtaking is a problem between two evenly matched cars, making a good start essential and the slightest mistake, such as a missed gear change, irretrievable. On the whole the competitors seemed to like it, but not too often. One more meeting is planned for this year and it is anticipated that an extension will shortly be built, turning Longridge into the North's own Brands Hatch as it was before commercialism took over.

Organisation was in the hands of the Lancashire AC who have had great experience of just about every sort of motoring competition except a race meeting. The new venture was no problem at all and it would be hard to find a club more anxious to please. At one point during the hot afternoon, we bemoaned the fact that the paddock kiosk had sold out of soft drinks. The next minute, a beer was being thrust into your reporter's hand by a senior official! Now that has to be a good press service!

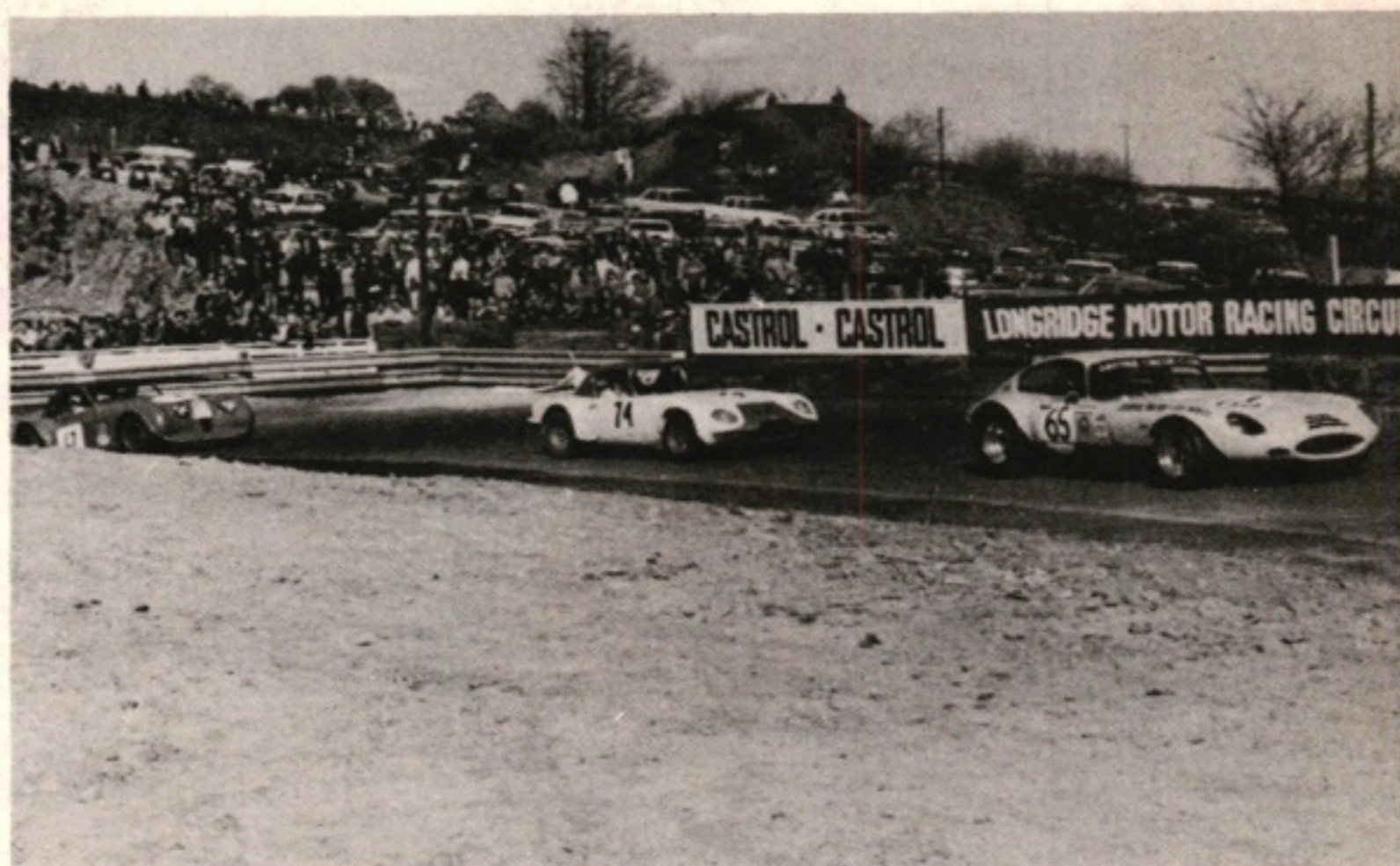
Grids are at present limited to six starters although there are hopes that the RAC will raise this to eight before long. Despite this, the closed status of the meeting kept entries down and several races had less than a full complement of starters. Dave Rees had the honour of winning the very first event in his U2 Mk 11 after enduring several laps of intense pressure from Malcolm Jackson before he retired the BGL with a broken driveshaft. John Mellor retired his Lotus 7 with an identical problem which left Geoff Hunt's Chevron B2 as the only other finisher. The up to 1-litre Clubmen's race had only three starters, a proper Clubmen's car a Formula 1200 and a 750. Derek Walker's Ladybird won by a lap from Alan McBeath's Gopher which had earlier been led by the 750 Tine of Tim Green. Green later slipped back and finished two laps down.

The over 1-litre special saloon had two heats and started the first one with a five car grid which all collided at the Esses on the first lap. If anyone was to blame Malcolm Hamilton and Gerry Gough certainly weren't but they were left with bent Minis as Stuart Graham drove round the melee to lead for three laps in his G1 Capri while John Myerscough's Brook Hire Escort and Michael Hamlyn's Cooper S made up for lost time. The Escort took over the lead but was gradually caught by Hamlyn until the Cooper S driver tried to force a way past at the tighter hairpin, known as Weighbridge, just before the start line. The move failed but spun both cars, eliminated Hamlyn with broken front suspension and allowed Myerscough to carry on to win after a push restart. Hamlyn strangely protested Myerscough for the first corner incident but the protest was not surprisingly thrown out. The second heat was a tame affair by comparison, won by John Chappel's Cooper S which was running on 13 inch front wheels for the first time. Ralph Bryans's BDA Escort was a close and crisp second.

The final was led by Chappel until a tie bar pulled out and John crawled back to the paddock vowing to carry out rally mods before returning, for he had never left the road all day. Bryans, who had stayed even closer to Chappel this time, took over the lead and won quite easily from the spectacular

LONGRIDGE

Short but sweet



Murphy's E-type leads Fletcher's Elan and Pearson's XK120 at Britain's newest circuit.

Myerscough, despite the engine cutting out leaving corners. The 1-litre saloons were four in number and had their own race won by Gerry Taylor's Anglia which blew a piston as it crossed the line for the 25th time. Eric Stansfield's 850 Mini stayed on the same lap while light relief was provided by George Potter who rode the straw bales at Paddock before retiring his Cooper S with overheating.

John Kent won the first Formula Ford heat in his Royale RP16 from Stuart Baird's new Merlyn Mk 24. Terry Horrocks drove his Chevron-based special with great gusto, passing Baird and then almost ramming Kent as the latter missed a gear, all in one lap. Later efforts to take the lead ended in a spin at Weighbridge and third place. Nick Done retired his Alexis Mk 18B with handling problems after a spin. "The only thing wrong with this car is that it's an Alexis!" commented the unhappy driver. Ivor Jones's older Alexis Mk 15 won the second heat after a finely jumped start which kept Ed Wilcox's Merlyn Mk 11A in second place until the latter was black-flagged to remove a drooping nose. With the wildest understeer ever seen, Danny Tucker took second in his Lotus 61M. The final was won by Kent after Baird had done some early leading in the Merlyn. Wilcox caught up well from the back of the grid and deprived Baird of second as well, closing up on the leading Royale but failing to take the lead. Horrocks retired with a broken hub carrier after visiting the rough while Jones spun too often for a good placing. Kent took the lead from Baird under the yellow which he failed to see, being fined £5 without disqualification.

The 2-litre mod sports event was dominated by Jon Fletcher's Elan on three cylinders. David Ham's very approximate MGB GT chased Richard Storey's Midget for second after an early spin at Weighbridge, his sliding efforts being crowned with success on the last lap. The second mod sports 25 laps was the highlight of the day featuring Fletcher again, Brian Murphy's E-type, John Pearson's XK120 and Brian Hough's TVR Tuscan. Murphy powered into the lead off the front row and spent 18 laps under the most intense pressure from Fletcher, who tried to outbrake the E into Weighbridge every time round. Eventually Fletcher's spectacular efforts ended with Pearson, who had started off not liking the place much, had sorted everything out and, having left Hough way behind, was sitting on Fletcher's boot lid. It was too much to hope

that the huge Jaguar would actually take the lead but Pearson tried all sides until, on the very last lap, Fletcher ran wide going into Weighbridge, the XK was alongside and sneaked across the line backwards. The crowd went wild, Pearson was cheered and applauded, interviewed and voted Man of the Meeting. That one race should guarantee a good gate for the next meeting and the BRSCC might care to note that it was for modfield sports cars, not production sports.

Tim Green took advantage of his earlier acclimatisation to win the 750 race which brought the long day to a close. Michael Whatley's neat little Marlin cornered quickly in second but lacked the steam to stay with the winner's time. Geoff Smith's super-charged JGS Mk 3 was a lapped third.

IAN TITCHMARSH

Clubmen's Formula 1001 to 1600 cc (25 laps): 1, Dave Rees (1.6 U2-Holbay Mk 11), 11 m 24.2 s, 56.06 mph; 2, Geoff Hunt (1.5 Chevron-Holbay B2), 24 laps; no other finishers. Fastest lap: Malcolm Jackson (1.6 BGL-Holbay Mk 1), 26.2 s, 59.33 mph (new record).

Clubmen's Formula up to 1000 cc and Formula 1200 (25 laps): 1, Derek Walker (1.0 Ladybird-Holbay Mk 10), 12 m 15.6 s, 52.83 mph; 2, Alan McBeath (1.2 Gopher-Martin), 24 laps; 3, Tim Green (642 Time-Reliant Mk 2), 23 laps. Fastest lap: Walker, 27.2 s, 57.14 mph (new record).

Special Saloons over 1000 cc, Heat 1 (15 laps): 1, John Myerscough (1.8 Ford Escort TC), 7 m 49.0 s, 49.72 mph; 2, Stuart Graham (3.0 Ford Capri GT), 8 m 22.2 s; no other finishers. Fastest lap: Myerscough and Michael Hamlyn (1.3 Mini-Cooper S), 27.0 s, 57.57 mph (new record).

Special Saloons over 1000 cc, Heat 2 (15 laps): 1, John Chappel (1.3 Mini-Cooper S), 7 m 4.6 s, 54.92 mph; 2, Ralph Bryans (1.3 Ford Escort BDA), 7 m 10.6 s; 3, Warren Booth (1.5 Mini-Clubman), 14 laps. Fastest lap: Chappel, 27.4 s, 56.73 mph.

Special Saloons over 1000 cc, Final (25 laps): 1, Bryan, 11 m 41.6 s, 55.39 mph; 2, Myerscough, 11 m 52.6 s; 3, Booth, 23 laps. Fastest lap: Bryans and Chappel, 27.2 s, 57.15 mph.

Formula Ford, Heat 1 (15 laps): 1, John Kent (Royale-Davron RP16), 7 m 5.4 s, 54.81 mph; 2, Stuart Baird (Merlyn-Rowland Mk 24), 7 m 7.0 s; 3, Terry Horrocks (Horrocks/Chevron-Rowland), 7 m 25.2 s. Fastest lap: Horrocks, 27.4 s, 56.73 mph (new record).

Formula Ford, Heat 2 (15 laps): 1, Ivor Jones (Alexis-Holbay Mk 15), 7 m 9.0 s, 54.35 mph; 2, Danny Tucker (Lotus-Tucker 61M), 14 laps; 3, Ed Wilcox (Merlyn-Rowland Mk 11A), 12 laps. Fastest lap: Wilcox, 27.0 s, 57.57 mph (record).

Formula Ford, Final (25 laps): 1, Kent, 11 m 30.0 s, 56.32 mph; 2, Wilcox, 11 m 31.4 s; 3, Baird, 11 m 34.6 s. Fastest lap: Kent, 26.4 s, 58.88 mph (record).

Modified Sports Cars up to 2000 cc (25 laps): 1, Jon Fletcher (1.8 Lotus Elan), 11 m 56.8 s, 54.22 mph; 2, David Ham (1.9 MGB GT), 24 laps; 3, Richard Storey (1.3 MG Midget), 24 laps. Fastest lap: Fletcher, 27.6 s, 56.32 mph (new record).

Special Saloons up to 1000 cc (25 laps): 1, Gerry Taylor (1.0 Ford Anglia), 12 m 32.4 s, 51.65 mph; 2, Eric Stansfield (850 Mini), 3, David Horsley (1.0 Mini-Cooper), 23 laps. Fastest lap: Taylor, 28.8 s, 53.98 mph (new record).

Modified Sports Cars (25 laps): 1, John Pearson (3.8 Jaguar XK120), 11 m 21.4 s, 57.03 mph; 2, Jon Fletcher (1.8 Lotus Elan), 11 m 22.6 s; 3, Brian Murphy (3.8 Jaguar E), 11 m 27.8 s. Fastest lap: Murphy, 25.6 s, 60.72 mph (new circuit record).

750 Formula (25 laps): 1, Tim Green (642 Time-Reliant Mk 2), 13 m 13.2 s, 48.99 mph; 2, Michael Whatley (642 Marlin-Reliant), 13 m 17.8 s; 3, Geoff Smith (803 JGS-Reliant Mk 3 s/c), 24 days. Fastest lap: Whatley, 30.8 s, 50.47 mph (new record).

