23 AUGUST 1975 15p

ENNA 2-LITRE - BRANDS BMW DAY - GREMLIN RALLY

AUTOSPORT

Austrian GP: championship virtually settled



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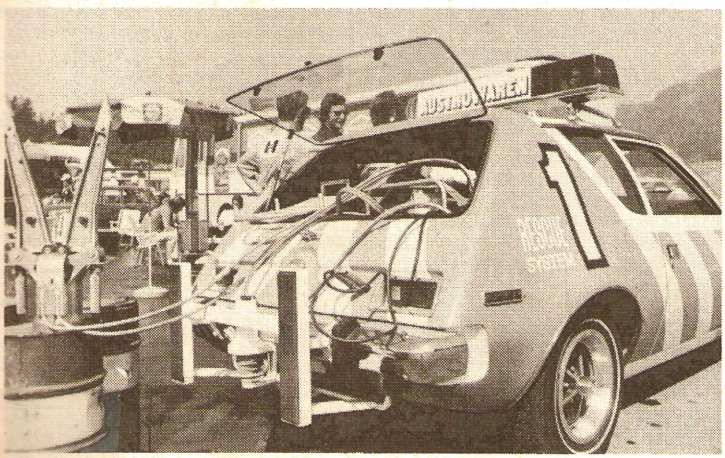
BRITAIN'S MOTOR SPORTING WEEKLY

August 23 1973 Volume 52 No 8

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One of the American Motors Gremlin-based rescue vehicles in Austria last weekend.



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EDITORIAL

It's pleasing to see Motor Circuit Developments' innovations at race meetings being well rewarded. British motor racing had, in general, become too stereotyped and stodgy with nothing more than run-of-the-mill races making up most programmes.

The Sparks Celebrity race with its famous sporting personalities helped to make the Race of Champions in March such a popular success. The benefit of Radio Luxembourg's tie-up with Motor Circuit Development was realised at the recent Brands Luxembourg day. At a normal club meeting which usually attracts around 1500 to 2000 people, Luxembourg's backing brought along a number of pop stars, a great deal of fun and enjoyment and over 11,000 paying spectators. The interesting fact about this was that all the promotion for the meeting was on the radio with no advertising at all in the motoring press. This more than anything convinced John Webb that the tie-up between Luxembourg has been a success. In fact such crowds for club meetings have not been seen since the Radio London days which emphasises the point even more.

Last Sunday, BMW had their big day at Brands Hatch and advertised it well, by having their unique House of Commons v Lords race. Normally around 2000 people would have attended the meeting, but on Sunday over 8000 paid to watch the festivities. Of those two meetings, many of the spectators would have been visiting motor racing for the first time and both meetings were well organised with excellent racing programmes and commentaries, that they probably will come back again. When a couple of teenagers were asked at the Luxembourg day what they thought about their first meeting, they said that they didn't know what it was all about but it seemed very good. Some of the die-hard enthusiasts may not approve of certain antics at these meetings, but it shows that some organisations are at least waking up their ideas and living with the times. It does nothing but good for the sport.

Another system employed for the first time at Brands Hatch meeting was the match play idea devised by Geoffrey Clarke of Motor Racing Stables. The system works by having one car from each team (of 10 cars) carrying the same number from 1 to 10 and a point is scored by each team member who beats his opposing number. The team with the most points wins and it makes for exciting battles throughout the field.

We hope the match play system will become a regular feature of championship meetings, with a special team race run at the meeting in either identical cars or cars from the same class. There could be one team from each major circuit with each circuit represented by 10 drivers so that a season long series of these match races could be developed and a motor racing league introduced. It could become one of the best features of British motor racing and let's hope the circuits introduce the system for next year.

our cover picture

Arturo Merzario in the revamped Ferrari B3 leads Clay Regazzoni's Marlboro-BRM at last Sunday's Austrian Grand Prix. Pete Lyons' report starts on page 12.

Photo : Phipps Photographic

Brazil races planned

The latest FIA bulletin lists five international race meetings in Brazil this winter, and though the programme has yet to be finalised, Brazilian representatives of the Globo TV network —sponsor of the past F1, F2 and F3 Torneios—were at the Osterreichring to talk to teams and drivers.

If all goes well, the final G5 Manufacturers' championship race is expected to take place in Argentina on October 21. However, Ferrari is reported unwilling to race so closely to the non-championship Kyalami nine-hour in South Africa on November 4.

The revised FIA calendar lists a G5 race in Brazil, a long-distance event at Interlagos, for October 28. In the event of Ferrari declining the Argentine race, however, it is most unlikely that the Brazilians would go to the expense of shipping cars to Interlagos for one race and then sending them direct to South Africa.

What seems more likely to happen is another F2 Torneio, although it will be necessary to find considerably more money than in previous years in order to attract top-quality teams. F2 dates have been given to Interlagos (November 11) and the new, similar, track at Brasilia (November 18). The latter track will be inaugurated on that date, and a prestigious event will be expected of the country's capital city.

Interestingly, Interlagos has been given two more International dates, a USAC race on December 2 (the outer banked track would be used) and a G2 meeting on December 9.

Zandvoort report

Tom Wheatcroft finally received the official report of Roger Williamson's accident at Zandvoort on Tuesday this week. The cause of death was due to inhalation of hot gases which as Wheatcroft pointed out "must have meant that Roger was alive for at least three minutes which points the blame at the marshalling as they had ample time in which to put the fire out."

The actual cause of the accident is stated in the report compiled by Mr Ryshouwer, a delegate of the International Technical Commission of the FIA, as being a deflation of the left-hand front tyre. This caused the car to hit the concrete kerb at an angle of 15 degrees and it was this which launched it. It hit the top of the the armco barrier at an estimated 220 kph; the improperly placed barrier then acted as a launch pad which turned the car over. The throttle slides were found to be jammed wide open but this was caused by the accident and did not occur before the accident.

James Hunt's CanAm Shadow

James Hunt's success in the Hesketh F1 March is still bringing in many offers of drives. The latest one is to drive the non-turbocharged CanAm Shadow which Jackie Oliver has been running in the series so far this season. Hunt, who has never driven any type of sports car in anger before, will make his debut in the car this weekend at Elkhart Lake.

It is in fact no surprise to find Hunt in a Shadow; team manager Alan Rees gave James his big break at March and kept faith during the hard F3 times. In fact when Shadow announced their intentions of going F1 last year, there was speculation that Rees might put Hunt into the second car. He's probably regretting that he didn't.

Jackie Oliver will be present at Elkhart Lake with the latest CanAm Shadow. This will have a Lee Muir prepared turbocharged Chevrolet installed into the Tony Southgate designed chassis. This new car has not been raced as yet although it was in the paddock at Mid-Ohio in an incomplete state. Oliver was due to be testing it this week at Elkhart Lake and if all goes well Shadow will have two CanAm cars on the grid for the first time this year.

James Hunt—CanAm drive.

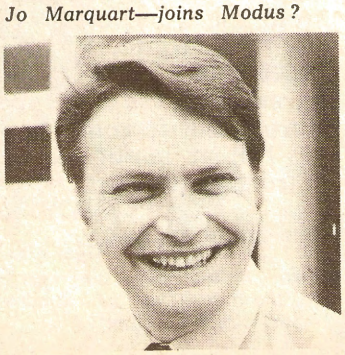


Marquart quits GRD

Jo Marquart, chief designer and one of the founder directors of GRD, has left the company. We were unable to contact either Marquart or GRD's Mike Warner this week and all that a spokesman for GRD would say was that he had left.

Marquart was seen at Brands Hatch last Sunday and was apparently there in his new capacity as designer for Modus, the company run by former saloon driver Teddy Savory, who have been sponsoring Mo Harness in F3 this year, first with an Ensign and more recently a March. It appears that Modus, who ironically are based within a few miles of GRD's Griston factory, are planning to build their own cars for F3 and Atlantic next year and Marquart, formerly with Lotus, McLaren and Huron before joining GRD will be responsible for them.

Jo Marquart—joins Modus?



Skeaping's Chevron drive

Chris Skeaping will be making his first racing appearance of the year at the Nurburgring 500 kms on September 2 at the wheel of the ex-Trevor Twaites Chevron B23. The car is now owned by Roy Johnson and Alan Stubbs and has been driven recently by Jose Uriarte.

Skeaping ran out of money at the end of last season after three rather fruitless years in F3 and this will be his first sports car race since co-driving with David Purley in a Chevron B8 at the BOAC 1000 in April 1970. Before turning to F3 that year Skeaping was the king of club sports car racing with his own B8.

No F2 change

The latest FIA bulletin has finally stated that F2 cars will not have to have crushable structures next season. However from January 1 1975 they will have to have the structures to the same specification as Formula 1, which was introduced in May this year. From the same date the minimum weight limit for F2 cars will be increased to 500 kgs.

This will be welcome news to F2 constructors who have been kept waiting on this decision for some time and have had to hold up decisions on whether to build new F2 chassis next year. However one or two manufacturers have indicated that the cars next year will have the crushable structures anyway as the chassis will double up for F5000 which will be run to F1 safety regs from the beginning of next year.

The FIA have also authorised the starting of F2 engines by means of a temporarily connected supplementary battery on the dummy grid and in the case of a pit stop during the race, which is in fact something which has been happening throughout the current 2-litre formula.

At all FIA championship events from the beginning of 1974 there must be a member of the CSI amongst the organisers of the meeting who is of a different nationality from the country in which the event is being held.

All race organisers are being strongly reminded that they must strictly conform with the CSI prescriptions regarding safety rules and circuit inspections. The 60 days time limit will henceforth be strictly applied and any individual or joint request from drivers should be rejected, as drivers have a representative and spokesman within the Sub-Commission for Circuits and Safety and the team of inspection.

This in effect means that all major work to circuits must be completed 60 days before the race is due to be held and that after that date no one can demand further changes. This it is hoped will prevent such farces like at Zolder this year, ever happening again.

European Cup off

The European Cup Formula Three meeting scheduled for Nogaro on September 30 has been cancelled. Also originally set for the same meeting was an F2 race but this was cancelled earlier on this year.

It seems as though the European Cup will not now be held. The date this year clashed with a John Player round in Britain, as it did last year, and consequently the entry for the meeting was very small and not at all representative. Last year, as in 1971, the event was won by a French team and the regulations for the FIA sanctioned event state that it must be held the following year in the country whose team are the holders. This unfortunately means that it could not be run concurrently with the John Player round.