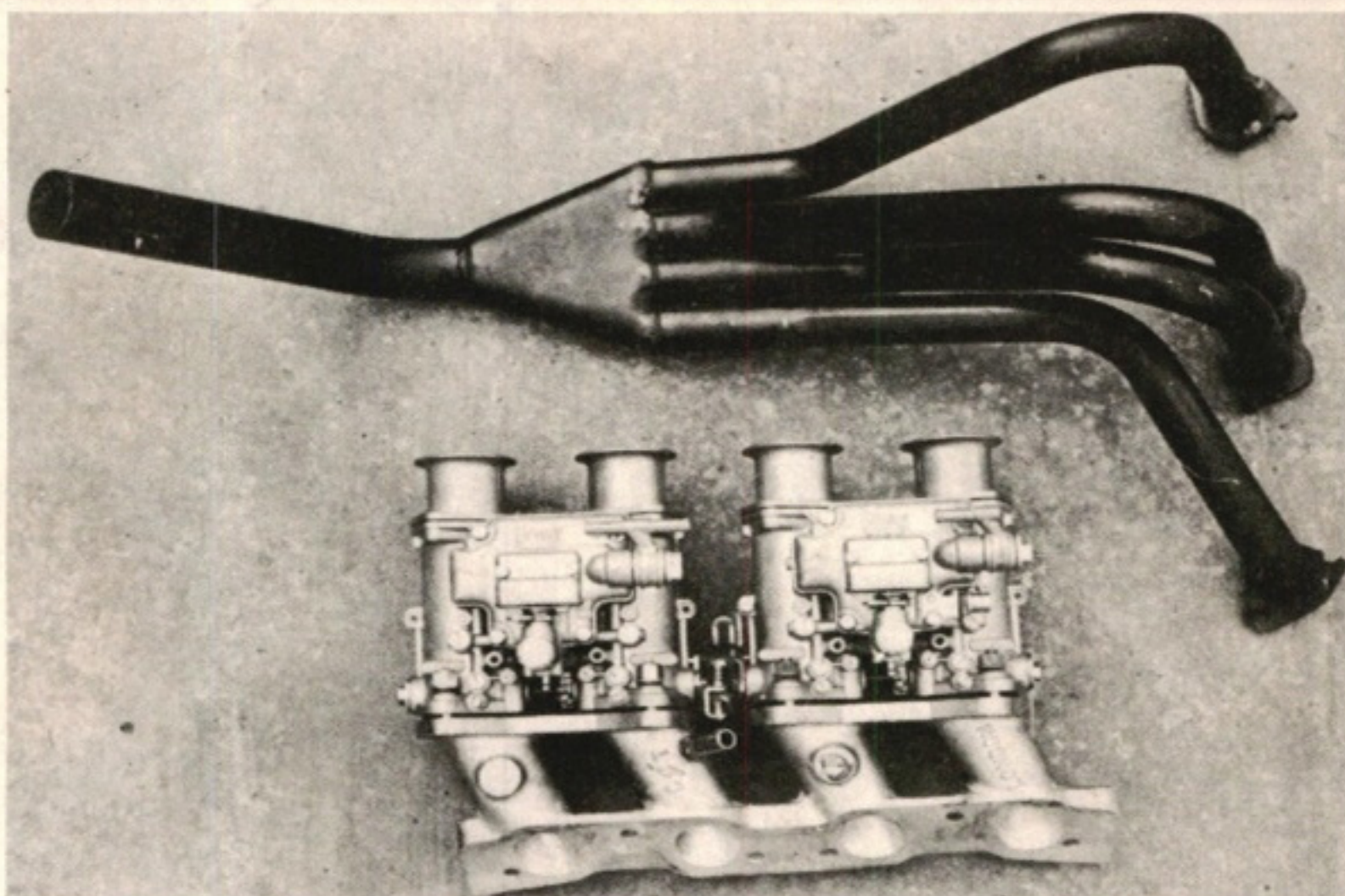
Recently, while borrowing a Fiat, I looked out of my flat window and suddenly realised that there really are a lot of Fiats in this country, in comparison to other cars. Many would say they were very well engineered, many would say not. There are apparently more "Friday" cars in Italy, than cars produced on Fridays; and my own recent experience of reaching the end of the M2 in a six-month-old Coupé on a holiday to Austria before the gear box bearing went, left a very nasty Fiat-type taste in my mouth. However, in common with most other car owners, there are people who like their Fiat, but would like to make it go faster, and a great many who would like it to go round corners less dramatically. Abarth in Italy, are of course the principal Fiat tuners, but Fiat in fact turn out their own tuning bits, although it is rather difficult to find out what is available. Then there's the problem of getting told of what you want from Italy through their temperamental customs system, but one company who keeps a stock of these bits is Langrop Engineering of Ansty, Leicestershire.



Robin Langford: Fiats, Clans and TVRs.

Langrop is the development of a tuning business started by one Robin Langford and David Roper (hence Langrop). Robin used to work for fellow Leicestershire man, Roger Clark and decided to go it alone in 1965, becoming involved with Roper and John Wales tuning Minis for rallying, autocross and racing. Whilst in business in Ansty, they built up an engine for £400 for the ex-Charles Clark Mini to be raced by one Roger Williamson, his first new engine. However, such early ventures were just playing, and after things began getting serious, they moved into premises in Thurmiston, near Leicester. They spent 18 months there, at first only doing racing engines, but then being asked to do ordinary work. This brought in money,

Langrop's premises at Ansty, the Fiat base . . .



Bits for Fiats; a four branch manifold and twin Dellortos for the 128.

Langrop in Leicester: tuning for Fiat range

after the racing engines, which was really working very hard for little reward. However, with the straight customer car servicing things were becoming respectable and they moved into the Ansty premises, knowing "damn all about garages, marketing petrol etc." For three years competition was completely dropped while the garage business was developing and Langrop was learning.

However, 1970 saw the re-emergence of Robin Langford in competition again, in rallying. Robin says he can cope with trees, valleys, brick walls etc, but not other jokers trying to push him off a circuit, so has always been attracted to rallying rather than racing. A Mini was the chosen tool to slay the rallying world, and it gained a fourth on its first rally, the Rising Sun. Ever since Robin rounded a corner in typically rally fashion to

find a road full of hikers, he hasn't been very keen on road rallying, and the resultant stage events considerably modified the Mini more than once, but as with most rally people, he had a lot of fun with this 1300 cc device.

At about the same time, Langrop took on a Fiat agency, and have since gathered Clans and TVRs, an interesting mixture. For the last year, Langrop have offered bits for Fiats, drawing on Fiats own supply mentioned earlier, their own fabricated parts, carbs from the Dellorto concern (for whom they are agents), likewise Piper and a combination of the lot. Robin reckons Fiats are pretty well turned out, and there's not a great deal to be done to them without transferring them into an out and out racer. This is particularly true of the 128, on which Langrop spent a lot of time and money with little satisfying result.

and at Loughborough, premises which will be the Saab agency.





An outing for Robin Langford/Richard Todd in the Mini which resulted in a third in the Midsummer Stages in 1971.

The best thing one can do with the car is stick on a double Dellorto set up, and change the diff to a 4:4 from the 4:1, which should lop a couple of seconds off the 0-60 figure. The car is generally over geared says Robin, especially the 1300 cc model. However, Langrop also do a twin choke Weber for the 128 and have been doing an exhaust system up until recently although there are still one or two left. On the handling side (which comes in for a lot of stick on all models from many customers), there are locally made up anti-roll bars, shockers and wide wheels for all models.

On the 127, which Robin feels to be the best in the range, he's hoping to do a conversion which will up the power by about 10 to 12 bhp. The 125 has come in for his personal attention since he began rallying one a year ago in Group 1 trim. Suspension, springs, shockers, and anti-roll bars are all available, while Robin has his own suspension tweak in the form of a modified pick up bracket with which to gain more negative camber. He can also provide sump guards, and one or two other bits for rallying a 125. For the twin cam engine, he supplies a pair of 40 Dellorto carbs on a special manifold, and could do a full tweak engine job for around £500, although he says, with perhaps a tinge of regret, no one has yet asked him to do one. Development work with his own modifications has been long and expensive, as Fiats seem to give very little assistance on tuning modifications, and as mentioned earlier, are practically reticent to give details of tuning bits available.

Robin Langford also carries various other tuning parts from different firms, including a small stock of AVO bits and British Leyland competition parts. On the Clan front, he has sold 10 since taking on the agency (start counting here, Gary Taylor) and says they're a very switched on outfit. The development work and time taken stops him from actually rallying one, but if you want to see what fun a Clan can be, Robin is the man to show you. Demonstration runs are highly entertaining.

Langrop's facilities include a rolling road,

body shop and a machine shop. The latter helps for making up their own parts, balancing, head facing and boring. The work is done on a part-time basis at present although this side of the business is rapidly expanding. Quite a lot of business is done on the rolling road, a great number of customers being rally men. Robin Langford tries not to get too involved with the racing men as he reckons that there's usually too much work to be done before the car is even running half right. There are too many cowboys trying to go motor racing, he says, and their equipment is not always what it should be. A number of hot rods and banger racers also come in, and the staff of the garage actually run their own car in autocross events. While on the subject of staff, he employs about 20 people, eight of whom are mechanics.

Robin Langford's own rallying has recently changed from Fiat to Ford, the latest acquisition coming about for three reasons. The first is that the 125 went through a hedge and had to be repaired (no one was driving it at the time!), the second being the lack of help from Fiat, and the third being that there's no use rallying in Group 1 trim without a proper class, and Robin was not content to carrying on flogging a dead horse. His switch to a twin cam Escort was successful with an eighth position being gained on the Chieftan over Easter, despite a useless shock absorber on the driver's side for most of the rally.

However, Robin's latest development is in the Saab line. He has taken over a former vehicle depot in Loughborough where he sells the cheapest petrol in town and will shortly be selling Saabs, so he may be seen on hill and dale in a Swedish device. The new premises have workshops as well where he prepares his own rally car, and is at present building up/stripping down an Avenger for the Acropolis next month.

With the many Fiat owners in the country looking for modifications, it seems that the best person to go for the bits is the best detective who has found out what is available. Robin Langford is trying!

Dutton's Day

Dutton Sports Ltd, the Sussex-based sports car manufacturers, recently celebrated the sale of 200 of their body/chassis units by holding an open day at Goodwood. Opening the function was the Duke of Richmond and Gordon, owner of the circuit, who drove round the circuit in a Dutton, the first time he had been round Goodwood for nine years! During the afternoon, the thirty or so Dutton owners who arrived were invited to test their cars on the track, and try the 1600 cc-powered demonstration vehicle. At the same time, a Dutton Owners Club was formed within the framework of the 750 Motor Club. Representatives and representative cars of the Club were on hand to show the Dutton owners what the club was all about. Most of the 750s and 1200s lapped the course, although the weekend requirement of silencers made the cars' firing none too even, and some Dutton owners found themselves quicker! The F1200 Dutton was also on hand to be tested, but carburation problems eliminated the car after a couple of spluttering laps.

A Concours d'Elegance was judged by Jeff Ward, vice-chairman of the 750 Motor Club, and the winner was John Miller of Bishopston, Bristol, whose car was well turned-out almost to point of luxury. For his hard work and efforts he collected a Dutton hardtop and free membership to 750 MC for a year. That evening, by way of saying thank you to their customers, Dutton directors Tony Addison and Tim Woolley hosted a dinner at the nearby Sussex Rooms.

Duttons are now supplied either in basic component form with body/chassis unit including screen, roll-over bar, seat unit and rear lamps, or as a complete rolling chassis excluding only the engine, gearbox and exhaust. Price of the former is £275 and the latter comes out at £737. Extras include such essentials as hood, side screens, brake pipes, seat belts and heating system.

The Dutton demonstrator I found to be most responsive and was entirely happy lapping the Sussex circuit at quite high speed, especially considering that I had never sat in the car in my life before. While the body is light, the car has no hopping tendencies and keeps on line well through corners. Dutton owners certainly seem happy with their cars, and behaved well with them on the circuit, seeming to know the car's limitations well.

Blydenstein's head

A stage 3H cylinder head has been introduced by Dealer Team Vauxhall for a range of Vauxhall engines. The cylinder head production makes use of new finishing techniques developed by Bill Blydenstein.

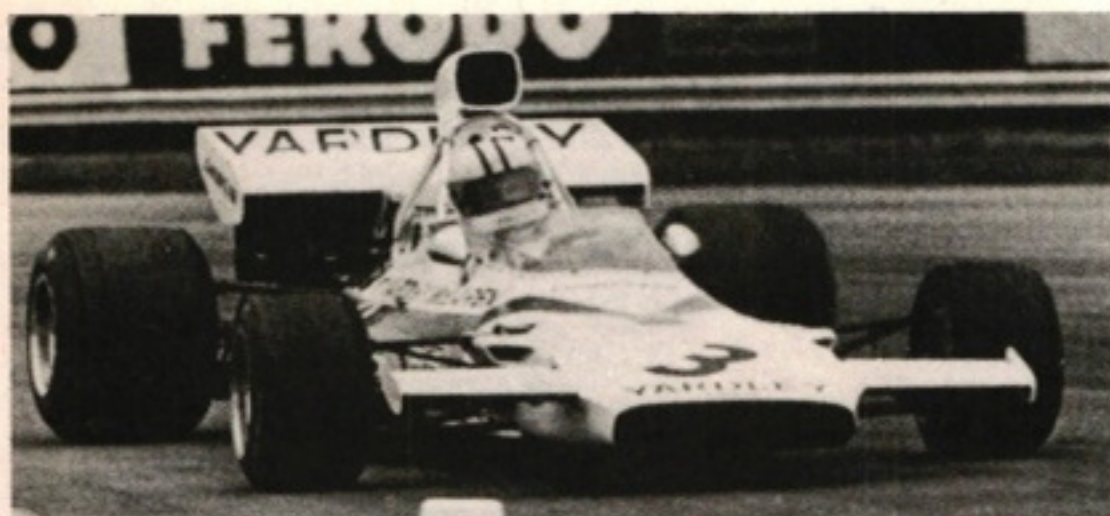
The head incorporates large valves plus an increased compression ratio. This particular cylinder head should prove more popular for fitting to cars from the used-car market as the installation will in certain circumstances invalidate the Vauxhall Motors new car warranty.