It is hoped that if a full-scale European F3 championship can be inaugurated next year that the clash will not occur again and that what used to be the biggest F3 event of the year will be reinstated in the calendar.

F1 wheel problems

Some disturbing facts came to light at the Osterreichring to alert the two major tyre companies to what appears to be the main cause of tyre deflations in present F1 races.

During unofficial practice, James Hunt had a hairy triple spin on the circuit's fastest and most difficult corner, and was lucky to avoid more than a brush with the guard rail. At first sight, it appeared that a new Firestone tyre had deflated on the Hesketh March, but later investigation revealed that the wheel itself was under-size where the tyre bead meets the wheelrim. This caused the tyre to part company with the rim.

Both Firestone and Goodyear then examined a quantity of the wheels in use, and found a large proportion (over 50 per cent) to be well outside acceptable size. Firestone's development manager, Nigel Bennett, is sending all Firestone teams a circular this week to advise them to use cast wheels or to have their present wheels drastically modified by metal-spraying.

The wheels in question are all manufactured by the same company, and are marketed under the "Melmag" brand. Teams which use them include Surtees, Frank Williams and Hesketh-March among the Firestone runners, the Lotus, Shadow, Embassy and March among the Goodyear people.

The Formula 1 constructors have been at pains this year to minimise tyre damage by ensuring that tracks are kept clear of sharp objects. To this end, they have requested race organisers not to sell drinks in glass bottles near the paddock area, and to have tracks swept clean.

The Osterreichring was kept clear, and the results were very encouraging. Nigel Bennett reported that Firestone teams suffered five deflations in the three days of practice and the race, all of which have been traced to faulty laminated wheels.

Austrian European FF round

There was a large field of continental drivers at Osterreichring on Sunday for the European championship Formula Ford race which supported the Austrian Grand Prix.

Unhappily, a serious practice accident eliminated two Austrian drivers in very unpleasant circumstances, and both men are badly injured in hospital. One of them is Gerhard Irsa, leading contender in the championship in his Lotus 69.

The race was a walkover for local man Hans Binder, the star pupil of the circuit's Jim Russell Racing Drivers' school. Binder had the choice of his regular Merlyn or a brand new Van Diemen: he chose the Merlyn and won the 15-lap race by almost four seconds on the slipstream circuit.

Sensation of the race was undoubtedly Australian driver Peter Finlay in his ancient Palliser. Finlay's regular occupation is bolting together production Brabhams, but he showed real spirit in the race after engine trouble curtailed his practice. Starting with a borrowed Austrian engine, he fought to finish a grand second by a matter of feet from Austrian Dieter-Karl Anton (Lotus 69) and Belgian Claude Crespin (Merlyn).

There was a dead-heat for fifth place between Italian Lorenzo Sassi's Delta Mk 2 (with Falconer-copy body) and Swedish Titan driver Bengt Gilhorn.

British representatives Bob Arnott and Bryan Sharp struck mechanical trouble with their Merlyns and failed to finish. The next round of the series takes place next week in Sweden. Finlay now leads the European Championship and the next round is this weekend at Mantorp Park.

Frank Matich quit the L&M F5000 scene and returned to Australia to complete works on his new car an A52 (below). It uses a Repco V8 and two works cars will probably appear in the Tasman series.



Where is Emerson going?

Part One...

According to the Brazilian newspaper *O Estado de Sao Paulo*, Emerson Fittipaldi is considering leaving John Player Team Lotus in favour of Brabham for his 1974 F1 team.

O Estado lists the various problems which have struck the reigning World Champion in the past half dozen GPs, and also mentioned the superiority of the Tyrrell over the John Player Special. The piece was evidently written before Sunday's shattering display of the JPS over Tyrrell.

If Fittipaldi moves to Brabham, he will almost certainly do so with Marlboro sponsorship. The Philip Morris organisation has been openly courting teams for 1974, and a split with the unrewarding BRM team seems very much on the cards. The unspoiled Brabham outfit seems the most likely recipient in view of Tyrrell's links with Elf and the fact that McLaren's Yardley sponsor is part of the British American Tobacco group, a major Philip Morris rival in Europe.

Fittipaldi himself has told Colin Chapman that he wants to continue with the Player-sponsored Lotus team for 1974. More details appear on page 20.

Meanwhile, Jackie Stewart has given no indication of his much-rumoured intention to retire at the end of this season. Ken Tyrrell told AUTOSPORT at Osterreichring that he didn't think Jackie himself knew yet whether he would retire or not. Tyrrell has frequently expressed his feelings that Francois Cevert would make an ideal number 1 driver for any team, and presumably there would be little difficulty finding a suitable French driver to make an all-French Elf Team Tyrrell.

Part Two...

The international press agencies received a report from Switzerland around mid-day on Tuesday that Philip Morris (Marlboro) were about to make a big offer to Emerson Fittipaldi for next year. Apparently the directive came from Philip Morris USA as they have decided to follow their European branch into F1.

The fact that the offer comes from the USA can really only mean one thing. They want Emerson to drive an American car for an American team. We do know for fact that Marlboro people from Switzerland were in America recently talking to Roger Penske. It sounds almost too good to be true but it adds up to a Marlboro-sponsored, Penske-run, Eagle F1 team for Mark Donohue and Emerson Fittipaldi, both near the top of the ladder in their respective spheres of racing and both very promotable. The fact that Emerson lives in Switzerland near the Marlboro Europe headquarters probably means that there was no significance in the story that he entertained the Marlboro people to dinner the other night.

Only time will tell.

Danish F5000

Tom Belso cabled John Webb last weekend to say that he had successfully completed negotiations with his home circuit, Jyllandsring in Denmark, for a round of the Rothmans European F5000 championship to be held there on September 23.

Belso is due back in England this week with a substantial deposit from the organisers so that teams can be assured that a Misano repeat will not happen.

Novel startline marshals at Brands last Sunday were these Penthouse Pets. Never have so many kept an eye on the one minute board for so long. . . .



F2 at Enna

The F2 championship circus moves the many thousands of miles down to Enna in Sicily this week for next Sunday's championship race which should see Jean-Pierre Jarier clinch the championship in the works STP March. His main opposition will almost certainly come from Patrick Depailler in the John Coombs Elf 2, who is the only person who can catch Jarier in the championship. To do so he will have to take maximum points in all the remaining races and Jarier not score at all. Jean-Pierre Jabouille will as usual be in the second Elf.

Team Surtees are taking a three-pronged attack in an effort to smash the March domination of F2. With the dramatic improvements made by Firestone on the tyre side at Karlskoga and with their Brian Hart BDAs and a little bit of luck this could be their race with Jochen Mass, Mike Hailwood and Carlos Pace driving the TS15s.

Rondel Racing will be taking Motuls for Henri Pescarolo, Bob Wollek, Jean-Pierre Jaussuad, Tim Schenken and the Titan Properties car for Tom Pryce. The Texaco Stars, which have finally found some reliability, will be present for Emerson Fittipaldi and Ronnie Peterson while Wilson F. will have the works Brabham BT40. Also in BT40s will be Gabrielle Serblin (de Adamich's car) and Spartaco Dini a new Marlboro sponsored car, run by Scuderia Mettuno. Other entries include Brett Lunger, Hiroshi Kazato, Hakan Dalqvist (Pierre Robert GRD), Claude Bourgoignie, Bill Gubelmann, Vittorio Brambilla, Jo Vonlanthen, Silvio Moser and Ettore Ricci.

Record F2 wins

Our northern representative Ian Titchmarsh has pulled us up over a piece in P&P last week concerning Jean-Pierre Jarier and the record number of F2 wins in a season. Although Jochen Rindt won seven races in 1969 with the Winkleman Lotus 69 he won nine



Jean-Pierre Jarier — record chance.

in 1967 with the same team's Brabham BT23, but even that itself was not a record. In the previous year Jack Brabham not only won the world championship but notched up 10 F2 wins with the all-conquering Brabham-Honda BT18. This would appear to be the record although Mr Titchmarsh thinks that maybe Alberto Ascari scored more with the works Ferrari in the early '50s.

Although Jarier is missing the Salzburg race, if he does all the remaining events, Enna, Norisring, Albi and Vallelunga and wins them all he could equal Brabham's tally. Jarier's record this year suggests that he might do it. In seven finishes with the works STP March-BMW he has scored six outright wins, finishing second in the other event after starting from the back of the grid.

Fred Offenhauser

We regret to report the death last week of Fred Offenhauser at the age of 85.

Offenhauser was of course the man responsible for the development of the famous Indianapolis engine which has won the race 28 times in the past 40 years.

Offenhauser took over the engine when the original constructor Harry Millar died in 1933. From then until his retirement in 1964 Fred Offenhauser produced the engine. On his retirement it was taken over by Louis Meyer and Dal Drake.

Cabral wins in Benguela

The Benguela 300 kms on August 12, the last round in the Angola Sports car series, saw the tables turn in favour of Lola who filled the first three places. Leading the event for all of its 127 laps was the Lola-Schnitzer/BMW of Mario Cabral and Antonio Peixinho which came good after its dismal showing at Luanda. Second was Norwegian Ray Fallo in his Lola-Cosworth/Nova 292 after some tremendous driving from the back row of the grid and two laps down, finally finishing on the same lap as Cabral with a lap record to show for his efforts. Third and six laps down was Tony Birchenough in his Lola 290, his best result to date, after some sensible driving. First Chevron was the B23 of Jose Uriarte and Roy Johnson whose constant efforts throughout the series gave them the championship.

● While chasing journalists out of their pit at Osterreichring on Sunday, the Yardley-McLaren team had a little difficulty explaining away the presence there of an attractive blonde guest and trendy entourage. The girl?—Fiona Richmond of *Men Only* notoriety. We understand that everybody observed the common proprieties, at least on the track.

● Joining the F5000 ranks this weekend at Brands Hatch will be former F5000 driver Allan Kayes in the ex-Tony Dean McLaren M14A-Chevrolet which will be entered by Ian Ward Racing, entrants of Keith Holland's Trojan.

● Ensign mechanic Simon Arkless has left Rikky von Opel's employ to join Automotive Products. His place will be taken shortly by Yoshiatsu Itoh, who has been one of Emerson Fittipaldi's JPS mechanics this year.

● Former F3 driver Sandro Angeleri who has recently turned to running a pair of F3 Marches, has taken over Bill Stone's position at March Engineering as production manager.

Forghieri back?

The latest version of the B3 which raced at Osterreichring on Sunday showed many of the lessons learned with the Ferrari sports car this year, including the positioning of the revised side radiators, the JPS-type "grabber" airbox and a brand new full-width front wing. Arturo Merzario showed fine form in the early stages until he started to fall back.