Part number of the stage 3H head for Viva, Firenza, Victor and VX490 models fitted with the 2279cc engine is 33-588, and for earlier models fitted with the 1975cc engine, is 33-577.

Price of the head remains the same as for the Stage 3, at £104.50, with an exchange deposit of £33.00 (including VAT). This represents a saving of £25 over the Stage 4 head which is to be discontinued as it gives little advantage over the new stage 3H head.

Three new Sport dealers have also been announced, they are: Hamilton Motors (London) Ltd of Edgware Road, London W2; Neville (EMV) Ltd of Mansfield, Nottinghamshire; E. S. Stock (Motors) Ltd of Ipswich, Suffolk.

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Cooper brothers succeed on challenging Border

It is always interesting to see a new club present an event in a major championship series; last week it was the turn of the Welsh Border CC to make good with their Uniflo road rally in Wales, in the Castrol/MN series. By and large the event was well received, and after a hard night's battle around map 117, the map most quoted as the toughest in the land, Rod and Ian Cooper emerged as winners in the Super-Sport Escort TC, first seen on the Servais. As on the Servais, it was a night for the also-rans, for many of the leading names either failed to finish or even to start.

The roads and tracks on map 117 are endless. They are endless in the way they twist and turn, they are endless in the way you cannot go more than half a mile before meeting a road junction, they are endless in every respect for rally drivers striving all night to maintain their schedules. Anyone who wins a major event on map 117 can consider himself a king among road rally drivers. The Coopers have now won twice, first on a Rally of the Plains in their old Mk 1 Lotus Cortina, and now on the Uniflo. Anyone with any grasp of rallying expertise can map out a route on this map, but the real challenge comes in maintaining pressure and in consistency of timing. In this respect the Welsh Border folks did well, erring a little on the side of leniency of timing (the times were more applicable to a wet rather than a dry night), and a rather slack period in the middle of the night meant everyone had to tackle certain sections in daylight.

Where did all the aces go? Dealer Team Vauxhall are still considered among the lay rally followers to be the team most likely to succeed, whatever those nearer the scene know, and the sight of Wood's Viva and Pierson's Firenza was a real tribute to the team and the manufacturers. Personal interests apart, it would have been really great to see them win. With a turn-out like theirs they should have done. But it was not to be, once again. George Hill ran out of petrol. Rodney Spokes, in charge of the cars at the weekend, had no idea why. It seems that the cars were using less than 8 mpg instead of the usual 12. Map 117 has quite a history of cars running unexpectedly out of fuel—so much is hilly and low-gear work—but this deficiency was more than they ever imagined. George had to stop three times in the first half of the event to scrounge spare petrol, and eventually it was pointless to continue. At least the car was still nice for the next time, which is more than one can say for Pierson's car. For only his second time in his career, and the first time actually on a road rally, he ended up on his roof. He was using Dunlop 376s, and it seems he got out of line on gravel on these racing tyres, with which he is not accustomed. This incident caused quite a blockage, the wounded Firenza lying inverted like a dead insect between two banks and causing crews to reverse back and make a detour. Timing was not scrubbed, and this had quite a bearing on the placings, particularly since so many sections were easily "on" in the time allowed. Anyone who had a delay of over three minutes had precious little chance to catch it back.

Malcolm Patrick rang the rally headquarters to say he would not be coming down after his Tour of Lincs accident, so Rodney Badham quickly cleaned his hands and sat in what was once his own rally car. He went well, but had a brake pipe break which lost him around eight minutes in one go, and odd minutes elsewhere. The Imp scraped in at 10th place. Sharing Chrysler power was Conley's Triple C Clan, which suffered two punctures and lost about five minutes in all, some through changing the wheel and the

rest in driving about six miles on a flat tyre to the nearest service point. He was lucky to come sixth. Even greater luck was that of Russel Brookes (Brooklyn/Mexico) whose navigator clean forgot to report at a route card collection point but whose predicament, received the sympathy of the organisers, which was more than Ted Cowell did, after driving through a control, and failing to find a marshal to sign his route card. This was just after a hairpin junction, which he tackled by overshooting on purpose, reversing up the correct road, and turning round at the first available clearing. This was the control area, the spectators said his actions had the marshals running for their lives. There was moreover, a penalty of one fail for turning round in a control area, so however much Cowell and his navigator Julian Chitty argued, the organisers felt there was little justice in their claims. Brookes incidentally had a lucky moment in the early stages by going off for a couple of minutes at a dodgy corner, so his rally was charmed.

The privateer Escort men were not faring too well. Bob Jeffs had trouble right from the start and soon gave up, whilst Martin Clark had his steering wheel come off in his hands, approaching a 45 degree bend at speed. He did a wall of death act and retired. Chris Blyth entered a Mexico for Willhire instead of his TC he had on the Servais and found it all a bit exhausting work. The Sky Petroleum Escorts were depleted in number by the customary absence of Laurie Richards. His non-starts are becoming rather a sick joke among organisers at the moment; Linda Jackson had her old supercharged push-rod car in action and went steadily but had to have her axle welded up when it would hold no oil.

The rally was a fiesta for the "if only" brigade, some of whom one can well sympathise with. Peter Jones, a respected LCAMC driver for many years, went up to Wales for his first ever rally ("I've never been before, I'd never thought I'd enjoy it!") and was lying fourth until only a few sections from the end when the route went one way and he went another. Maris' Lancia Fulvia went into the fails when the driver took ten minutes to change a punctured wheel. Les Watkin had luck of another sort when his points broke in the section following a selective, which was penalty free. Don Kettleborough's Mini went better than ever before. Don came ninth despite having lighting trouble, and gearbox trouble in the later stages, all despite losing eight minutes at the Pierson blockage. Keith Billows in the Chester Motor Accessories Escort lost nine minutes when the exhaust came adrift, but he gained the novelty of finishing two rallies consecutively!

The organisers were very anxious to please, even arranging a video tape arrange-

ment so competitors and friends could watch a section of the rally on a television screen at the finish, whilst the results were being assessed. It was a strange C/MN event for all their enthusiasm, mainly because the anomalies that the timing laxness produced.

MARTIN HOLMES

1, Rod Cooper/Ian Cooper (1.9 Ford Escort TC), 16 m 53 s; 2, Russell Brookes/John Brown (1.6 Ford Escort Mexico), 17 m 16 s; 3, Les Watkin/Peter Broomby (1.7 Ford Escort RS1600), 20 m 00s; 4, Chris Beddow/Terry Thorp (1.3 Mini Cooper S), 21 m 29 s; 5, John Kendrick Jones/Roger England (1.6 Ford Escort RS1600), 21 m 29 s; 6, Alan Conley/Martin Holmes (1.0 Clan Crusader), 23 m 31 s; 7, Gordon Ratcliffe/Tony Beddoes (1.6 Ford Escort TC), 23 m 58 s; 8, Peter Jones/Peter Rushforth (1.9 Ford Escort TC), 24 m 00 s; 9, Don Kettleborough/Dennis Osbourne (1.4 Mini 1275 GT), 24 m 12 s; 10, Rodney Badham/Neil Wilson (1.0 Sunbeam Imp), 24 m 27 s.

Best semi-expert: Kendrick-Jones.
Best novice: Tom Hughes/David Wilshaw (1.6 Ford Escort TC), 27 m 26 s.

Selective times:
S1 Lanes and roads to south and west of Liangadfan (13 m bogey): Many crews clean.

S2 Tafalog, 7m: Many crews clean.
S3 Afon Gam, 13 m: 1, Brookes, 16 s pen; 2, Conley, 31 s; 3, Cooper 53 s; 4, Kettleborough, 1 m 12 s; 5, Chris Blyth/Geoff Hill (1.6 Ford Escort Mexico), 1 m 15 s; 6, Keith Billows/John Lunn (1.6 Ford Escort TC), 1 m 19 s.

Devil's Own

Nigel Rockey and Paul White confirmed their current dominance in this year's 'Daily Express' Sponsored Ford Escort Rally Championship by winning last weekend's Thomas Motors Devils Own Rally by almost 6 m in their Hoopers of Bristol entered Mexico. In second place came the Ford-Sure entered Mexico of Bob Bean/Alan Greenwood. An interesting entry was that of HRH Prince Michael of Kent, who, with Stuart Gray navigating, had an excellent rally to win the team award with Rockey, and also to get two Mexico Championship points.

1, Nigel Rockey/Paul White (Ford Escort Mexico), 2,688 pen; 2, Bob Bean/Alan Greenwood (Ford Escort Mexico), 2,981; 3, Fred Mason/Mrs Steph Mason (Ford Anglia TC), 2,994; 4, John Edwards-Parton/Ray McGivern (Ford Escort Mexico), 3,195; 5, Dave Cowan/"Fess" Parker (Ford Escort Mexico), 3,472; 6, Alan Atkinson/Brian Barton (Ford Escort TC), 3,513; 7, John Barter/Dave Kirkham (Ford Escort Mexico), 3,553; 8, Peter Kirk/John Vipond (Ford Escort RS1600), 3,555; 9, Cyril Bolton/Steve Bye (Mini 1275 GT), 3,725; 10, Peter Edwards/Ron Turner (Ford Escort RS1600), 3,807.

1st Semi-expert: Atkinson/Barton.
1st Novice: Keith Horrocks/Steve Clare (Mexico).
Mexico Championship Points: 1, Nigel Rockey, 68; 2, Bob Bean, 52; 3, Russell Brookes, 44; 4, John Edwards-Parton, 41; 5, John Barter, 32; 6, Andy Dawson, 31; 7, Dave Roderick, 17; 8, Kevin Videan and Roland Young, 16; 10, Keith Watkinson, 15.

● Our full report will appear next week.



Quick motoring on the Granite City by Clark's Escort.

unlucky Rae, out after a high speed end-over-end roll during the afternoon. Of the leading English drivers Will Sparrow only managed one stage before his Firenza blew the head gasket.

The Granite City was efficiently run throughout in very cold but sunny conditions, though there was a thin snow cover over a few of the stages which were generally in a very fast condition. Two Scottish crews finally finished in the top ten, managing eighth and tenth places.

Granite City

Owing to the May Day strike our full report of the Granite City Rally will not be appearing until next week. Briefly, Roger Clark won the event for the third time in succession and at no time was his pace forced, pulling out a lead from his most serious challenger, Jimmy Rae. Rae initially led being 2 s up after the third stage but Clark soon forged ahead to be 23 s in front by the mid-way halt.

The Scots, on their home territory took a terrible pounding—all the leading locals retiring through a multitude of reasons; Drew Gallacher with gearbox trouble, ex-patriot Hibbert and Bill Taylor going off and the

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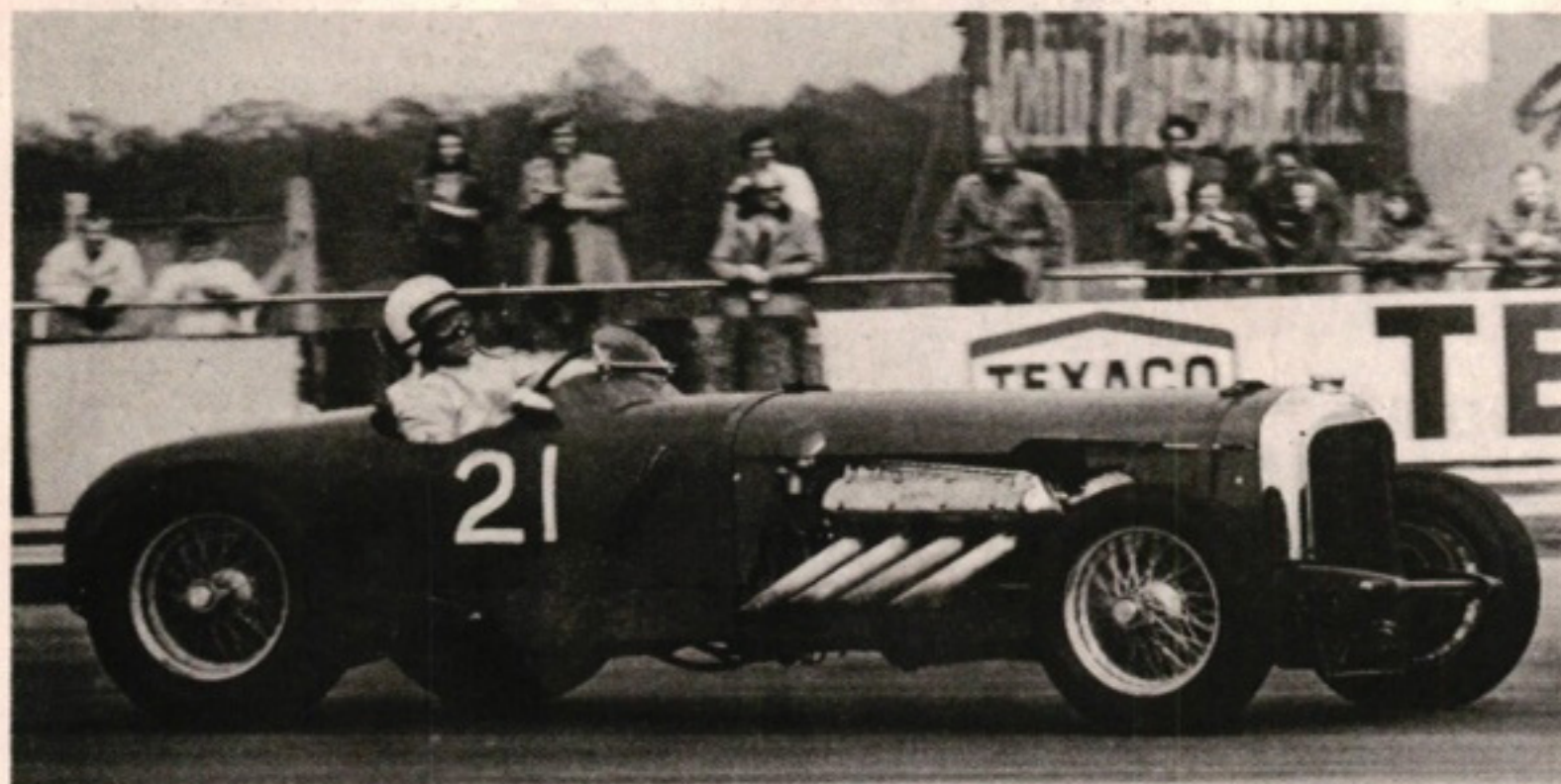
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David Llewellyn takes the Bentley Napier to victory in the Itala Trophy race.

SILVERSTONE

Llewellyn's Itala Trophy

By ROBERT FEARNALL

Having tamed the 24-litre Napier aero-engined Bentley, David Llewellyn drove a magnificent race to win the Itala Trophy for the third time in succession at Silverstone last Saturday and by taking over a second off Neil Corner's Bugatti record, Llewellyn established the first 80 mph lap for vintage racing cars. Llewellyn also won a thrilling handicap race, in which he further improved on the old vintage record in lapping in a remarkable 1 m 10.6 s. Equally as convincing as Llewellyn's Itala win was Neil Corner's domination of the historic racing car event at the wheel of his glorious Maserati 250F, witnessed by some 7000 spectators in glorious sunshine at this, the first of Vintage SCC's superb meetings of the season.

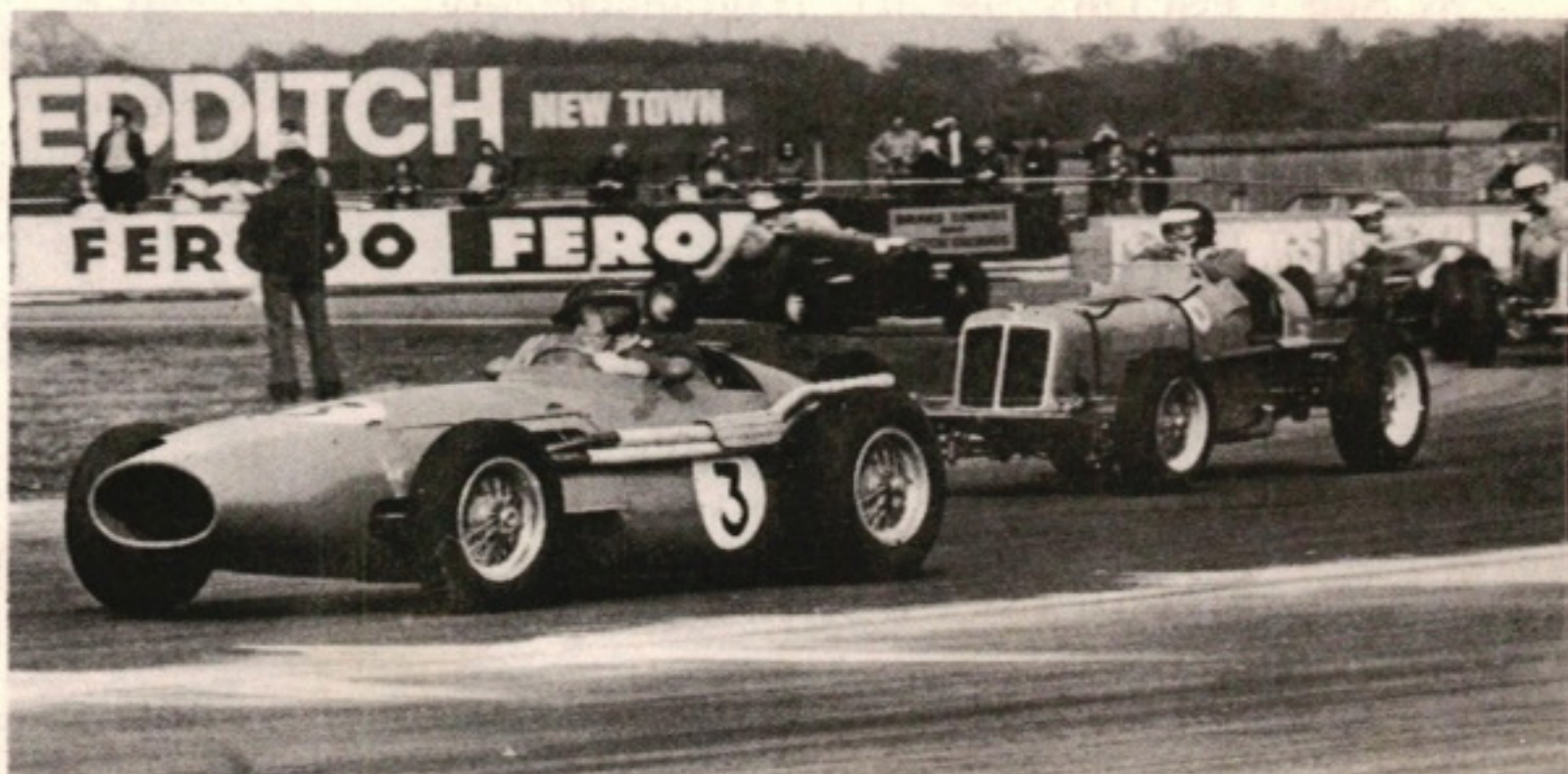
Followed by the traditional one hour blind in which 19 of the 28 starters qualified by achieving more than the set number of laps, the grandstands were well packed when the first of six five lap handicaps got under way. Bill Stephenson's Frazer Nash with its 2-litre BMW 315 engine beat the handicappers on this occasion, Stephenson starting from the 35 s mark and taking the lead by the fourth lap, a lead which he extended to over 8 s at the finish. Burrell's Derby Special Bentley, leader to begin with, hung on to second place with Manson's Riley Special with Brooklands influence, failing to catch the Bentley by 0.4 s. From the 20 s mark, Paul Morgan's drive in the 1935 twin-blown Lagonda Rapier single-seater was particularly fine, Morgan driving with great enthusiasm through Woodcote to finish fourth.

John Kirby ruined any chance of being given a generous handicap again! Driving his little Austin 7 Special, Kirby started with 55 s in hand in the second handicap and proceeded to walk away with the race, finishing nearly 20 s ahead of the second man Nigel Hall in his Lagonda LG45 with its 4½-litre Meadows engine and the car being lightened to around 25 cwt. Hall started from scratch so did very well to take over second from Duffy's Alvis Speed 20 on the last lap with Keith Poynter's Meadows-engined Lea Francis the only other car in touch with these, in fourth position.

There was a magnificent field of vintage racing cars and one Edwardian for the Itala

and Napier Trophies race, Kenneth Neve's twin ohc 1914 TT Humber being certain of the Napier Trophy as it was the only Edwardian car to start! However, the vintage racing line-up for the Itala Trophy was full, with David Llewellyn keen to complete a hat-trick of winning this Trophy, the past two years being at the wheel of his 8-litre engined Bentley. This year, David was at the helm of the exciting Napier Lion aero-engined Bentley, a car which he shares with Peter Morley and until now has been fraught with problems while being sorted out. The other 24-litre Napier aero-engined car which Morley and Llewellyn used some years ago, one of the old Sunbeam Tigers, is now without its engine. Incidentally it is sad to record that David Llewellyn will not be seen at the wheel of the ex-Crabbe Maserati 250F again (chassis no 2520), the car in which Llewellyn made such a notable first performance at the Silverstone International earlier in the month. Apparently a big end bolt was not secured properly and the nut came off causing serious internal damage.

Miller's Maserati 250F leads Lindsay's ERA through Becketts in the allcomers race.



During the winter, much work has been carried out on the Bentley Napier and its broad arrow three-bank engine, particularly to the steering and the springs. The car was also equipped with some new 750 x 20 Firestones, which significantly improved the traction and the cornering capabilities. Llewellyn occupied pole position, flanked by two familiar Bugattis, Hamish Moffatt in Frank Wall's ex-Stubberfield monoposto 35B and Bernard Kain in his 35B which was using some home-made rear wheels.

When the flag dropped, the two Bugattis of Moffatt and Kain made the first impressions—Kain making the best start—while Llewellyn enticed the Bentley Napier into action and thundered by the two Bugattis under the Motor bridge and into Copse. Completing the first lap, Llewellyn held a staggering lead, the speed of this car down Club Straight being quite incredible. But added to its speed, Llewellyn powered the car through Woodcote at a tremendous rate. In its wake, Kain and Moffatt diced out second place with the monoposto Bugatti hard on the heels of Kain, and these two some distance ahead of Geoffrey St John's ex-Greenall Bugatti 35B and then came another gap before Peter Morley's special 4½-litre Bentley Pacey Hassan, looking very neat and tidy, was pestered by Richard Bergel who was driving his unblown Bugatti 35T with great verve and determination through Woodcote as he clung to the Bentley's tail.

Being such a large car, the Bentley's cornering abilities were staggering enabling Llewellyn to soon extend his lead; the sight of him using every bit of road through Woodcote in a most rapid but impeccable and unflustered style being quite splendid. Second place, meanwhile, was in hot dispute with Kain holding off Moffatt by the slenderest of margins through Woodcote until the fourth lap when Moffatt took to the inside of Kain at Woodcote and the two Bugattis took the corner side-by-side and unbelievably close together in a most spectacular fashion with Moffatt taking over the lead; Geoffrey St John was quite some distance behind in fourth place. The fifth place struggle was most exciting with Morley and Bergel both trying extremely hard; Morley's Pacey Hassan was understeering madly into Woodcote and when he tried to correct this by opposite locking the single-seater into the corner, he got it into some most alarming sideways angles, with Bergel's Bugatti right on its tail. Bergel was also using every inch of the road as he powered his unblown Bugatti through Woodcote at a very rapid rate but sadly it was not to last as, after four tremendously exciting laps, Bergel headed towards the pits with the clutch having packed up completely. But not as though that stopped Morley from

Sports extra



Regular historic campaigners Hon Pat Lindsay (top left), Richard Bergel (above), and Neil Corner (left).

trying just as hard, with the spectators shouting their approval as Morley opposite-locked the Pacey Hassan through Woodcote in a most incredible manner.

Behind this fifth place confrontation, Nigel Arnold-Forster's magnificent 5.2-litre Delage sprint car, La Torpille, was going extremely well as it pulled away from a fraught dice between the two Bentleys, Edward Barraclough's 3/4 and Rusty Russ-Turner's large ex-Birkin blower single-seater, with the two Bentleys continually changing places.

Having opened up a lead of well over 20 s and established a new lap record, Llewellyn brought the much-improved Bentley Napier home a worthy victor after 10 exciting laps, Llewellyn being pleasantly surprised that the brakes were just as good at the end of the race as they were at the beginning. Once Moffatt took Kain for second place, the dice between these two Bugattis faded as Kain's car wet a plug and sounded not at all healthy as it held on to its third place, over 20 s adrift of Moffatt, but still 14 s ahead of St John, a past winner of this race but on this occasion having a lonely race in fourth place. Morley was as exciting as ever to finish fifth, the last car unlapped by the thundering Bentley Napier.

Arnold-Forster pulled well away from the Bentleys to finish a fine sixth, with Barraclough also succeeding in pulling away from Russ-Turner in the closing laps to finish seventh. Donald Day, who used to be seen at the wheel of ERA R14B, was at the helm of Pancheri's Bentley 4½ on this occasion and finished ninth, having spent most of the race with Harvey Hine on his tail, Hine driving Ann Shoosmith's four-seater 4½ Bentley. Barry Clarke's Model A Ford-engined GN was leading this pair of Bentleys until half distance when it disappeared into the pits in a cloud of smoke. The dicing went on down the field in this most entertaining race.

The longest race on the programme, over 15 laps, came next. This was the allcomers historic racing car event with a separate pre-war class and before describing the starters, a word of explanation about some of the regretted non-goers. John Roberts' ex-Bill Wilks Lotus 16, chassis no 16.4.365 (the one Wilks discovered in an Irish graveyard), suffered from a seized clutch bearing in the JCB race on Easter Monday and despite frantic efforts during the week and during practice, the problem could not be solved satisfactorily and the end result was the Lotus still having its clutch seized solid just before the start. Robert Cooper's glorious Alfa-Romeo P3 (recently the subject of an AUTOSPORT centre spread) put a rod through the side in a most comprehensive manner in practice, while Dick Walsh's 1955 Connaught B1 Syracuse was

not readied in time through trouble with the head. Stephen Curtis' Cooper-Bristol Mk 2, which Martin Morris was due to drive, was still undergoing its rebuild and Morris himself was occupied rebuilding his Jaguar D. Another week and Chris Drake's Maserati 4CL would have been ready for racing, and this is a most interesting car which hasn't been raced since the war. It's a sister car to the de Graffenried 4CL now run by Bob Woods, and Drake's car which he has been rebuilding since he acquired it two years ago from a Swiss museum, is chassis no 1564 (Villoresi won the 1939 Pescara Grand Prix with it), and the engine is being rebuilt by Ted Bailey.

The front row of the grid comprised a trio of Maserati 250Fs. Neil Corner, having had a terrible time on Easter Monday in the JCB race with bald tyres on a wet track, was using his immaculate 1957 Behra car (chassis no 2528) now looked after as are all of Neil's cars by former Lotus mechanic Arthur Birchall. Neil's 2-litre blown ERA R4D is ready but needs testing so will be seen at the Oulton Seaman, while Neil will not be racing the ex-Crabbe Mercedes-Benz W125 this year. Next to Corner was Alan Cottam, having forsaken the wheel of his usual Connaught A-type to drive Cameron Millar's 1956 250F (chassis no 2522) apparently rebuilt to incorporate 1957 type distinctions and Cameron Millar himself was at the wheel of his blue 250F, chassis no 2523, which has a different more oval nose shape to the other two cars on the front row.

There really wasn't much doubt about who was going to win this race from the outset. Corner simply disappeared into the distance on the first lap, powering the beautiful red car through Woodcote in impeccable style and occasionally applying opposite lock on the entrance to the corner as well as midway through while letting the tail hang out as he accelerated out of the bend on to the Pit Straight. While Corner motored off into the distance, Millar held second place with Cottam being far from happy and completing the first lap well down the field after making a slow start. Cottam described his race as "bloody fraught" with the rear shock absorbers not working and the engine simply not pulling at all, which resulted in him not having enough power to even p " the car out of a slide. Also well down the field on the first lap after having push starts were Ray Potter in Tony Mitchell's immaculate 2½-litre Syracuse Connaught B7 and Tony Bailey's Cooper-Bristol Mk 1, which was once a sports car.