But the most interesting aspect of the Ferrari operation was the reappearance at the circuits of Ing Mauro Forghieri, who has not been seen regularly since he moved to a new job under Enzo Ferrari's personal supervision at the beginning of 1972.

Forghieri declined to be interviewed by AUTOSPORT, but said that his task was to improve the F1 Ferrari, and he felt that the Austrian race already showed the first fruits of his work. In the absence of Ing Colombo (the engineer responsible for F1 until recently), Forghieri admitted that "you might see me back in my old job soon."

INTERNATIONAL DIARY

August 26
Enna, Italy (European Championship for Formula 2 Drivers, round 12).
Hockenheim, Germany (European Championship for GT cars, round 7).
Elkhart Lake, Road America (Can-Am Challenge, round 5).
Mantorp Park, Sweden (European Formula Ford Championship, round 6).
Jyllandsring, Denmark (F3, G2, G4).
State Fair-Century, USA (NASCAR).

August 27
Brands Hatch, England (Rothmans F5000 European Champion, round 11).
F5000 European Championship, round 11).

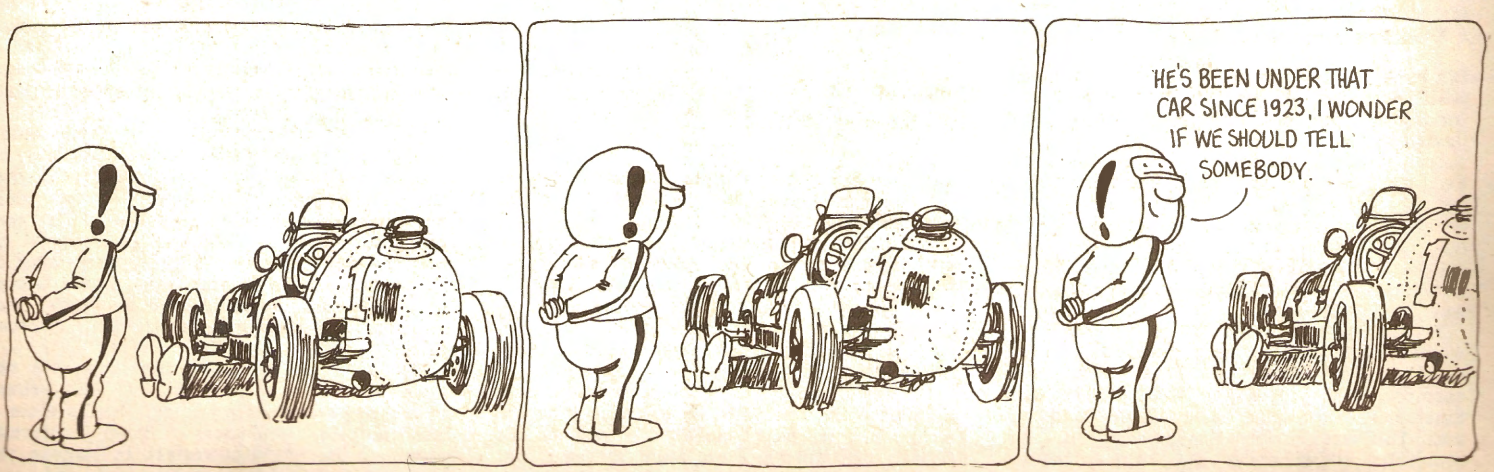
August 28/September 1
Baltic Rally (European Rally Championship for Drivers, round 19).

August 30/September 1
San Martino di Castrozza Rally, Italy (European Rally Championship for Drivers, round 20).

September 2
Salzburgring, Austria (European Championships for F2 Drivers, round 13).
Nurburgring, Germany (European Championship for up to 2-litre cars, round 6).
Paul Ricard, France (European Championship for Touring cars, round 7; John Player F3 Championship, round 10).
Monza, Italy (European Championship for GT cars, round 8).
Estoril, Portugal (Interserie, round 7).
Pocono, Pennsylvania, USA (L&M F5000 Championship, round 9).
Fuji, Japan (G4, G5).
Knutsdorp, Sweden (G2, F3).
California 500, Ontario (USAC).

CATCHPOLE

By Barry Foley



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Colin Chapman jokes with Jabby Crombac and Ronnie Peterson.

Colin Chapman on winning and losing

Interview by MIKE DOODSON

Did Emerson and Ronnie start the Austrian Grand Prix under instructions from you?

Yes, we discussed it this morning, and we decided that if we were in the happy position of being able to take first and second places, then it would be better for Emerson's chances in the Championship if he could win. They are of course running as joint number one drivers, and up to now I have never given instructions of this sort to them, so we talked it over and we felt that in the circumstances it would be better if Ronnie should not—shall we say—be contesting for the lead with Emerson, although the final decision was Ronnie's.

So this gave Emerson a chance, albeit an outside one, in the Championship. I was very pleased to see Ronnie drop back like he did: he wasn't acting under instructions from the pits, he just agreed that that was the thing to do. He behaved like a gentleman, if you see what I mean, and Emerson was grateful for it.

The two of them have a tremendous *rapport* between them, and I must admit that it is difficult to imagine two drivers of such enormous talent getting on so well together, even to the point where they're prepared to help one another, which I think is very unusual for a Grand Prix team.

This is the fourth year that the Austrian GP has been held at the Osterreichring, and the Tyrrells have never fared well. Can you think of any reason for this?

Yes, I can. I think there's a fundamental difference between their cars and ours, and there are some circuits where their cars are at a serious disadvantage. Osterreichring is one of those circuits. And no, I don't think I want to discuss this any further!

It's been an up and down year for your team, with some fine wins for you and several 1-2s for Tyrrell. Do you feel you've been fairly beaten by them?

I must admit this has been a fantastically exciting year. We've had some good successes and some pretty frustrating disappointments. As for a 1-2 result, I've got to the point where I don't think it will ever happen. I suppose our day will come: that's motor racing, and it always depends on which way the ball bounces.

I never like to think we've been *beaten*: we just lose, and in those circumstances we usually beat ourselves. Take today, for example, when something went wrong with Emerson's car, a pipe came off the metering unit. This was terribly disappointing, and it's something we've never had happen before. Under circumstances like those, you really are losing the race, you're not being beaten by anybody.

One person missing today was Ralph Bellamy . . .

Oh, I've got him chained to a drawing board at the moment. We would naturally like to be racing a new John Player Special before the season is over, and we certainly expect to be running a prototype before the end of the year.

We have allowed this year's World Championship effort to cause our new-car programme to slip. We were planning to run something new a lot earlier, but when we won the first three races out of four, we decided it was best to devote more time to the old car than the new one. This we've done, and as you can see from today's race, the old car is still competitive. But keeping it competitive costs time, and this has detracted from our new car.

The existing chassis is 150 pounds overweight for a start, which of course is difficult to overcome. But the car is still fundamentally so right, and the drivers so good, that they've been able to surmount this handicap at quite a few circuits. If Ralph and I can produce a new car between us for next year—as I'm sure we can—that's as good as the 72, and is 150 pounds lighter, then I think we're going to be in business.

But surely you won't be happy just to stand still design-wise?

No, we've got a new car for 1974 which I reckon will be as far forward as the 72 was four years ago, and I'm reckoning to produce a car that'll last another four years.

Ralph and I have spent almost a year now just talking and working things out together and learning each other's philosophies, and I think we're ready now to come up with a car.

Are you happy with the Formula 2 Texaco Star?

As far as it's gone, yes. Ralph had an entirely free hand with that: I like a lot of the things which he's done, and between us I think we can improve upon it for a Formula 1 car.

The F2 hasn't been conspicuously successful so far, we obviously want to make it a winner. Granted, we haven't had the engine power which we had hoped for, and I think the chassis is relatively competitive. But it's just a relative try-out, being the first car that I've seen Ralph work on since he's been with me, and I think the new Formula 1 will benefit from it.

Emerson has told several of his countrymen that he wants to stay with you next year. How good are the chances of that happening?

I can't see anything to stand in the way. I want him to drive for me next year and he's told me that he is going to drive for me next year. The only person who can change the situation will be him.

Other teams have approached him, I know. I think it would be uncomplimentary to Emerson himself if this had not happened. But we've always got on well together, and you can see from today's race that he gets on well with Ronnie. Ronnie gets on well with Emerson, and I can see no reason for us to break the team up. If there were rivalries and difficulties and dissensions in the team, that would be a good excuse for Emerson to move away from the team, but we're working so well together that I can't see any reason for a change.

Emerson has had a number of non-finishes in GP racing this year. Do you think this might influence any decision he makes?

All teams have bad patches, and if Emerson *expects* to win the World Championship two years running, then you'd be right in thinking that he'd got the wrong attitude. But Emerson knows better than that, I'm sure, and is prepared to *hope* to do it twice in two years.

He would be very foolish to let this period influence him, and were he to do so it would mean that he might spend the rest of his driving life shifting from team to team. But as I said, he's got more sense, and has already told me he wants to continue with us for next year.

How do you feel about the various measures which have been introduced recently by the CSI, and how would you feel about a possible restriction on tyres?

First you must remember that safety rules and technical rules are two entirely different things. But I think the 2-2-2 grid is an obvious thing, it's a sensible rule. I'm not so sure about the pace car business, because I think there are other ways of dealing with serious accidents, and to institute the "rain rule"—for argument's sake—would have been an alternative. This is the existing rule which takes effect in the event of rain falling in the middle of a "dry" race (or vice-versa), which requires the race to be stopped and then restarted if more than 60 per cent has not been covered. It's a much less complicated rule than the pace car, but I'd like to see how the pace car idea works.

As for tyres, the situation hasn't got out of hand, not at all. I think the spectacle in motor racing comes from close racing, and I think it's absolutely ridiculous to start talking of introducing artificial speed restrictions into Formula 1 racing. The only restrictions which I think should be permitted are those governing engine capacity and those requiring adequate safety. Anything which can improve the safety of the cars through legislation is, I am sure, acceptable to all constructors.

It's only three weeks before the Italian Grand Prix, yet I understand that the Formula 1 Association is still not satisfied about the situaton in Italy. Do you think the race will be held?

I really can't comment on that. I haven't been involved in the majority of the constructors' meetings where the Monza situation has been discussed.