Holding third place and leading the pre-war section was Hon Patrick Lindsay, driving ERA Remus R5B since the P3 Alfa-Romeo. Neil Corner takes his beautiful Maserati 250F through Becketts.



based Multi Union is suffering from water appearing where it shouldn't, with Bill Morris' ERA R12B Hanuman II going exceptionally well in fourth place ahead of Peter van Rossem in the ex-John Roberts Cooper-Bristol Mk1, Frank Lockhart's Rover Special, John Venables-Llewellyn's ex-Pat Fairfield ERA R4A (the only 2 litre in the race) and Peter Waller's ex-Scribbans ERA R9B.

With five laps completed the race was sorting itself out with Corner way, way ahead in the lead, but still entertaining the spectators by hanging the tail out at Woodcote. Cameron Millar was not all that far ahead of Patrick Lindsay's ERA with Bill Morris dropping back on Lindsay but well ahead of the others. In fifth place van Rossem, well known for his historic sports car exploits, was adapting to the Cooper-Bristol very well indeed having a good dice with Venables-Llewellyn; the blue ERA got by the Cooper on the fourth lap, with Lockhart dropping back behind. Waller sadly departed from the race on the third lap when he "heard something nasty and grinding in the transmission" so wisely brought the white ERA in to the pits. Not far behind came two more ERAs with Nigel Arnold-Forster in the maroon ERA R3A he shares with Hamish Moffatt getting the better of Patrick Marsh's black R1B on the third lap, Marsh not the most popular man after depositing hordes of oil on the warming-up lap at Copse and Becketts. Both ERAs had successfully pulled out of the reach of Arthur Curnow driving Barry Simpson's Cooper-Bristol Mk 1, the ex-Ecurie Ecosse car previously owned by Bill Wilks.

Venables-Llewellyn spun away his fifth place on the oil at Becketts on the eighth lap and three laps later pulled off with a fuel pipe line adrift. Van Rossem therefore took over fifth place applying some exciting opposite lock motoring through Woodcote time and again, while Arnold Forster was going splendidly in his ERA, hurling it through Woodcote with the inside rear wheel burning tyre smoke as he hauled in van Rossem's Cooper, easily having caught and passed Lockhart's Rover on the sixth lap. By the ninth lap, Potter quickly recovering from the lost time at the start had also demoted Lockhart and soon closed on the battle which had developed between van Rossem and Arnold-Forster, which the ERA got the better of on the 10th lap.

Second place became hotly contested from the 10th lap as Lindsay handling ERA Remus with typical gusto and rapidity, had caught up with Millar's Maserati. On three consecutive laps before the end Lindsay out-cornered the Maserati at Copse and Becketts, but Millar would always complete the lap in front, having passed the ERA on

the long Club Straight. And on the last lap Millar pulled out a little bit extra on the straight to ensure Lindsay wouldn't get by at Becketts or at Woodcote, with just over a second separating them. Corner naturally took the chequered flag first, his 250F not having to lap quicker than 68 s to win and he still lapped all but the first three.

After a very smooth performance, Bill Morris picked up an excellent fourth place with the inside tyre of Hanuman also burning up rubber smoke at Woodcote. However, his fourth place may have been lost within a lap for Ray Potter had got by the ERA/Cooper-Bristol dice on the last lap and the Connaught had closed to within 1 s of Morris at the flag. Arnold-Forster's excellent drive in holding off Potter and van Rossem was marred on the last lap when in the excitement of Corner lapping the three of them, he inadvertently knocked the ignition off while changing gear. That was all that van Rossem needed to recapture sixth place although the Cooper got extremely sideways at Woodcote on the 13th lap in a cloud of steam as a head gasket had blown, with Arnold-Forster third pre-war car home in seventh. Lockhart had a lonely race in eighth place, Patrick Marsh's ex-Seamen ERA not managing to get at all close to the Rover, and at the finish Marsh was almost caught by an unusual dice which had been going on for 10 laps between Cottam's sick and ill-handling 250F Maserati and Bailey's Cooper-Bristol, with Marsh leading Cottam home by 0.4 s and Bailey less than 2 s behind. Curnow's Cooper-Bristol gradually dropped back during the race to take 12th place and another car to drop back was Gerry Walton's Connaught A8 with its 2 litre engine instead of the original 2½-litre Alta unit. Walton was very well up on the first lap but a recurrence of fuel feed problems soon put him well out of the running and Paul Jaye's Riley-engined Appleton Special broke a piston.

Four more 5 lap handicaps completed an excellent day's racing. From the 10 s mark, Paul Morgan drove a very spirited race with his blown Rapier, using every inch of the track at Woodcote to take the lead on the fourth lap and win the third handicap. From

scratch, Jonathan Abson's 1½ litre single seater Lagonda Rapier made good progress as well, to finish second while Tovell's Riley Treen, the limit car, led for three laps before expiring in a cloud of smoke. Although not well placed, Murray Rainer's Alfa-Romeo received special attention, this being a 2.6 litre engined 1937 Mille Miglia car which has been superbly restored by its Australian owner, who has raced Coopers in Australia.

From scratch, the two Lagonda LG45s of Nigel Hall and Ian Macdonald made excellent progress in the next handicap, with the two large 4½ litre cars disputing the lead at the end of the fourth lap. Hall had made a slow start, so had even more of a handicap, and with the two cars taking Woodcote side-by-side on the last lap, Macdonald just got to the line first.

The penultimate handicap contained the ERAs and the like, although sadly Ray Potter's ERA Delage was withdrawn after the warming-up lap with a blown inlet manifold. From the 5 s mark, Llewellyn's Bentley Napier made tremendous progress to take the lead on the third lap as it thundered past various assorted machinery down Club Straight and shot through Woodcote. But Hamish Moffatt, at the wheel of ERA R3A, was making equally fast progress from scratch mark, and started the last lap on the tail of Llewellyn's Bentley. The ERA took over the lead at Becketts, but Llewellyn rocketed away from it down Club Straight with Moffatt leaving his braking impossibly late into Woodcote and throwing the ERA through the corner in clouds of tyre smoke to finish 1 s adrift of the Bentley. Bill Morris' ERA Hanuman worked up to third from the 5 s mark with Venables-Llewellyn starting from scratch and finishing 3 s adrift of Morris in fourth place. The fifth place finish was hair-raisingly close with Peter Morley's Pacey Hassan holding the position entering Woodcote only to have Keith Knight's Riley Special retaliate and come through on the inside, with the two almost interlocking wheels as they crossed the line virtually level; Morley was credited with the place, Bergel's Bugatti 35T retired on the first lap with clutch failure again while Patrick Marsh's ERA lost a lap in the pits trying to start. Bergel, inci-

dentally, will not be racing his Maserati 250F this season (2528) as he is occupied with building a house.

Mike Allison's supercharged MG seemed all set to win the last handicap until the last lap when the blower pipe burst and he retired, leaving victory to Ian Macdonald's Lagonda which had made very good ground to take its second win of the day, although Manson's smoking Riley was very close at the finish.

After such a superb day's racing Hon Patrick Lindsay added to the enjoyment as he flew over in his Second World War Fiesler Storch bearing its Nazi camouflage while for the rest it was time to visit the bar and congratulate David Llewellyn on being presented the KMS Driver of the Day award for his superb performance, while a £10 special KMS award was made to Paul Morgan, who went jolly well in the single seater Rapier.

Handicap (5 laps): 1, W. Stephenson (2.0 Frazer Nash), 7 m 22.0 s, 71.12 mph; 2, R. J. Burrell (4.3 Bentley), 7 m 30.4 s; 3, T. A. Manson (1.5 Riley), 7 m 30.8 s; 4, P. Morgan (1.1 Lagonda s/c), 7 m 38.4 s. **Fastest lap:** Stephenson, 1 m 18.8 s, 73.46 mph.

Handicap (5 laps): 1, J. Kirby (748 Austin), 8 m 18.6 s, 59.85 mph; 2, N. Hall (4.5 Lagonda), 8 m 39.6 s; 3, D. Duffy (2.5 Alvis), 8 m 41.8 s; 4, E. Poynter (1.5 Lea Francis). **Fastest lap:** Hall, 1 m 26.0 s, 67.31 mph.

Itala Trophy for vintage racing cars (10 laps): 1, D. Llewellyn (24.0 Bentley Napier), 12 m 13.4 s, 78.93 mph; 2, H. Moffatt (2.3 Bugatti 35B s/c), 12 m 36.6 s; 3, B. Kain (2.3 Bugatti 35B s/c), 13 m 0.0 s; 4, G. St. John (2.3 Bugatti 35B s/c), 13 m 14.2 s; 5, P. Morley (4.5 Bentley), 13 m 22.2 s; 6, N. Arnold-Forster (5.2 Leake). **Fastest lap:** Llewellyn, 1 m 11.0 s, 78.65 mph.

Class winners: Llewellyn, Moffatt, R. Elliot-Pyle (1.5 Lea Francis s/c), J. B. K. Smith (1.1 Riley), W. J. Barbet (747 Austin) and K. Neve (3.3 Humber).

Historic Racing cars (15 laps): 1, N. Corner (2.5 Maserati 250F), 17 m 26.0 s, 83.01 mph; 2, C. Millar (2.5 Maserati 250F), 18 m 07.0 s; 3, Hon P. Lindsay (1.5 ERA s/c), 18 m 08.4 s; 4, W. Morris (1.5 ERA s/c), 14 laps; 5, R. Potter (2.5 Connaught), 14; 6, P. van Rossem (2.0 Cooper-Bristol), 14. **Fastest lap:** Corner, 1 m 8 s, 85.13 mph. **Class winners:** Lindsay and Corner.

Handicap (5 laps): 1, P. Morgan (1.1 Lagonda s/c), 7 m 33.0 s, 70.08 mph; 2, J. Abson (1.5 Lagonda), 7 m 41.6 s; 3, H. Collis (4.3 Alvis), 7 m 43.2 s; 4, M. Allison (1.3 MG s/c). **Fastest lap:** Abson, 1 m 18.8 s, 73.46 mph.

Handicap (5 laps): 1, I. Macdonald (4.5 Lagonda), 8 m 51.0 s, 63.47 mph; 2, N. Hall (4.5 Lagonda), 8 m 51.8 s; 3, E. Poynter (1.5 Lea Francis), 8 m 58.0 s; 4, A. Askew (1.8 Alfa-Romeo s/c), 8 m 58.6 s. **Fastest lap:** Macdonald, 1 m 27.6 s, 66.08 mph.

Handicap (5 laps): 1, D. Llewellyn (24.0 Bentley Napier), 7 m 03.0 s, 77.60 mph; 2, H. Moffatt (1.5 ERA s/c), 7 m 04.0 s; 3, W. Morris (1.5 ERA s/c), 7 m 07.8 s; 4, J. Venables-Llewellyn (1.5 ERA s/c), 7 m 10.8 s. **Fastest lap:** Llewellyn, 1 m 10.6 s, 81.99 mph.

Handicap (5 laps): 1, I. Macdonald (4.5 Lagonda), 7 m 59.6 s, 64.38 mph; 2, T. A. Manson (1.5 Riley), 8 m 0.0 s; 3, A. Cherrett (1.8 Alfa-Romeo s/c), 8 m 03.4 s; 4, J. Crocker (1.2 Lagonda), 8 m 8.4 s. **Fastest lap:** Manson, 1 m 24.0 s, 68.91 mph.

TOUR OF Lincs

Morley's Porsche win

Harold Morley, accompanied by journalist David Hardcastle, won the Bass Charrington Tour of Lincs Rally, the fourth round of the Esso Uniflo BTRDA, Gold Star Championship. Second were the consistently quick Illiffe brothers from Leicester in their Epic Accessories Escort RS. These two have now a strong lead in the Gold Star Championship, but pushing them hard are Paul Appleby and Keith O'Dell who finished third.

Last year's winners, Malcolm Patrick and Roger Roderick-Jones led the field away from the excellent start area at Hartford Motors in Grimsby. Appleby started at No 2 with a gap at three where Eric Jackson should have been. Happily Eric now appears well on the way to recovery from his big shunt on the Chieftain. David Bell arrived at the start with his brother-in-law's Escort TC, following the theft of his own RS in Bath the previous week. Mike Clarke didn't show up, so his slot went to Reg Mullenger and Tony Thorne, and in fact there was a number of non starters for the Chieftain winner Tony Drummond and Mike Rangers' Imp never showed. A reserve entry to do well was Paul Derry and Stewart Pocock from Birmingham in an Escort TC, who took John Jago's place and came in a very creditable sixth overall.

The route covered a wide area of Lincoln-

shire with 22 stages, although two were subsequently cancelled. The organisers chose some really fabulous stages, mixing farm tracks with airfields, and including one semi-forest stage.

Harold Morley using his 2.7 litres of power soon opened up a lead, with Reg Mullenger close behind. Ian Harwood was relishing the airfield stages with the power of his V8 Escort but was without rear brakes for a time when a pipe came adrift, whilst Graham Lepley was also "flying." Longest stage of the morning was at Wigsley. There was a section of the stage in the trees, which caught a few out and in fact finished John Daker's rally. Bill Mather in the Shellsport Escort made fastest time although he blew his engine up in a big way in the afternoon.

The halfway halt was at the very pleasant Petwood Hotel at Woodhall Spa. Morley had pulled a clear 20 s out in front of the Illiffes who were 1 s ahead of Mullenger. The first 10 at lunch were: Morley, 348; Illiffe, 367; Mullenger, 368; Appleby, 370; Langford, 378; Lepley, 379; Harwood, 381; Derry, 392; Howard, 395; Wise, 404.

Robin Langford in the Langrop Escort set off after lunch in a hurry, setting two fastest times before retiring with believed ignition trouble. Stage 11 was on Strubby airfield,

using both perimeter roads and runways, and unfortunately the organisers had to scrub the stage due to faulty clocks, but only after a near miss between Appleby and Patrick, who had missed an arrow. Luck was with Graham Lepley, however, for he had two punctures on the stage and would have incurred a maximum, but instead he finished fourth overall. Malcolm Patrick left the event in a big way on stage 15, a fast farm track stage, when he went off a long way into a very deep dyke after an extremely long and fast straight. Reg Mullenger, after having a very quick run throughout the day came unstuck on the last stage, for after starting the stage his car cut out a few yards away, and having mended it he returned to the start and restarted. However the organisers credited him with his original start time, thus putting him out of contention. And so to the finish in Scunthorpe. The event itself was very well organised, and the stages were good and varied. The consistency of the Illiffe Brothers kept them within 30 s of Morley at the finish. S. Reed from Hull in an Escort TC had a good run to come in seventh, whilst the eighth, ninth and 10th men all suffered problems. Steve Howard in the Crystals Escort had fuel starvation trouble; Malcolm Wise lost his service crew in the morning and had to run on racers for many stages, and towards the end Paul Gilligan had a leaf spring break.

1, Harold Morley/David Hardcastle (Porsche Carrera) 830 points; 2, Richard and Stuart Illiffe (Escort RS1790), 857; 3, Paul Appleby/Keith O'Dell (Escort 1910), 878; 4, Graham Lepley/Malcolm Harvey (Escort RS1601), 889; 5, Ian Harwood/Richard Morris (Escort V8 3528), 891; 6, Paul Derry/Stewart Pocock (Escort TC1594), 905; 7, S. Reed/I. Sadofsky (Escort TC 1598), 908; 8, Steve Howard/Roger Ward (Escort RS 1700), 924; 9, Malcolm Wise/Rod Palmer (Escort TC 1598), 932; 10, Paul Gilligan/Peter Oddie (Escort RS 1800, 961).



Selva's Mini and Gaven's Imp avoid the spinning Mini of Brason.

LYDDEN

Hard-fought 750 race

The Thames Estuary AC opened their racing season at Lydden on Sunday with nine action-packed races in front of a rather small crowd. After a wet practice the weather brightened up by the time racing commenced, which must have relieved the organisers who would have begun hard-pushed to complete the programme if it had been wet.

The meeting contained three races which counted for points towards the low cost Formulae national championships. The first of these for the Formula 750 championship produced one of the best 750 races seen at Lydden. It featured a two-way battle between Mike Street, his DC Plus now sporting a full width nose and Robin Smyth's weird Warren. Street led at first, but Robin powered his way past on Canterbury Straight on lap 3. Street retook the lead on the same piece of track at half distance, but the Warren led for the final three laps, taking victory by a length. Pole man Bob Simpson (Reliant Special) couldn't reproduce his practice form, finishing fourth behind John Giles' JGS.

Where had all the Monopostos gone? For their championship race, sponsored by Sta-Power, there were 14 entered plus a further six reserves. However, only seven cars came to the line, and the race was completely dominated by Brian Jordan's immaculate Nike-Ford. For the second half of the race Brian Colvin's Merlyn harried Bruce West's Brabham BT15, the Brabham being stuck behind Brian Toft's front-engined Anco for the first three laps of the 10-lap race. Colvin and West finished a mere 0.2 s apart while the

Anco was a further 3.8 s in arrears.

Formula 4 seems to have picked up this season. An almost full grid assembled for the Low Cost Racing Ltd sponsored championship race. However the two fastest cars in practice, John Webb's Team Castrol Chevron B19 and Fergus Tait's Chevron B15/17 almost eliminated themselves from the race at the end of the first lap. Webb spun and Tait's Chevron was sent airborne as he clipped a wheel of the spinning car. No damage was done to either car fortunately, and both continued although well out of contention. Ron Griffiths' Imp-engined Harrison found himself leading but only for one lap before Dave Griffiths' Chevron B15/17 took command. The Harrison lost its second place on the penultimate lap when it climbed the bank at the Hairpin handing second position to Maurice Ogier's Brabham BT28, although he was pipped for second place by Andrew Stevens' similar car on the last lap. Tait got up to fourth, on the last lap at the expense of Herb Moger's Chevron B17.

The rest of the programme was made up with saloons, Formula Ford and a combined clubmans/Modsports race. Monty Guildford's Mini scored a runaway victory in the 850 saloon race while John Homewood's very smart Sunbeam Imp scored a similar victory in the 1000 cc saloon thrash. Trevor Willcocks didn't do his new 850 Mini much good when he rapped it up at Pits on the first lap of the tiddlers race.

The over 1000 cc saloon thrash gave Nick Whiting's Escort FVA a lucky win after the

victor on the road David Conway had his Riley Elf docked a minute for jumping the start. Whiting certainly drives the All Car Equipe car on the limit, using plenty of opposite lock on every corner. In the Mini 7 race Alan Corbishley led at the end of lap 1, but a couple of laps later David Sambell took control of the situation and he also had a runaway victory, taking the chequered flag 9 s ahead of Corbishley, while Mick Collard ran a lonely third from lap 3 onwards.

Pits bend also claimed two of the leading contenders in the Formula Ford race. At the end of the opening lap Wil Arif's Merlyn disappeared in a cloud of dust, while Tony Mundy's Jet Gax Jamun did likewise in avoidance. This left Don Smith's Merlyn Mk 20A in a clear lead but he was having intermittent electrical trouble and he went wide at the Elbow on lap 3 letting John Brick's Elden into the lead; while Smith stopped completely at half distance. The Elden ran away to an easy victory thereafter being nearly 10 s ahead of a close-knit quartet comprising of Geoff Iles' March, Doug Wood's Adler, John Dadswell's Macon and the Alexis of Tony Thorpe, these being covered by 3.6 s.

Fate seems to be against Barry Foley. After a couple of miserable Easter meetings, Catchpole was unofficially fastest in practice for the combined Clubmans/Modsports race. However the timekeepers alleged that they couldn't see the numbers on his St Bruno Roughcutter, and so he had to start at the back of the grid. Richard Groombridge's '73 Hustler shot in to the lead from the second row as poleman Peter Evans (Access 7X) failed to complete the opening lap, and his front row partner, Terry Cockerell in the Lassman U2 Mk II found himself with a dead engine when the flag fell. Another car not to get away with the others was Herb Moger, returning to clubmen's with a new Gryphon C73 which he'd only taken delivery of the day before the meeting from Gryphon's Andy Diamond. Foley was already third at the end of lap 1, inheriting second place from Rod Longton's TVR on the second lap, although thereafter he lost ground to Groombridge, the Hustler finished nearly 20 s ahead of the St Bruno and Cockerell, who got by the dicing Longton and Turner of Tony Dunderdale with three laps to go.

PAUL KING

● The first of three combined sand racing and sandocross meetings to be organised by Liverpool MC at Ainsdale Beach, Southport, last Sunday resulted in wins for David Stott (1275 Mini), and Tony Vernon (1300 Cooper). Of the 17 entries in the sand racing, Stott beat class winners David Cunliffe (3600 Escort) by 1½ s and Colin Wild in a Withers Mexico was only 0.2 s behind. The other class went to John Cotton's Special. Stott's winning time was 10 m 5.6 s. Vernon came from behind to take the sandocross in 2 m 31 s. Bernard Swift (1300 Escort) and Martin Rigney (Elan) tied on their first runs with 2 m 31.4 s but neither were able to improve. Other class winners were R. Meacock (Mini), 2 m 47 s; J. Howorth (Midget), 3 m 31 s; J. Gordon (Fiat), 2 m 39.2 s; C. Briscoe (Mini), 2 m 42 s; R. Farrington (Capri 3000), 2 m 38 s; D. Buckley (Mini), 2 m 44.6 s; P. Eteson (Bonshaker Special), 2 m 31.6 s. Ladies: Miss J. Smith (Mono), 2 m 54.4 s. Novice: C. Dodd (Datsun 240Z), 2 m 43.4 s.

● John McCartney's BRM P153 took BTD at the Telford AC's sprint on unadopted roads around Telford new town, Shropshire, last Sunday, completing the half mile course in 24.94 s. John Ravenscroft (Lola T142) led the first runs with 26.03 s to McCartney's 26.04 s, but could only improve to 25.31 s on his second run. Other class winners were Frank Aston (Astra), 27.10 s; Gordon Nevill (Landar R6), 28.51 s; Herbert Shepherd (Jaguar E), 29.77 s; K. Lewis (1400 Cooper), 32.59 s; M. Parkes (998 Cooper), 34.42 s.

Reliant 750 Formula National Championship (10 laps): 1, Robin Smyth (Warren) 9 m 42.2 s, 61.83 mph; 2, Mike Street (DC Plus) 9 m 42.4 s; 3, John Giles (JGS) 9 m 47.6 s; 4, Bob Simpson (Reliant Special) 9 m 48.4 s; 5, Richard Owen (Arcos 6a) 9 m 58.8 s; 6, Colin Jones (Wizard) 10 m 13.4 s. **Fastest lap:** Smyth and Street 56.6 s, 63.60 mph.

Saloon Cars up to 850 cc (10 laps): 1, Monty Guildford (Mini) 9 m 12.4 s, 65.17 mph; 2, David Foster (Mini) 9 m 23.2 s; 3, Robin Brookes (Longman Mini) 9 m 25 s; 4, Ken Welch (Mini) 9 m 25.6 s; 5, Joe Lockyer (Mini) 9 m 35.4 s; 6, Richard Bowdidge (Longman Mini) 9 m 38 s. **Fastest lap:** Guildford 54.2 s, 66.42 mph.

Sta-Power Monoposto Championship up to 1000 cc and 1001 cc to 1600 cc (10 laps): Overall and 1001 cc to 1600 cc class: 1, Brian Jordan (1.6 Nike-Ford) 8 m 12.4 s, 73.11 mph; 2, Brian Colvin (1.6 Merlyn Ford Mk 9) 8 m 21.2 s; 3, Bruce West (1.6 Brabham-Ford BT18) 8 m 21.4 s; 4, Brian Toft (1.6 Anco-Ford) 8 m 25.2 s. **Fastest lap:** Jordan 48.0 s, 75.00 mph. **Up to 1000 cc class:** 1, Graham Bowskill (1.0 Brabham-Holbay BT15) 65.09 mph; 2, Ron Livingstone (1.0 Lotus-Ford 41c) 65.09 mph. **Fastest lap:** Livingstone 53.6 s, 67.16 mph.

Saloon Cars 1001 cc to 1300 cc and over 1300 cc (10 laps): 1, Nick Whiting (1.6 Ford Escort-FVA) 8 m 42.2 s, 68.94 mph; 2, Brian Cox (1.3 Mini) 8 m 45.2 s; 3, Jeff Drew (1.3 Cooper S) 9 m 16.0 s; 4, Ian Edwards (1.3 Cooper S) 9 m 26.6 s.

1001 cc to 1300 cc: 1, Cox 68.55 mph; 2, Drew; 3, Edwards. **Fastest lap:** David Conway (1.3 Riley Elf) 51.2 s, 70.31 mph.

Over 1300 cc: 1, Whiting; 2, Brian Davison (2.3 Vauxhall Viva GT); 3, Brian Sims (1.6 Ford Escort). **Fastest lap:** Whiting 51.2 s, 70.31 mph.

Formula Ford (10 laps): 1, John Brick (Elden-Polard Mk 8) 8 m 41.8 s, 68.99 mph; 2, Geoff Iles (March-Rowland 708/18) 8 m 51.4 s; 3, Doug Wood (Adler) 8 m 54.8 s; 4, John Dadswell (Macon MR6) 8 m 54.8 s; 5, Tony Thorpe (Alexis Mk 18) 8 m 55.0 s; 6, Alan

McKechnie (Rostron) 9 m 00.8 s. **Fastest lap:** John Smith (Merlyn-Rowland Mk 20A) 50.6 s, 71.15 mph.

Mini Seven (10 laps): 1, David Sambell (Mini) 9 m 23.8 s, 63.85 mph; 2, Alan Corbishley (Mini) 9 m 32.8 s; 3, Mick Collard (Mini) 9 m 37.2 s; 4, Andy Devine (Mini) 9 m 41.2 s; 5, Danny Boulton (Oselli Mini) 9 m 42 s; 6, J. Rubie (Mini) 9 m 49.4 s. **Fastest lap:** Sambell 55.0 s, 65.45 mph.

Low Cost Racing Formula 4 Championship (10 laps): 1, David Griffiths (1.0 Chevron-Felday B15/17) 8 m 20.0 s, 72.00 mph; 2, Andrew Stevens (1.0 Brabham-Ford BT28) 8 m 43.0 s; 3, Maurice Ogier (1.0 Lotus-Felday) 8 m 43.6 s; 4, Fergus Tait (1.0 Chevron-Cosworth B15/17) 8 m 49.8 s; 5, Herb Monger (1.0 Chevron-Cosworth B17) 8 m 50.8 s; 6, Graham Bowskill (1.0 Brabham-Holbay BT15) 8 m 59.8 s. **Fastest lap:** Griffiths 48.2 s, 74.69 mph.

Saloon Cars 851 cc to 1000 cc (10 laps): 1, John Homewood (1.0 Sunbeam Imp) 8 m 42.8 s, 68.86 mph; 2, Alan Rogers (1.0 Vickers Mini) 8 m 49.4 s; 3, Terry Attee (1.0 Cooper S) 9 m 00.01 s; 4, Brian Leonard (1.0 Cooper S) 9 m 05 s; 5, Gerry Glass (1.0 Cooper) 9 m 05.4 s; 6, Mike Chapple (1.0 Hillman Imp) 9 m 10.4 s. **Fastest lap:** Homewood 51.2 s, 70.31 mph.

Clubmans 1001 cc to 1600 cc & Modified Sports Cars up to and over 1300 cc (10 laps): Overall: 1, Richard Groombridge (1.6 Hustler-Holbay CF3a) 8 m 10.4 s, 73.41 mph; 2, Barry Foley (1.6 St Bruno Roughcutter-Holbay) 8 m 30.2 s; 3, Terry Cockerell (1.6 Maillock U2-Holbay Mk 118) 8 m 33.4 s; 4, Rod Longton (3.0 TVR) 8 m 44.8 s.