As far as I'm concerned, anything the constructors do—to avoid what happened to me (after the Rindt accident) happening to them in future—is entirely up to them. What they are doing, I believe, is attempting to regularise the position where people who are willingly participating in a sport that is, known to be a dangerous sport, for everybody concerned, are not going to be pilloried afterwards for an accident, *ie* something which is known to be an unfortunate feature of motor racing.

Everybody who participates knows it's dangerous, they do it willingly. We all do our best to minimise the danger, but when things happen which are completely unavoidable and unforeseeable, then there should be a different set of standards applied in those circumstances.

I think the constructors are trying to say to the Italians "Look, if all of us don't recognise what can happen in motor racing, then we (the constructors) are not going to expose ourselves to the risks which are implicit at the moment under Italian law."

Has the situation changed for you? Is it true that an Italian judge came to talk to you at Silverstone?

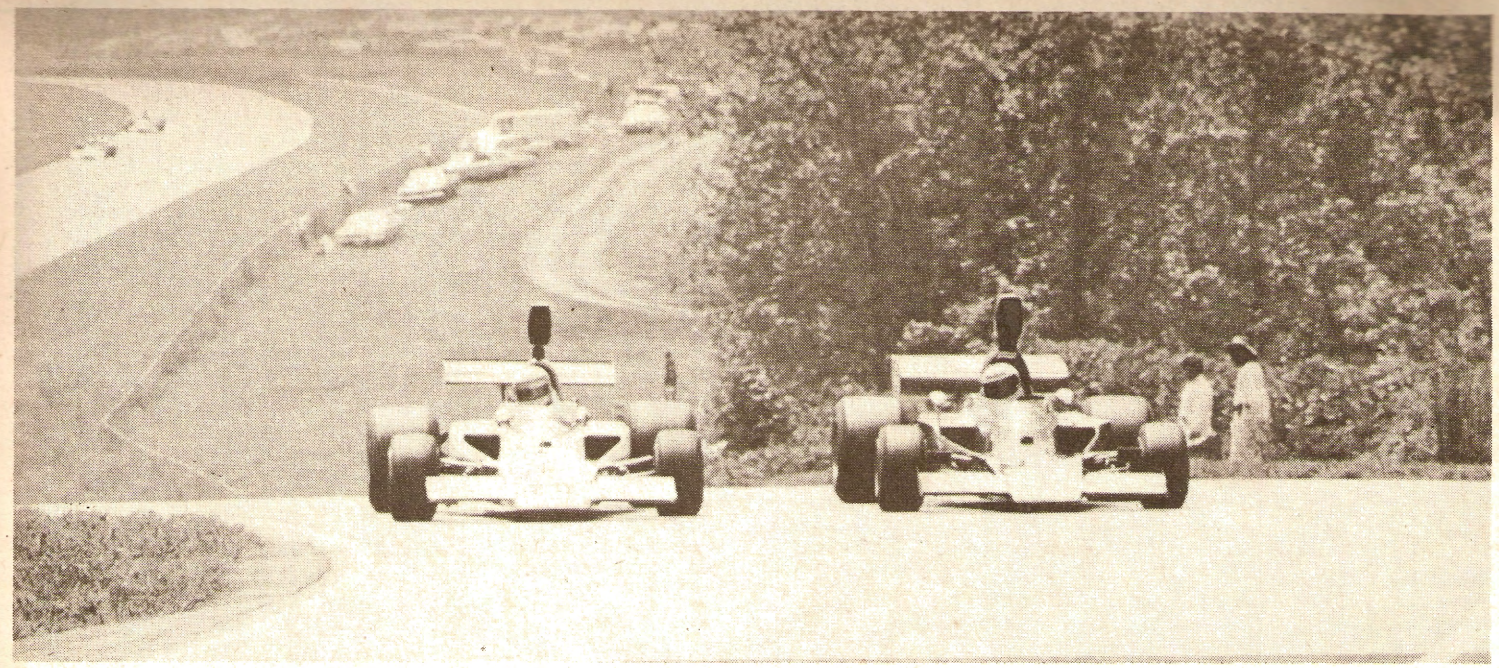
Well, of course I've been to Italy many, many times since the incident. But there is a difference insofar as the case—though it's now nearly three years old—has finally moved into a higher court. This happened, as I understand it, a month or six weeks ago, and I believe that the circumstances in Italy are now rather different.

The judge who came to Silverstone didn't come to see me, he came to see the constructors and to give them assurances that the same thing which happened to me could not happen to them in the future. The constructors turned to him and said that if he had the power to stop a thing happening to them, then the only way they would accept such an assurance would be if he showed that he could do something about the Chapman case.

So far, it appears that the judge has not been able to do that. And since he's proved to be powerless in my case, the Formula 1 Association's members have naturally assumed that he's powerless to honour the promises he's made to them.

BANK HOLIDAY RACING GUIDE

DAY	CIRCUIT (length)	LOCATION	STATUS/ ORGANISERS	ADMISSION	TIME OF START	PRACTICE	MAIN RACE	LEADING ENTRIES IN MAIN RACE	SUPPORTING RACES	LEADING ENTRIES	OTHER ATTRACTIONS/ COMMENTS
MONDAY	Brands Hatch Club Circuit (1.24 miles)	Off A20 between Swanley and Maidstone	International/ BRSCC	£1.00	2.30 pm	Monday morning from 9 am	Rothmans European F5000 Championship race—65 laps	Peter Gethin; Brett Lunger; Keith Holland; Gijs van Lennep; Tom Belso; Guy Edwards; Tony Dean; Steve Thompson; Graham McRae; Teddy Pilette; Chris Craft; Willie Green; Ian Ashley; Bob Brian Robinson	Evening News Trophy for G2 cars over 1000 cc; combined G2 up to 1000 cc and unlimited G1 race; two Formula Ford races; Shellsport Celebrity Mexico race	Frank Gardner (Camaro); Brian Muir (BMW); Martin Birrane (Mustang); David Howes (Javelin); Jonathan Buncombe, Andy Rouse and Vince Woodman (Escorts); Alec Poole and Masahiro Hasemi (Datsuns); Bill McGovern and Les Nash (Imps); Donald Macleod (G1 BMW); Martin Thomas (G1 Camaro); FFs for John Crowe, Frank Hopper and Syd Fox	Excellent F5000 field for expected thrilling battle on club circuit
SUNDAY	Mallory Park Full Circuit (1.35 miles)	Off A47 Leicester - Hinckley road, at Kirkby Mallory	International/ BRSCC Midland Centre	70p	2.15 pm	Sunday morning from 9 am	Shellsport Celebrity Mexico race—10 laps	François Cevert; Steve Thompson; Alan Rollinson; Mick Hill; Gerry Marshall; Lella Lombardi; Gillian Fortescue-Thomas; Willie Green; Gijs van Lennep; Tom Belso; Keith Holland; Guy Edwards; Bob Evans; David Morgan; Ray Allen Evans; Damien Magee;	Lombard North Central F3 Championship; BP Formula Atlantic Championship; BOC Formula Ford Championship; Motorcraft Mexico Challenge; special saloon car race	Formula Atlantic includes David Purley, Ray Mallock, Peter Wardle, Geoff Friswell, John Nicholson, Jas Patterson. F3 includes Tony Brise, Ian Taylor, Mike Wilds, Richard Robarts, Alan Jones, Larry Perkins, Johnny Gerber, Russell Wood. FF includes Donald Macleod, Derek Lawrence, Stephen South, and favourites for the Mexico race are David da Costa, Allan Wilkinson, Rod Mansfield and Barrie Williams. Bevy of hairy Special Saloons headed by the Boss Capris of Mick Hill and Tony Strawson	François Cevert to flap circuit in F1 Tyrrell. Hot air balloon; helicopter display; demonstration of Ford GT40s, custom cars and Dunlop's safety tyre. Also Ford Sport Club Challenge from 9 am
MONDAY	Castle Combe (1.84 miles)	Off B4039, 5 miles north-west of Chippenham	Closed/BARC	70p	2.15 pm	Monday morning from 9.30 am	Forward Trust Formula 3/ Volkswagen Silver Cup Super Vee Championship rounds—15 laps	Provisional F3 entries include Ian Taylor; Mo Harness; Richard Robarts; Matt Spitzley and Buzz Buzaglo. Super Vee entries are headed by John Morrison and Mark Litchfield	Wella Formula Ford Championship; two Britax Production Saloon Championship races; two Blue Circle Modified Sports Championship races; Castrol/MN Sports GT Championship; Formula Ford race	Richard Lloyd, Les Leston and Peter Barguss (Camaros); Tony Lanfranchi and Roger Bell (BMWs); John Brindley and Gordon Spice (Capris); Bernard Unett (Hunter); Denis Thorne (Firenza); Ivan Dutton and John Lyon (Escort Sports); Paul Weldon and Tony Charnell (Simca Rallyes); Dan Margulies (Porsche Carrera); Anthony Hutton (Mirage); Jeremy Lord (Lola T212); Ian Grob (Chevron B23); John Markey (Lotus 30); John Pearson (Jaguar XK120); Robin Gray (Morgan +8); John Chatham (MGC); Jon Fletcher and John Evans (Elans); Johnny Blades (Clan Crusader) and Bob Jarvis (Davrian). FFs: Peter Harrington, Stephen South, Ted Wentz, Richard Eyre, Dennis Shattuck, Roger Manning, Rob Wicken, Bryan Sharp, Peter White and Terry Fisher	Good entry for BARC's return to the Combe. Production Saloons and Mod Sports promise much excitment
MONDAY	Silverstone Club Circuit (1.61 miles)	Off A43 between Towcester and Brackley at Silverstone Village	Restricted/ BRDC	90p	2 pm	Monday morning from 8.45 am	Lombard North Central Formula 3 Championship—25 laps	Tony Brise; Russell Wood; Masami Kuwashima; Mike Wilds; Tony Rouff, Alan Jones; Leonal Friedrich; Teleco and Pedro Passadore	Esso Uniflo Special Saloon Championship (two races); STP FF Championship (two heats and final); European Formula Vee Championship; Tricentrol Clubmen's Formula Championship; Jaybrand Formula Libre Championship; Mod Sports race	Big banger saloon race includes Strawson and Hill in Boss Capris, Cutting's Escort-Martin, Hazlewood's Daf-Rover 55, Torrie's Escort-Cosworth, Pete Shelton's Cortina-GT40 and Turner's Escort-BRM. More big bangers in the libre race with Jim Moore's F5000 McLaren, John Jordan's CanAm McLaren, Albert Powell's Lola-Chevrolet, Bobbie Bell's BRM-Ford, David Cole's F2 Brabham and John Sabourin's Brabham BT29. Clubmen's entries include Frank Sytner, Richard Cresswell, Vernon Davies and Peter Evans, while FF leading contenders are Richard Hawkins, Derek Lawrence, John Crowe, Tony Rouff and Mike Young. In the mod sports race Harry Phillips' Corvette takes on hordes of E-types and TVR Tuscans, while the Vee race contains many of the top European Vee drivers.	Another action-packed 10-race programme with massive and varied entry list
MONDAY	Croft (1.75 miles)	5 miles south of Darlington; off A167 from Darlington	Restricted / Darlington and District MC	65p	2 pm	Monday morning from 10 am	Formule Libre—15 laps	Bob Leckie (Brabham BT36); Jo Applegarth (Brabham BT23); Johnny Blades (Lotus 69); Tony Walker (March 712); Richard Simms (Chevron B19)	Formula Ford; Esso Uniflo Northern Special Saloon Championship; Mod Sports/Clubmens	Doug Niven, Bill Dryden, David Wragg, Andy Barton, Derek Huntley, Keith Bowmaker, John Travis in saloons. FFs for Graham Cuthbert, Pete Clark, Kelvin Hesketh, Mike Wrigley and Phil Barak. Mod sports entries include Johnny Blades, Tony Williams, John Absalom with Barry Joell and Dave Rees representing the Clubmen's entry	Display by RAF solo aerobatic pilot Flt. Lt. Bill Tindell. Also races for solo motorcycles and sidecars
MONDAY	Snetterton (2.71 miles)	Off A11 London-Norwich road, near Thetford	Restricted/ BRSCC East Anglian Centre	70p	2.30 pm	Monday morning from 9 am	BP Formula Atlantic Championship round—15 laps	Ray Mallock; John Nicholson; David Purley; Jas Patterson; Peter Wardle; Bob Salisbury; Stephen Chadarton; Geoff Friswell	Two races for MCD Special Saloon/STP Production Sports Championships; Super Visco F1200 Championship; Reliant National 750 Championship; Sta-Power Monoposto Championship; Formula Ford race	Chris Meek (de Tomaso Pantera); Peter Graham (Ferrari Daytona); Mike Woolley (Porsche Carrera); Julien Stock, Alan Minshaw and Malcolm Wayne in Europas; Alf Husein (Camaro); Rosen Nash (Mustang); Tony Sugden and Nick Whiting (Escorts), and all usual leading contenders in three cheap formulae championships. Full FF field	Assorted programme, made more unusual by mixing Special Saloons and Production Sports
MONDAY	Llandow (1.0 mile)	Off B4270 from Cowbridge; 4 miles south-west of Cowbridge	Closed / South Wales AC	60p	2 pm	Monday morning from 9 am	Formule Libre—15 laps	Guy Beddington (F5000 March-Chevrolet); Peter Deal (Brabham Repco); John Davies (Brabham); Reg James (March 722)	Four Special Saloon races; Formula Ford race; all-comer's race. Events count for Welsh National Racing Championship	John Burbidge (Jaguar E); Phil Jones (Mini-Cooper S); John Morgan (Jaguar 3.8); Len Brammer (Mini-Cooper S); Jo Gregory (Escort); Peter Cook (U2); Phil Axon (MGB); Sean Ross (FF Dulon)	Motorcycle sidecar race run in reverse direction
SATURDAY	Silverstone Club Circuit (1.61 miles)	Off A43 between Towcester and Brackley at Silverstone Village	Restricted/ Bentley DC	50p	1 pm	Saturday morning from 9 am	Times Challenge Trophy for BDC members driving Bentleys—10 laps	Hamish Morten; Rusty Russ Turner; Peter Morley; John Nutter; Peter Sowden; Edward Barraclough; Don Balmer; Randal Stewart	Cusson's Classic GT Championship; Historic Sports Car race; Vintage handicap and assorted races for Bentleys, Ferraris, Bugattis, Aston Martins, etc	Marvellous collection of Edwardian, Vintage and PVT cars, as well as Astons, Ferraris and GT40s in Cussons race and Listers in Historic Sports Car race. Naturally, all kinds of Bentleys	10 races at this distinguished and popular meeting. Take a look through the car parks as well as the paddock



Side-by-side in the first heat are the Lolas of Scheckter (left) and Redman. Scheckter's engine blew and Redman won the heat and final.

ROAD ATLANTA

Redman scores again

By GORDON KIRBY Pictures by CHARLES LORING

Brian Redman vanquished the Formula 5000 field in style at Road Atlanta. Both Redman and his Jim Hall-tweaked Lola worked to perfection, and they dominated the whole weekend with surety and speed. Only Jody Scheckter could offer a challenge to Redman, but Jody's new Lola broke its engine so it was Mark Donohue who came through to a distant second with a transformed AMC-engined Lola. The AMC engine worked far better than hitherto and Donohue finally showed signs of being fully competitive in F5000.

Almost everybody else found themselves immersed in a swamp of troubles and the race rapidly lost much of the edge which has brought so much sparkle to recent rounds of the L&M Championship. Peter Gethin hung on for third with the unstable and underdeveloped works Chevron, fending off Jody Scheckter's assault from the back of the grid which brought him up to fourth with the Trojan which served as a worthy back-up car. David Hobbs led Donohue during the early laps, but his Lola's Traco/Chevy stopped while Eppie Wietzes also pulled off with engine woes after going extremely well yet again. Scheckter still leads the championship by 120 points to Redman's 90 with two rounds remaining.

ENTRY AND PRACTICE

Road Atlanta lives in the midst of Georgia's lush, green woodlands which abound with almost tropical vines, flourishing as they do in the ever-present heat and humidity of the Deep South. It is this heat and humidity, hanging thickly in the air, which defines Road Atlanta for the racer. The temperature readings climb rapidly to the limits of their gauges, body fluids seem to boil away and sweat pours from the brow of even the languid journalist, hanging lazily about the pits. There is no respite from the Georgia sun.

Atlanta then, is one of those places where a driver must adjust and adapt not only his car, but also himself. It is a place that rewards those who have done their homework for the circuit itself is one of the most demanding in North America consisting as it does of a succession of medium-speed to fast, undulating sweepers which are broken up by a few, sharp, diving or climbing right-handers.

Jim Hall is a Texas gentleman who is renowned for the quality of his homework and he arrived at Atlanta with his F5000 partner Carl Haas and their usual two Lola T330s for Brian Redman. Hall had been breathing on the works-modified, wider-based suspension chassis since Elkhart and he had transposed onto this car the bodywork, radiators and wing from his own car. The Smith engine, too, had been tweaked with a change to a McKay-based, Lucas-metered fuel injection unit that was fed by a new, narrower airbox. With the further addition of the deep-curve wing, this car has now diverged almost wholly from the original T330 detail design.

The Steed-backed Haas/Hall/Lola project is now getting well into its stride and with Franz Weiss doing much of the Texas testing, the car was probably a full day ahead of everybody else when it arrived. Redman was then, immediately and always, the quickest man throughout Atlanta practice. The engine sounded remarkably crisp, the chassis looked precise and manageable and Redman looked pleased and confident in doing a 1 m 16.335 s best which was just under a second better than last year's practice best. Brian also tried the second car for a few laps, getting it around within a second of the race car and feeling that the addition of the airbox and wing from that car would make this one just as fast.

There has also been some extensive development work going on in Roger Penske's more northern corner of the country during the past few weeks. Mark Donohue's Lola-AMC T330 appeared with the prototype F5000 Eagle "bow-wave" wing hung out behind and 2 in taller Formula B-size rear tyres living on the front. The taller tyres were intended to give the front suspension more "working room" to contend with the induced roll and resultant understeer which comes about from the high centre of gravity and greater weight of the AMC engine. The engine itself had been run extensively on the dyno in recent weeks and some redesign to the fuel metering cam had brought vast improvements to its mid-range responsiveness. All of this worked to very good effect as Donohue drove forcefully to the day's second best time. The Lola looked much more stable than hitherto in doing its best of 1 m 16.67 s, which was a deft and dramatic improvement upon the three previous appearances of Penske's F5000.

Jody Scheckter had a busy practice sorting out Syd Taylor's new Lola T330. The car had been built at Lolas during the previous week by Ron Bennett, and had arrived in the United States on the Wednesday before the race. There were, of course, numerous sorting problems, aggravated by four flat tyres, but Jody managed to go well enough to record a 1 m 17.056 s for third fastest. The flat tyre disease was not unique to Scheckter, although he had more attacks than any other runner. These attacks were, however, unique to Lolas and it seemed that the new, slightly wider rims offered too great an angle for the rubber to seat effectively in the face of the combination of heavy braking and side loads of Atlanta's 2½ miles.

Eppie Wietzes did not manage a great deal of practice lappery, losing a large chunk of time while the car was parked off the circuit with a flat tyre and then suffering from some niggling overheating worries later in the day. Just before the end of practice though, Eppie got things organised enough to show that his Elkhart performance was no flash in the pan. Eppie did a 1 m 17.642 s which put him beside Donohue, on the front row for the second heat.

Carl Hogan's duo of blue Haggar Slacks Lolas came next with yet another unhappy story of problems. Hobbs was the quickest of these two T330s, doing a 1 m 17.906 s before a stub axle sheared away from a rear upright just as David dropped into the dip on the very fastest section of the straight. The wheel and much of the suspension flew away giving David an alarming multiple spin into the Georgia clay. Like team-mate Lunger's Lola, Hobbs was using a full Traco Chevy which he felt was barely the equal of his previous Morands. Brett got down to a 1 m 17.940 s before his Traco dropped a valve, which necessitated a change back to the spare Morand.

Syd Taylor's Trojan qualified seventh fastest with our old friend Sam Posey at the wheel. Sam was selected to drive the car in preference to some other, well-backed hopefuls and then, after the deal was organised Mac's Chemicals appeared on the scene with some added dollars. Posey accepted the drive

on the understanding that Scheckter could take over if anything went awry with the Lola, which meant that the car could only receive rather cursory modifications to accept Sam's larger frame. In spite of being noticeably cramped both in leg and elbow room, and not having driven a F5000 since the Tasman, Sam did an entirely respectable 1 m 18.261 s which was a tenth better than Jody managed during his dozen laps with the car. "It's easy to look good in this car," emphasised Sam, even though he was struggling with glazed front pads and discs during qualifying.