Clubman: 1, Groombridge; 2, Foley; 3, Cockerell. **Fastest lap:** Cockerell 47.4 s, 75.95 mph.

Modified Sports Cars up to 1300 cc: 1, Mike Gidden (1.0 Clan Crusader) 62.62 mph; 2, Graham Lilwall (1.1 MG Midget), only starters. **Fastest lap:** Gidden 54.6 s, 65.93 mph.

Modified Sports Cars over 1300 cc: 1, Longton 68.60 mph; 2, Tony Dunderdale (1.6 Turner-Ford); 3, Nick Ramus (1.6 Lotus Elan). **Fastest lap:** Dunderdale 51.0 s, 70.59 mph.

PONTYPOOL

Thwaites on top form

There will be a welcome in the hillsides from now on for Richard Thwaites. At the fourth round of the Castrol/BARC hillclimb championship held last Sunday at Pontypool the young Yorkshireman really proved to all and sundry what he is capable of. He was really on form all day and, having fitted Firestone slicks to the rear of his Eastern Carpet Stores McLaren M10B, was brimming with confidence—the McLaren was handling really well. Thwaites never seemed troubled all day and eventually on his last attempt took Sir Nicholas Williamson's record with a bank-defying run of 29.46 s.

Mike Flather, too, was going well and, breaking the class record with his Aldon Cooper, further extended his already considerable lead in the championship. Some of the laurels, however, must go to Alister Douglas-Osborn. Following a class long battle with David Morris (U2 Mk 11X) the West Hagley driver finally shot up the hill during the top 10 runs to an amazing 30.77 s (fourth BTD!) scraping the nose of his ex-Dick Mallock F3 U2 Mk 12 now in sports trim and with an aged ex-Malcolm Guthrie Vegantune twin cam.

Of the three men way ahead of the rest in the Castrol/BARC championship two are to be found in this small touring class with John Meredith (Cooper) having to take a rapid back seat to Flather and watch his record go in the process. The other touring class also went to a Cooper, Alan Morgan's S. The opposition in the small special saloon class was no match for Alex Boyle's ever rapid Lassman Cooper S. The quickest saloon around the hills is "Guyson Jim" Thomson's Blydenstein Firenza, used yet again to wipe up the opposition in a huge over 1000 cc class.

Robert Speak is the only man to have Flather in his sights in the championship. He was really piloting his Lotus Elan up the hill

in a smooth and rapid fashion to win the small *marque* class unhappily depleted on this occasion by clutch failure in the Kenyon family's Sprite. A cracked cylinder head in his fabulous AC Cobra meant that Paul Channon had to make do with his Porsche 911S, leaving Bill Holt (Morgan plus 8) with a far easier job in the large *marque* class, Channon making do with second place.

Unhappily for Russ Ward the up to 1300 cc and over modsports classes were amalgamated. Nevertheless some rapid motoring with his John Brown Motors Sprite took the lead on the first runs. However, sheer power was to tell and Nigel Pow's E-type just pipped him on the second climbs. A U2-populated clubman's and small sports racing class saw the narrowest of wins for Ian James (Mk 11) from Jeremy Hunt (Mk 11)—only 0.02 s in it! A really rapid 1301-1600 cc class saw the start of the battle between Douglas-Osborn and David Morris. At this stage FVA power was telling, Morris winning the class with Bill Morris and Richard Jones (U2 Mk 11B) also going incredibly quickly and only just over a second covering all four. Hedley and Norman Hutchins have now sold the old faithful BEL after much fun and success. The replacement U2 Mk 8 scooped up the first two places in the large class with Norman the winner.

For the sixth meeting in succession David Franklin took the small racing car class in his Huntsman Vixen—and this with an off-song motor. Still in Team Lotus colours came Don Robinson's Lotus 69 for second place ahead of David Way's Brabham BT18. As usual there

Peter Boshier-Jones took second in class with his Brabham-Buick.



BT36 by slotting into a handy third. Todd and Fildes did not run in the invitation libre, in which McGarrity notched up his second win of the day and Regan took second spot in The Steering Wheel Pub-sponsored BT36, which now sports a new 1.9 FVC motor. Scariest incident of the meeting was on the last lap of the invitation libre, when Dermot O'Leary's Lotus-FVA 69 did a sudden series of spins on the main straight due to rear suspension failure. He brought the car to a safe halt on the grass but failed to take third by a matter of a few feet!

It was planned to feature a Clubman race at this meeting, but the expected English entries did not materialise thanks to some recent hairy incidents and a clash with a Shellsport Championship round on the same day at Mallory. Two telephoned late entries from cross-Channel were not accepted, and the DU decided to rearrange the programme by scrapping the Clubman race and lumping the U2 trio of Tony Martin, Dave Furlong and Derek Shortall (Mk 11B's) and Richie Conroy (Gryphon C73) in with the faster libre cars. Three more U2's, the neat Toffo-Mk 11 of Ivan Rothwell and the older versions of John Clarke and David Manley ran with the modsports brigade but only over half the distance. This was not at all popular with the clubmen, and with no separate race for these cars, this meeting cannot be taken into account for points in the Irish Shell Championship.

In the Formula Ireland race, the clubmen had quite a dice with Conroy leading until Martin went ahead on lap 4, and he then fell to Furlong on lap 6 and that was the finishing order. Rothwell had no difficulty in disposing of the Spridgets of Don Kissane

were only two real contestants in the 1600 cc class and a little off-form Geoff Rollason (Lotus 69) again took the class at his favourite hill ahead of Ken MacMaster (GRD 272) who spun on the fast top section on his second run.

On to the quick men with Thwaites giving his all. Roy Lane (McLaren M14D) made a complete mess of Pool bend the second time up but his first run was good enough for second place ahead of Mike MacDowell. MacDowell had nearly missed his first run due to a melted throttle cable. However to the rescue came Lane with a spare one and off set the Surrey driver on wet Firestones. Chris Cramer's Grunhale Lager Special (or March 723) made up for an unsatisfactory first run with a quick second to lead home the Welshmen Peter Boshier-Jones (Brabham-Buick BT21C) and Richard Evans (Crosslé-Rover 15F).

If a driver qualifies for both Top 10 (bogey times beaten by the largest margin) and top five (fastest five overall) runs he is still allowed only two runs. Thus there were only 12 runners for the final runs with all run as one class. It was on these runs that late entry Thwaites broke the record and Douglas-Osborn continued his battle with Morris, finally turnings in that fantastic run. Those old rivals, Lane and MacDowell, shared second BTD at 30.10 s with some neat runs and friendly banter at the end. Others to run were James, Boyle, Rollason, Cramer, Flather, Speak and Meredith with the champion already looking to come from the last three.

IAN WAGSTAFF

BTD: R. Thwaites (5.8 McLaren-Chevrolet M10B), 9.46 s (record).
Class winners: M. Flather (1.0 Cooper, 36.34 s (record)); A. Morgan (1.3 Cooper S), 37.59 s; A. Boyle (1.0 Cooper S), 34.78 s; J. Thomson (2.5 Vauxhall Firenza), 34.54 s; R. Speak (1.6 Lotus Elan), 33.70 s; W. Holt Jnr (3.5 Morgan Plus 8), 36.38 s; N. Pow (4.2 Jaguar E), 35.37 s; I. James (1.6 U2 Mk 11), 34.42 s; D. Morris (1.6 U2 Mk 11X), 31.83 s; N. Hutchins (1.8 U2 Mk 8), 35.23 s; D. Franklin (1.0 Vixen-imp), 32.28 s; G. Rollason (1.6 Lotus-Hart FVA 69), 31.35 s; Thwaites, 29.85 s.
Castrol/BARC championship (after four rounds): 1, Flather, 38.83 points; 2, Speak, 33.61; 3, J. Meredith (1.0 Cooper), 28.15; 4, Thomson, 23.35; 5, B. Kenyon (1.3 AH Sprite), 23.13; 6, R. Lane (5.7 McLaren-Chevrolet M14D), 23.11.
Castrol/BARC FTD awards (after four rounds): 1, Lane 17 points; 2, Thwaites, 12; 3, M. MacDowell (5.0 Brabham-Repco BT36X), 7; 4, A. Griffiths (3.0 Brabham-Cosworth DFV BT33); 5, MacMaster (1.6 GRD-Hart BDA 272) and Sir N. Williamson (3.0 Merlyn-Cosworth DFV), 5.

MONDELLO

McGarrity scores a double

At the wheel of the March 723, briefly campaigned in F3 last year by GRD convert Roger Williamson and now uprated to 722 spec with BDE power and resplendent in Duckhams livery, Patsy McGarrity scored a double at the Dublin University Club's Easter Monday Mondello. McGarrity's March was pushed very hard in the Formula Ireland 15-lapper by Nelson Todd in the ex-Desmond Mack/Brian Nelson Crossle-Hart 22F, after he had disposed of Ken Fildes on the second lap. It was quite a battle of wits between the Northerners, with the wily McGarrity effectively closing the door on a hard trying Todd, who slipped past three times on the approach to Shell only to lose his brief lead due to oil on the rear brakes, and it was a dead-heat on the line—with the verdict given to McGarrity. Todd had fastest lap of the day, 56.6 s and was awarded the first of the "Man of the Meeting" trophies presented by Auto Ireland Magazine—and he also won half a gallon of Long John Scotch Whisky for fastest lap.

Ken Fildes was out of contention with Luke Duffy's Crossle-Vega 22F, the car's handling upset by a cracked chassis, and despite a gilhooley Eddie Regan celebrated his first outing in the ex-Archie Phillips Brabham

and Brian Tuite. The Formula Ford race was poorly supported and again David Lambe showed everyone the way around with his Crossle 20F, easily beating Jim Sherry (16F) and Harry Acheson (Merlyn Mk 20A).

Two saloon races were won by Tom Stafford and Jay O'Malley. In the first it was Stafford all the way, his Anglia t/c showing greater speed and reliability than ever before to win handsomely from the Imps of David Hall and Vinney Moy; while O'Malley retired the ex-Donnelly 2.3 Vauxhall Viva, but came out again to win the last race of the day.

All in all a lively meeting, watched by a big holiday crowd.

BRIAN FOLEY

Smart's saloon race (10 laps): 1, Tom Stafford (1.6 Ford Anglia t/c), 11 m 23.2 s, 65.34 mph; 2, David Hall (1.0 Imp), 11 m 52.4 s; 3, Vinney Moy (1.0 Imp-Ford), 11 m 56.8 s; 4, Conor Linehan (1.0 Mini), 11 m 58 s.
Demolition (Ireland) Formula Ireland (15 laps): 1, Patsy McGarrity (1.8 March-BDE 722), 14 m 37.2 s, 76.33 mph; 2, Nelson Todd (2.0 Crossle-Hart 22F), 14 m 37.2 s; 3, Eddie Regan (1.9 Brabham-FVC BT36), 14 m 58.0 s; 4, Ken Fildes (2.0 Crossle-Vega 22F), 14 m 02.2 s; 5, McGarrity (1.6 Brabham-Holbay BT23C), 15 m 33.8 s; Dermot O'Leary (1.6 Lotus-FVA 69), 15 m 13 s; 6, Harold Fastest lap: Todd, 56.6 s, 78.87 mph.
Clubmans class: 1, Tony Martin (1.6 U2-Holbay Mk 11B), 14 m 35.6 s; 2, Dave Furlong (1.6 U2-Holbay Mk 11B), 14 m 36.2 s; 3, Richie Conroy (Gryphon-Holbay C73), 14 laps.
Long John Scotch sports cars and specials (10 laps): 1, Ivan Rothwell (1.6 U2-Holbay Mk 11), 11 m 6.8 s, 66.95 mph; 2, Don Kissane (1.3 MG Midget), 11 m 49.6 s; 3, Brian Tuite (1.3 MG Midget), 11 m 50.2 s; 4, John Clarke (1.6 U2-Ford Mk 8M), 11 m 52 s; 5, Owen North (1.3 MG Midget), 11 m 53.8 s; 6, John Burke (1.6 Lola-Ford T100 t/c).
Modsports class: 1, Kissane; 2, Tuite; 3, North.
Formula Ford (10 laps): 1, David Lambe (Crossle-BRM 20F), 10 m 68.59 mph; 2, Jim Sherry (Crossle-BRM 16F), 10 m 53.4 s; 3, Harry Acheson (Merlyn-Scholar Mk 20A), 10 m 53.8 s; 4, Robert Ambrose (Crossle-Gowings 16F), 10 m 54.6 s.
Formula Libre invitation (3 laps): 1, Patsy McGarrity, 74.35 mph; 2, Eddie Regan; 3, Dave Furlong.
Saloon invitation (10 laps): 1, Jay O'Malley (2.3 Vauxhall Viva); 2, R. Norton (1.3 Mini); 3, T. Mahon (1.0 Mini).
Auto Ireland "Man of the Meeting": Nelson Todd.
Long John Scotch Whisky (1/2 gallon) for fastest lap: Nelson Todd.

Sports extra

CASTROL AUTOCROSS

Bevan continues to dominate in 1973

The 1973 autocross season got under way in fine style last Sunday when White Horse MC were blessed with fine weather for the opening round of the Castrol/BTRDA Autocross Championship at their Dodington Park venue in the Old Sodbury area of scenic Gloucestershire.

The championship, entrant wise, this year is in an extremely healthy situation with more than 220 entrants so far and just over 100 of these turned up for the first event with the club having received more than 120 entries. The course, of about 700 yards, was tight and twisting and three laps per run was enough to keep most people working hard for their successes throughout.

Although his new DAF has still to materialise John Bevan turned up with Naveb, not to chase points, but he took home BTD naturally with a couple of almost perfect runs. The car spluttered on the first run initially but sorted itself out and a run of 2 m 4.4 s late in the day was in his true style. John Watkins in the JWS Special took the class and was second overall (just) and Mick Bird really flew in his 1293 Cooper to walk the Big Minis class.