There was little pleasure in the Chevron camp. Doug Shierson's works Marathon Oil B24 had some refinements to the cooling shrouds which seemed to solve its overheating problems and the addition of a Smith/Lucas cross-over fuel injection system and two F2 air boxes. The latter was a neat addition but it didn't appear to have much greater power ("It's not as if we're down on power anyway," said Gethin). The Chevron's problems lie in its chassis which seems to have accrued very little development while the Lolas in particular, have taken great strides forward this year. Despite some heroic efforts by Gethin the Chevron is an habitually understeering and unstable car which will not put its power down during the first stab away from the apex. A 1 m 18.496 s was all Peter could manage.

Finally and happily, Road Atlanta gave Graham McRae a chance to go well. He had found some drastic fuel injection problems in a detailed overhaul and some dyno testing at George Bolthoff's had yielded more than 100 additional horsepower than the Bartz has produced of late. McRae's attentions also seemed to be focused much more squarely this weekend and after doing a good 1 m 18.705 s, Graham packed things up in order to prepare the car for the heat of the next day.

More bad luck assailed Roy Woods and his Carlings Black Label outfit when a rear brake locked and slung their Lola T330 and Tony Adamowicz firmly into the guardrail. The right front corner was torn away and that area of the tub was ripped apart so that Adamowicz had to forget about improving upon his sub 1 m 19 s and the crew packed up and looked towards the next round at Pocono.

So it was Bob Lazier, going better and better these days, who took the next grid slot, this week running Wilbur Bunce's own Chevy in his Lola T330. Lazier did a 1 m 19.525 s for a third row in heat two starting place, and the fastest among the new boys/amateurs. Bobby Muir had just got down into this time range when a brake locked on his Jones/Eisert Lola T330 and he too went straight on and tore apart the front of the tub and ancillaries.

Jon Woodner again went well, challenging Lazier closely in their friendly, class battle, and doing a 1 m 19.531 s with his Carrol Smith-tweaked McRae GM1. Gus Hutchison was next up, missing much of the afternoon when the engine of his long-wheelbase March 73A dropped a valve, while John Gunn also had engine dramas with his Roman Brio March and was even further down. Right in among the backmarkers was Vern Schuppan, once again driving the Josef Smott McRae GM1 which was harangued by a fuel feed bother throughout practice.

HEAT 1

The two days prior to the race had been punctuated by heavy rain squalls, but there was considerably less humidity in the air on the morning of the race. By the time of the 45 m session it appeared that things were going to remain dry and just plain hot. Scheckter and Redman tried older and narrower front wheels during the warm-up, while the Hogan cars and Wietzes simply bolted and epoxied the tyres to the rims.

Jody went much better in the warm-up, getting down to the low 1 m 16 s bracket in only a handful of laps, before the fuel pumps began to play up and the whole system had to be redone and the two pumps replaced with a single Bendix.

The Chevron crew bolted a little nose wing across the breadth of the radiator slot and this seemed to minimise Gethin's large understeer problem, while making the car rather more unstable than before. Nevertheless Peter felt that this was the lesser of two evil conditions and the wing stayed on for the race.

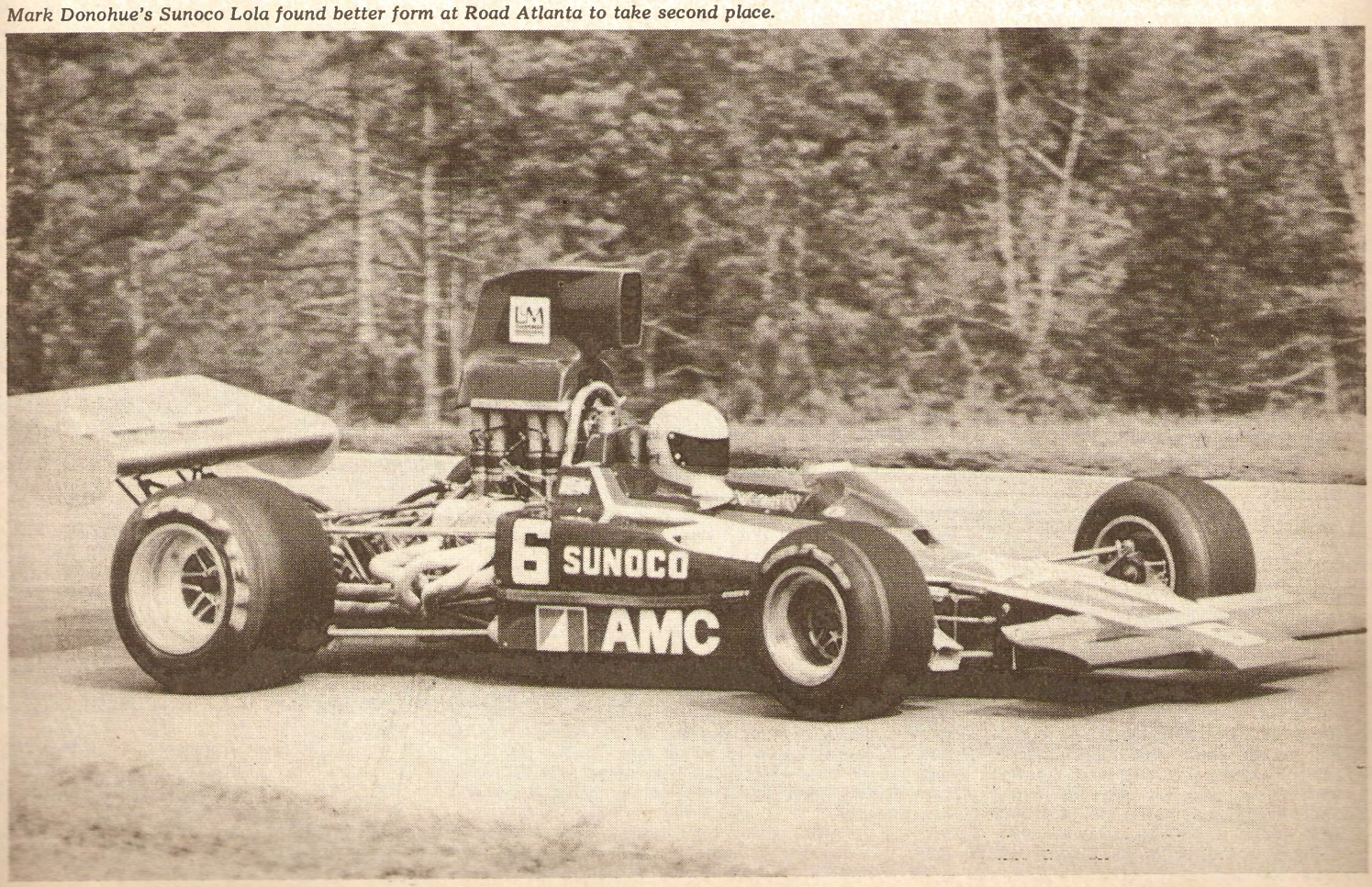
Scheckter must have kept a wary eye on both Redman and the starter for he kept his white Lola directly beside the red version as they throttled away from the start and it was Jody who managed to nip ahead under braking for the first right-hander and sweep across Brian's nose into the lead. By the time they came plumeting back towards the pits along the diving back straight Scheckter and Redman had already pulled out a full second to Hobbs and the rest and as they came through the fast right-hander which sweeps down a short drop into another right-hander on to the pit straight, there was Redman nibbling at the tail of the Winston-Delta car and making a big effort to get inside under braking.

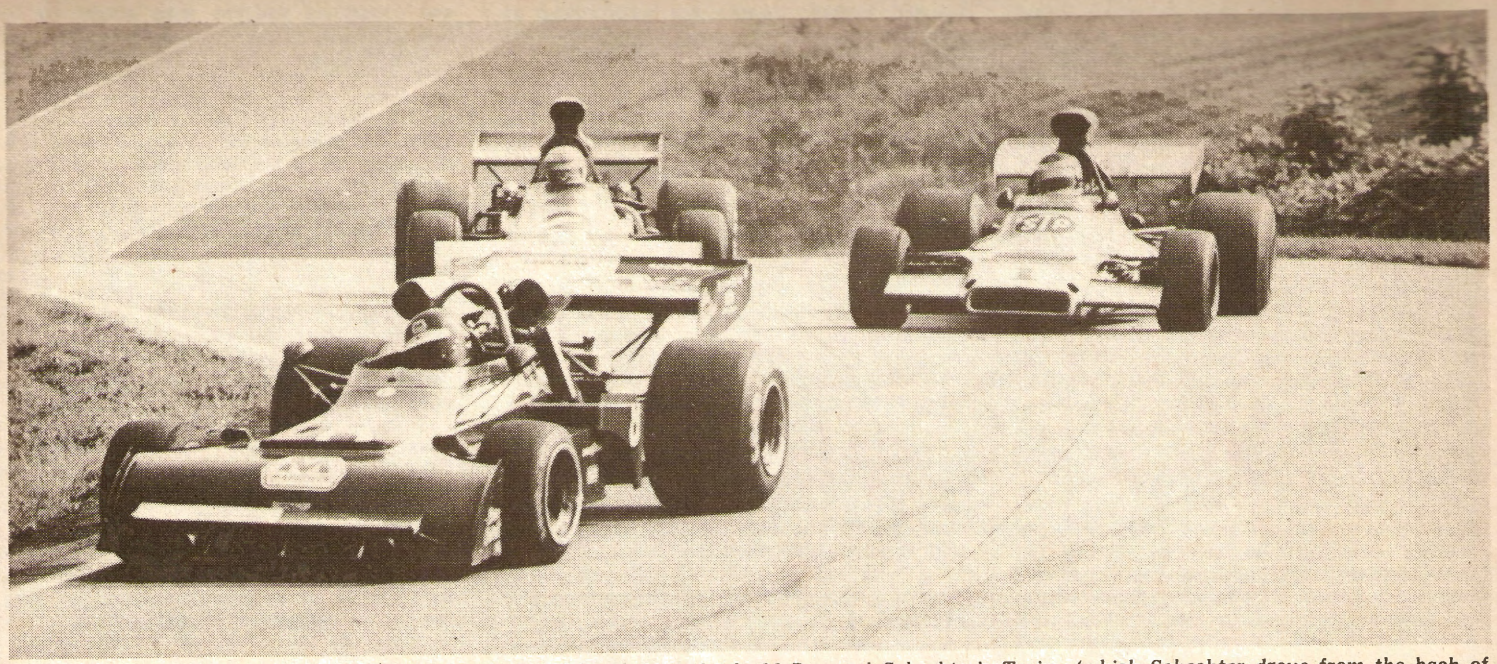
Redman was visibly a few car lengths faster along the straight and it was possible for him to pull level with Jody as they went through a left kink before the two rights before the pits. Scheckter was putting all his efforts into keeping the door shut for the right-handers so that he was running a little wide through this kink and then, Syd Taylor's car began to be bothered by fuel surging and on the seventh of the 20 laps Redman was able to pull alongside at the kink and pull smartly across in front of Scheckter in time for the two rights.

Almost immediately Redman started edging away and then, just at the start of the 12th lap, Jody felt the engine begin to tighten and he pulled off at the end of the pit straight. So it was now Redman with a comfortable 6 s cushion to Hobbs who had pulled right away from McRae and Posey in their newly-inherited third and fourth places. David had kept within 3 s of Redman during the latter's dice with Scheckter but had started to drift away just before Jody's demise. But now Hobbs was making another effort and for a few laps he began to close on the leader before relenting for a comfortable second.

McRae got past Posey on the fourth lap and edged steadily away until the last few laps when the New Zealander began to wilt in the heat and Posey sliced away rapidly at the 3 s gap to catch right up with a lap and a

Mark Donohue's Sunoco Lola found better form at Road Atlanta to take second place.





During their battle for third place in the final, Gethin's Chevron leads McRae and Scheckter's Trojan (which Scheckter drove from the back of the grid in the final).

half left. Sam tried hard, but Graham was in good form this time and he managed to keep the Trojan behind to the end. Jon Woodner kept his Cudy McRae within sight of McRae and Posey for a good part of this heat and finished fifth, well ahead of next man Eddie Miller.

HEAT 2

Brett Lunger had found his new Morand engine suffering from an oil leak during the warm-up and the problem really didn't seem to be solved by the start of the second heat. In fact, Lunger watched the oil pressure gauge fade away along the straights during the pace lap and he was far from confident about his chances.

Eppie Wietzes surprised everybody by outjumping and outbraking Donohue into the first corner. The Canadian was again going remarkably well and he had managed to pull out a small amount of daylight to Donohue by the end of that first lap. But Donohue closed up through the esses and then took the lead coming onto the backstraight as Wietzes struggled with another flat tyre and wrestled the car back to the pits.

Gethin worked hard to keep Donohue in sight but soon gave up that idea after a few hectic moments, while Lunger pulled in after three laps in fifth place. So this second heat stabilised almost immediately into a procession of Donohue pulling away from Gethin who was equally clear of Gus Hutchison in third. Behind Hutchison a race was developing among John Gunn, Bob Lazier and Steve Pieper's Lola T330. Schuppan hung onto this trio for a few laps but the old fuel starvation problem was still there and Vern soon slipped right back.

Wietzes meanwhile, had got back to the pits and had a lightningly slick tyre change, smoking his way back into the fray some threequarters of a lap behind Donohue. Eppie sliced his way back to seventh by the end, driving crisply and efficiently and turning a handful of laps in the low 1 m 16 s range. It was another stirring performance from this faultless veteran.

Donohue won with ease, in a pleasing display of form from his hitherto troublesome Lola. Gethin's Chevron looked frankly awful as it slithered its way into a comfortable second ahead of Hutchison who was able to keep Gunn and Lazier behind him despite climbing temperatures and a suspected cracked head. Lazier got closer and closer to Gunn with every new lap but the March driver kept ahead with some wily driving as he and Lazier pulled right away from Pieper. Schuppan finished a disconsolate eighth behind Wietzes.

FINAL

Syd Taylor decided to put Scheckter in the Trojan for the final which moved everybody behind Posey up a place and put Jody on the back of the grid along with Lunger, who once again was hoping his oil pressure would hold up. The start was delayed for about five minutes after most of the field got overenthusiastic and powered away at the end of the first pace lap while a yellow flag was waving from the starter's stand. That prompted a red flag and everybody came to a stop at the startline at the end of the lap in order to be re-arranged.

Redman shot away from the restart and was already pulling out great volumes of space as he accelerated up the hill away from the first right-hander. Hobbs got by Donohue out the back and Hutchison rushed by Gethin for fourth by which time Redman had pulled out nearly a 2 s lead. By the end of the lap it was obvious that nobody could do anything about Redman and he drove off as Scheckter has done so many times before.

Brian's lead was safe by more than 4 s after two laps, then the gap was 5½ s, then 7 s, then 8 s. The Steed Lola sounded as crisp as it had since the start of practice and Redman was driving at his very best. It was all neat and precise, the car and man working in fine unison. It seems that Jim Hall's Lola is the most responsive F5000 yet and the tone of Redman's driving once again prompted comparative thoughts of F1 and F5000.

While Redman drove on to his third win of the American F5000 season, a good dice began to develop between Hobbs and Donohue. These two very different Lolas appeared to be very closely matched and the fight was just beginning to take shape when Hobbs' Traco lapsed onto seven cylinders and then stopped altogether with the oil temperature off the clock. Hobbs was not at all a happy man with yet another instalment to this season of misfortune.

So Donohue found himself in a secure second which he consolidated with his usual smooth perfection. "Second is not good enough," said Mark afterwards, but it was not easy for him to conceal at least a little satisfaction with such a vastly improved car.

Gus Hutchison did an extremely good job in the early laps, but then, just as Gethin began to catch the Texan for fourth, his HRE engine began to go off and Gus fell right off the pace before finally stopping with a broken fuel pump and more worries about a cracked head.

Gethin then, took fourth from Hutchison which almost immediately became third when Hobbs pulled off. But Peter was having to work very hard at keeping McRae behind him and then, by the 10th lap they were caught by Scheckter who had driven quickly, but cautiously from the back and was already a little doubtful about the Trojan's dickey handling which later turned out to be caused by a duff shock absorber.

Gethin, McRae and Scheckter compromised all their various troubles with a good dice which enlivened the middle stages of the race. Jody pressed Graham closer and closer to the Chevron, but then Peter pulled out a small cushion when they lapped a slow backmarker and, in the muddle, Scheckter got by McRae. A few laps later they were all nose to tail again, but then McRae slowed and stopped, the oil pump drive belt broken, and his best drive of the American season coming to an end just as he was getting into a good stride.

So it was down to Gethin and Scheckter for third. Peter was struggling even more so now, for the gearbox was jumping out of fourth, but he was doing a very good job of holding off Jody. Then, on the 23rd lap the broken shock got the better of Jody and he had a quick spin coming on to the back straight and Gethin was away to a safe and well-earned third.

Jody drove quietly to the end, some 10 s behind the Chevron, but well clear of Jon Woodner who put in his most encouraging drive of the year, looking more and more confident with every lap in his sky blue McRae, and staying on the same lap as Redman.

Wietzes again went well and worked up to seventh in just seven laps, leading Scheckter and closing rapidly on Gethin and McRae before a valve cover gasket blew out and the Lola's Bartz engine lost much of its oil. Lunger managed only a couple of cautious laps before a flat tyre brought him into the pits and he decided to stop anyway before the Morand did any nasties.

Road Atlanta, Georgia ; August 19

L&M Formula 5000 Championship, round 7

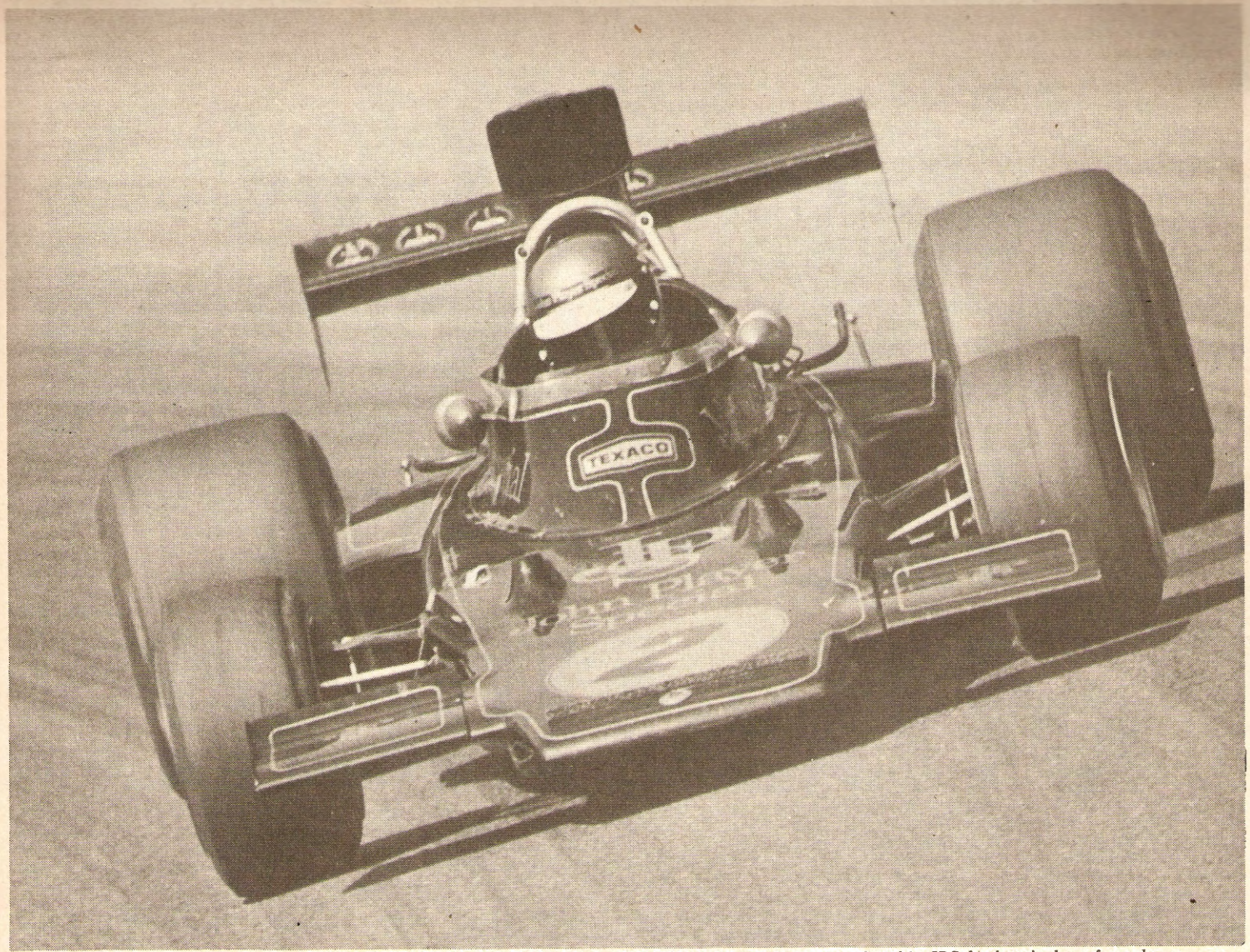
Final, 30 laps

1, Brian Redman ((Lola-Chevrolet/Smith T330), 39 m 0.5 s, 116.30 mph ;
2, Mark Donohue ((Lola-AMC/Traco T330), 39 m 28.6 s ;
3, Peter Gethin ((Chevron-Chevrolet/Smith B24) ;
4, Jody Scheckter ((Trojan/Chevrolet/Smith T101) ;
5, Jon Woodner (McRae-Chevrolet/Bartz GM 1) ;
6, Steve Pieper ((Lola-Chevrolet/CRM T330), 29 laps ;
7, Gordon Moffert (McRae-Chevrolet/Bartz GM1) ; 8, Tony Settember ((McLaren-Chevrolet/Bartz M10) ; 9, Evan Noyes ((McRae-Chevrolet/Bartz GM1) ; 10, John Gunn ((March-Chevrolet/Crane 73A), 28 laps.