Major alterations in the championship this year, again over 21 rounds, with best seven scores to count, are the inclusion of Group 3 sports car in the standard prod saloons class but no limited slip diffs in the class because not all cars are homologated, and the raising of the small Mini class to 870 cc which allows Powermax pistons to be used. The championship is running under Castrol sponsorship for the third year.

First class winner of the 1973 season was Richard MacDonald in his 865 Mini. After a tremendous dice with Nick Garner who led him on both runs, MacDonald had the edge after a fine skirmish for on his second run Garner caught a penalty marker and with MacDonald beating his (Garner's) first run by



Griff Griffiths remains loyal to VW and Porsche, and gave this new offering an outing.

a second and being 2 s quicker than his own first outing, he took the class with 2 m 16.1 s while Clive Stafford took advantage of a re-run on his second outing to take third on 2 m 19.6 s.

Newcomer to the championship Graham Hathaway had a fine debut with his TC Anglia in the healthy FERWD class up to 1300 cc which attracted 15 entries. Hathaway was some 4 s quicker at 2 m 14.8 s with Tony Unwin, in his 1298 Anglia second, and the Escort of Dick Keen nearly 2 s away in third.

Because his small engined Mini is not ready yet Martin Barnard came along with his road-going Datsun 240Z to take the standard production saloon class which includes sports cars this year in Group 3. He rushed around in 2 m 21.2 s to beat Berkley Mason's 1275 Mini with Miss Muriel Banks in third in her 1275 Cooper, the gap between the latter being a second.

Griff Griffiths took the sports car class with the new Porsche 914 by a clear 2 s. His first run of 2 m 15.1 s was good enough to beat the combined efforts of Roger Dowson and Paul Northall sharing the Triumph GT6. Northall had second by two tenths in 2 m 17.3 s while Ron Easton took the TVR Vixen round rapidly to be fourth and not all

that far out of contention.

John Button turned up with 2.1 litres in his Autocavan VW and although it misfired a little he still had the class sewn up with 2 m 15.8 s, leaving Roger Burn (Imp) and Geoff Crabtree (2-litre VW) to fight for second spot. Burn had it easily on the first runs but Crabtree knocked off 3 s on the second tour and only lost out by a mere 0.2 s.

Fourteen cars did battle in the big saloons class and here the BDA power of Mike Wyatt's Escort who powered around in 2 m 11.9 s, was far too much, on the day, for the lesser engined mortals. George Warren, also BDA powered, was nearly 3 s down in second place while John Clarkson was happy to settle for third with his TC Escort.

Frank Morris has been "too busy" during the winter to rebuild his HF Sprint team 999 Cooper but it did not matter as he blew off 20 other hopefuls in the up to 1000 cc class. First run of 2 m 13.1 s was 2 s quicker than Nick Brice while Norman Williams was most consistent for third returning two identical runs of 2 m 19.1 s.

The big Mini class was also again popular with 15 starters from 21 entries and here Mick Bird gave firm notice that he intends to gain another class win this season with his new car. He posted 2 m 10.8 s while a promising newcomer was Robert Bevan, brother of the well known John, who took second in 2 m 12.1 s with Alan Northway third in 2 m 13.6 s.

BTD: J. Bevan (Naveb), 2 m 4.4 s.
Class winners: R. MacDonald (Mini), 2 m 16.1 s; G. Hathaway (Anglia), 2 m 14.8 s; M. Barnard (Datsun 240Z), 2 m 21.2 s; G. Griffiths (Porsche 914), 2 m 15.1 s; J. Button (VW), 2 m 15.8 s; F. Morris (Cooper), 2 m 13.1 s; M. Wyatt (Escort), 2 m 11.9 s; M. Bird (Cooper S), 2 m 10.8 s; J. Watkins (JWS), 2 m 10.6 s.
Ladies: Miss M. Banks (Cooper), 2 m 26.4 s.

White Horse whisperings . . .

● In the absence of John Bevan's DAF—he has not yet collected the car—great interest at White Horse was the Porsche 914 which Griff Griffiths brought along to give an airing before the new European rallycross season starts. It has his faithful 1600 cc VW engine from two years ago, he has been midget racing since—and sports aluminium doors and bonnet, fibreglass roof and bonnet. The car has taken five months to build and weighs about 9 cwt and the biggest problem was converting the 914 to right hand drive.

● New Goodyear aluminium 6 in section wheels were sported on the rear for first time by Pete Withers on his Motorplus Conversions bored out 1275 Cooper. Car has been rebuilt and now has light weight HF Sprint team back end. Split 45 DCOE Webers are used and he has mounted a 1½ gallon petrol tank under the dash.

● A novel special—not a championship regular contender—is Don Manning with a home built 1674 cc Facel Vega engined special using Herald front and rear suspension.

● Best placed Imp runner last year Roger Burn has gone over to Tecalemit fuel injection on his four-year-old car.

● Nick Garner has acquired Malcolm Riches 863 Mini and has sold his car to Brian Cocken, running single Weber and standard suspension all round.

● Sole regular Welsh representative last year George Warren is back for his fourth year with his 1700 BDA Escort which is unchanged. Engine has just been rebuilt down in Neath.

● Newcomer to the Castrol championship and one who is going to do most of the European rallycross rounds is Midlander Ray Smith with the ex Nagspeed 1300 Mini. Ray, who has his big Escort for sale, is still "trying to learn to drive the thing—biggest problem I keep trying to get the tail to hang out."

● Another to move up a class is Mick Bird who is using a 1300 Cooper with leaf springs at the rear with a beam axle and starting with a single Weber, entered by T. H. Russell of Midhurst.

● Steve Williams, who won his class with his 850 Mini last year in the Welsh championship, is a newcomer from Pontilas and has twin split 45 DCOE Webers on.

● Lucas fuel injection has been fitted to the Dolomite engine of the GT6 of Roger Dowson and Paul Northall. Car otherwise same as last year.

● Essex brothers Barry and Graham Hathaway are newcomers to the championship, Barry with a 1700 Twin Cam in his Viva and Graham with 1300 cc Twin Cam Anglia.

● John Button's 2 litre Autocavan sponsored VW looks like a John Player Special. The fact that he smokes apparently has nothing to do with it.

Drag at Fillbeck

At RAF Fillbeck on Sunday, the NDRC will be holding the second round of the Castrol/RAC National championship, and star entrants will be Clive Skilton and Roland Pratt in their rear-engined dragsters, both capable of six second runs at over 200 mph.

Other notable entrants will be Fred Whittle, who leads his class in his blown 6.3 altered, Colin Mullen with his Firenze/Chev, Dave Page with his Fiat/Chev and Pete Smith with the Buick Falcon altered, Ray Hoare, John Whitmore and Harold Bull will field their dragsters, Ed Shaver will drive Mike Yun's successful Corvette in Top Street, and four of the big Camaro pre-Stocks will be out to run the first ten second run.

The meeting is backed by the Lincolnshire Standard group of newspapers, each of which (19 in all) will carry a big four page supplement all about drag racing the week preceding the event.

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AUSTIN HEALEY 3000 Mk III, 1966. Immaculate condition, wire wheels, overdrive, silver blue, MoT 1974. SPs. £1,150. W. Montagu, 9 Grosvenor Street, London W1. (18)

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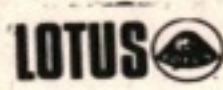
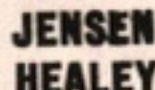
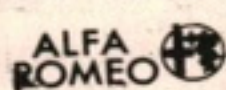
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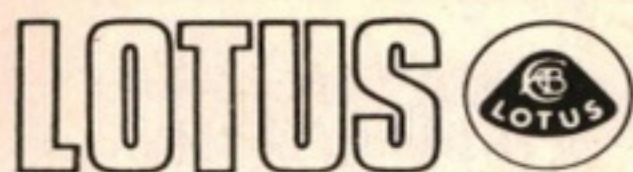
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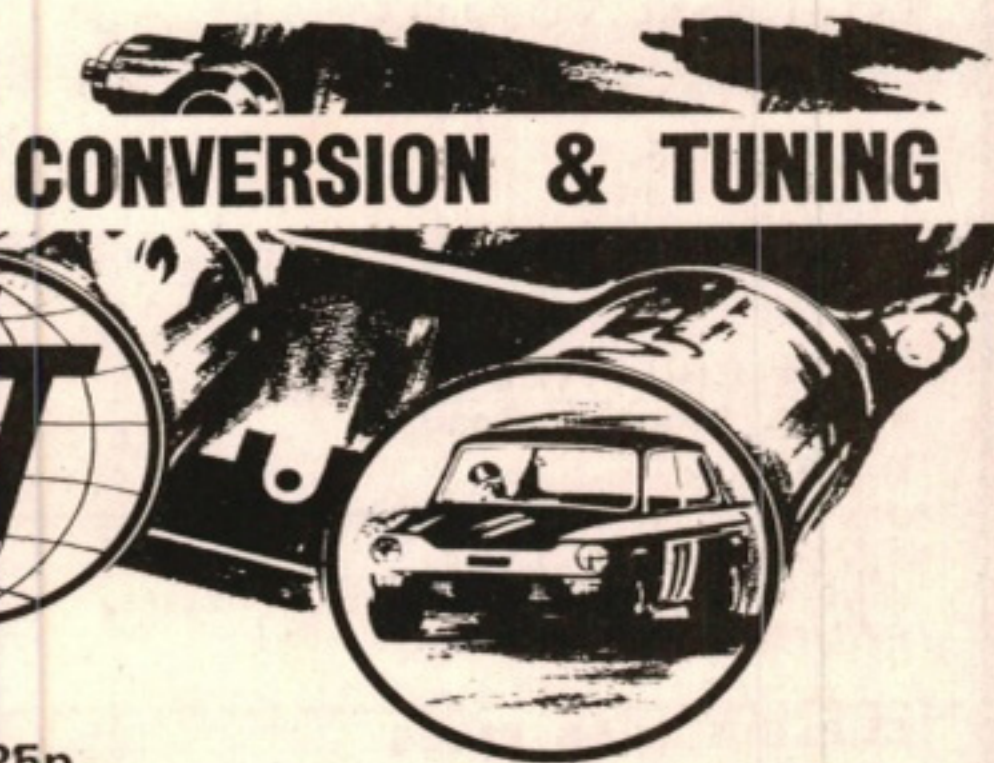
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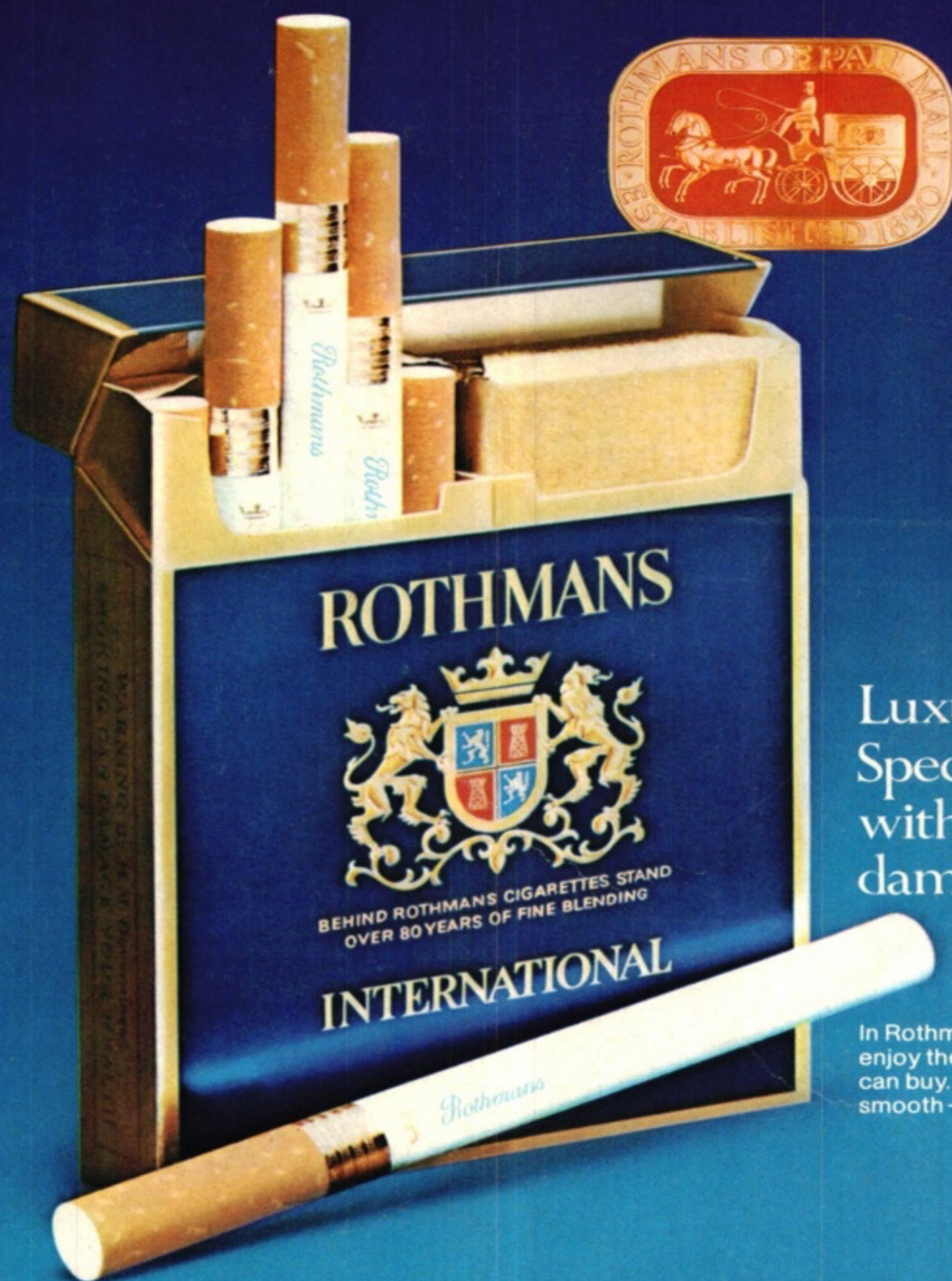


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