Fastest lap : Redman, 1 m 17.265 s, 117.50 mph.

Heat 1 (20 laps) : 1, Redman, 25 m 58.563 s, 108.91 mph ; 2, David Hobbs ((Lola-Chevrolet/Morand T330) ; 3, Graham McRae ((McRae-Chevrolet/Bartz GM1) ; 4, Sam Posey ((Trojan-Chevrolet/Smith T101) ; 5, Woodner ; 6, Eddie Miller ((Lola-Chevrolet T330). **Fastest lap :** Redman, 1 m 16.917 s, 118.11 mph.

Heat 2 (20 laps) : 1, Donohue, 26 m 17.272 s, 115.12 mph ; 2, Gethin ; 3, Gus Hutchison (March-Chevrolet/Hutchison 73A) ; 4, Gunn ; 5, Robert Lazier ((Lola-Chevrolet T330) ; 6, Pieper. **Fastest lap :** Donohue, 1 m 18.076 s, 116.45 mph.

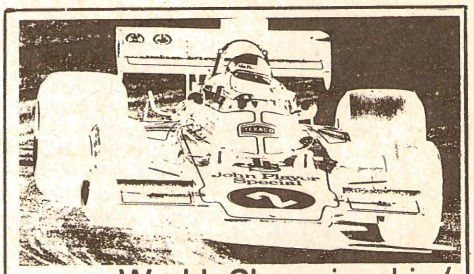


Almost reluctant winner was Ronnie Peterson. He let team-mate Fittipaldi lead his quest for points but his JPS broke six laps from home.

JPS on top as Peterson scores his second win

By PETE LYONS Race Data by ALAN PHILLIPS

Photos by PHIPPS PHOTOGRAPHIC



World Championship/ round 12

From the expression on his face, Ronnie Peterson would have given anything not to have won his second Grand Prix at this point in the season. He had settled loyally in behind team-mate Emerson Fittipaldi, who had started the Austrian GP from pole position. Once the JPS men had been able to relax about Denny Hulme's Yardley McLaren, which was more than capable of running with them until a plug lead fell off, they simply drove easily away, masters of the race. Flogging as hard as he could, but never losing his masterful delicacy of control, Jackie Stewart worked up from his fourth row grid position into third place behind the comfortable pair, but there was no way his Elf Tyrrell, as ever unsuited to the Osterreichring, was going to challenge. The only challenge would have to come from within the JPSs themselves, and that's exactly what happened six laps from the end. Fittipaldi rolled to a stop at the Texaco chicane with a fuel line pulled loose. Helplessly Peterson drove on to win nine seconds ahead of Stewart, who thereby increased his advantage in the points battle to 24 over the reigning title holder. With but three rounds remaining, offering 27 points to a man who might possibly win all three, Emerson's chances must be regarded as hopeless.

Finishing third, and again setting up fastest race lap, was Carlos Pace in his Surtees-Fina, a brilliant performance which succeeded in winning him the Marlboro Siffert award at last. But what a finish it was—his engine was running on fumes for the last two laps and Carlos Reutemann's Brabham made up a long gap and nearly pipped him on the line!

ENTRY

Suddenly the season is nearly over. Hard-worked people can see the "light at the end of the tunnel." In Austria there seemed to be a freshening of enthusiasm, a general catching of a second wind. For one important thing, the apparent narrowing of the competition between the two tyre firms seemed to galvanize them both; Firestone had yet more types and sizes to try, while Goodyear brought a wider than normal variety of constructions and compounds. To a large extent, the two days of practice on the Osterreichring were given over mainly to endless testing of permutations of tyres, as each driver searched out the optimum combination for his own car and driving style. It was not enough to find the stickiest compound that would still last the race distance. Because the circuit has only limited possibilities for overtaking it was thought important to start from as good a grid place as possible. That meant even more complication for the hardworking people whose never-satisfied drivers felt their rightful place in life was at the front row. In the last hours of last practice there were even scenes of water-cooling of tyres—one of the Goodyear compounds could be made to work better by heating and then cooling it, then heating it up again.

John Player's team had just the trio of Specials again, Emerson Fittipaldi still having to make do with chassis 7 instead of his preferred, but destroyed, 72/5. Ronnie Peterson had his preferred 6 to use together with 8, which had the only real modification amongst the Lotus team—a new, flatter, longer aerofoil mounted on a new longer, lower oil tank which carried the wing well aft without the awkward looking subframe of recent races and also interfered less with airflow.

The real car of the meeting was hidden in the red gloom beneath the Ferrari transporter awning: B3 chassis number 011 altered beyond recognition. Mauro Forghieri was in charge of this project, which was an obviously successful attempt to improve the design's performance. There were suspension alterations, particularly at the front, and the nose shape was in essence a reverse-curve wedge,

like a Shadow, with a wide aerofoil mounted a couple of inches above it. The water cooling had been moved to two long, narrow radiators mounted at a slant at the sides of the cockpit; air was ducted into these from the area behind the front wheels and exhausted out of the top, either side of the windscreen. The engine oil tank, which had been a saddle atop the gearbox, was now housed in the space on the right of the engine. The oil cooler was on the opposite side, fed by a left-side inlet duct. The recent sports car airbox was used, taking air from over the cockpit and ducting it down through double walls to the unequal-length inlet trumpets at the sides; this had been managed in such a way that the suspension radius rods no longer ran through the airboxes as before! With this car Arturo Merzario had carried out extensive testing at the circuit the previous week, allegedly doing a 1 m 37 s which was very promising.

None of the Elf Tyrrells was modified from previous trim, and in fact designer Gardner was not in attendance (nor had he been at Nürburgring) because of "pressure of work" at home—for which read the 006 series must be at the end of its development and a new model is underway (as a matter of fact, neither was Lotus man Bellamy in Austria). François Cevert did a few laps with 005, still in its chisel-nosed form, but it was not a serious effort—he only used it because of trouble with his regular car. Both he and Jackie Stewart, both Championship points leaders now, concentrated on trying to get the regular machines to go on the oddly troublesome Austrian surface. For some reason Tyrrells don't seem to work on the O-ring (although Stewart jumped into the lead at the start last year) and it was no different story this time.

The Yardley McLarens were back to normal, the spare car being a spare only this time (it was said a shortage of engines, a general handicap at this point of the year when Cosworth have been on holiday, was the main reason Ickx was not included). Nothing was outwardly changed, but Peter Revson had carried out a successful test day at the circuit the previous week, so when official practice began both he and Denny Hulme were more or less ready to go quickly.

Brabhams had four cars on hand, the one shunted at Silverstone having been rebuilt into a new car, chassis number 6, and given to Rolf Stommelen; his Germany car was kept as a spare. Both Carlos Reutemann and Wilson Fittipaldi were in their normal cars, which were essentially unaltered. It was anticipated that the neat, low-drag BT42s would go well on this very fast circuit. *Wilsinho* used the spare when his own developed a fuel leak on Friday, but a man who was hoping to use it was disappointed: John Watson, who was not actually entered, was on hand to see if room might be found for him, but a shortage of aerofoils to mount on the fourth car made the answer regrettably "no."

The Embassy crewmen had carried out detailed sanitation of Graham Hill's car at the rear, where there is no longer need to carry bodywork. The works UOP Shadows were as before, although switched around between drivers: Jackie Oliver was back in his Zandvoort-shunted chassis, while George Follmer took over the four-trailing-rod car in which Ollie went so well at Nürburgring.

There were three Marches this time. The Lec machine was being used by works driver Jean Pierre Jarier, as regular man David Purley had not been scheduled for this race anyway. The Clarke-Mordaunt-Guthrie-Durlacher 731 was as usual in the hands of Mike Beuttler, whose foot seemed to have completely healed. The Hesketh Racing version had profited by its layoff, as a lot of thinking, altering, and testing had changed its appearance and with it, its performance. Designer Harvey Postlethwaite has apparently tried to break new ground in aerodynamics, with a complete new nose combining a very blunt forward shape and a very large "chin" plate. A smaller rear wing, mounted half a foot farther forward, suggested increased efficiency of the airflow was a major consideration—the car was apparently timed fastest of all in a straight line. With this general revamping the front portions of the side crushpods, where the original idea had been to mount twin radiators, had been cut away, and there were suspension tweaks. To a solid day of testing at Silverstone was added a day (Wednesday) in Austria, so that James Hunt could learn the circuit and sort out settings. This was in fact cut short by a drama involving a tyre suddenly deflating at ultra-high speed in the flat-out turn after the pits; investigation showed the proprietary sandwich-construction rear wheel had been made with too small a rim diameter. It was thought to be very fortunate that what could so easily have been another wheel-failure-caused crash ended with nothing more than a dinged wing. . . .

Marlboro was back in business with BRMs, their name appearing again on all three cars—so far from having a ban on advertising as in Germany, the Austrian government owns a cigarette company with the brand name "Memphis," and this was a major sponsor of the race! Unlike in Britain for the John Player GP, an accommodation with the sponsors had not been made and the other tobacco firms such as Embassy and Marlboro had no outward representation in the paddock—except that feeding of friends was still carried out, bless their hospitable hearts, by Marlboro. Anyway, there were three BRMs, the fewest number in a long time, and after but two laps of Friday practice there were but two drivers. Niki Lauda, to his great disappointment as well as that of his countrymen, found that the sheer vibration of the car sent waves of pain through his broken hand. That

Another great drive netted Carlos Pace third place and the Siffert award.

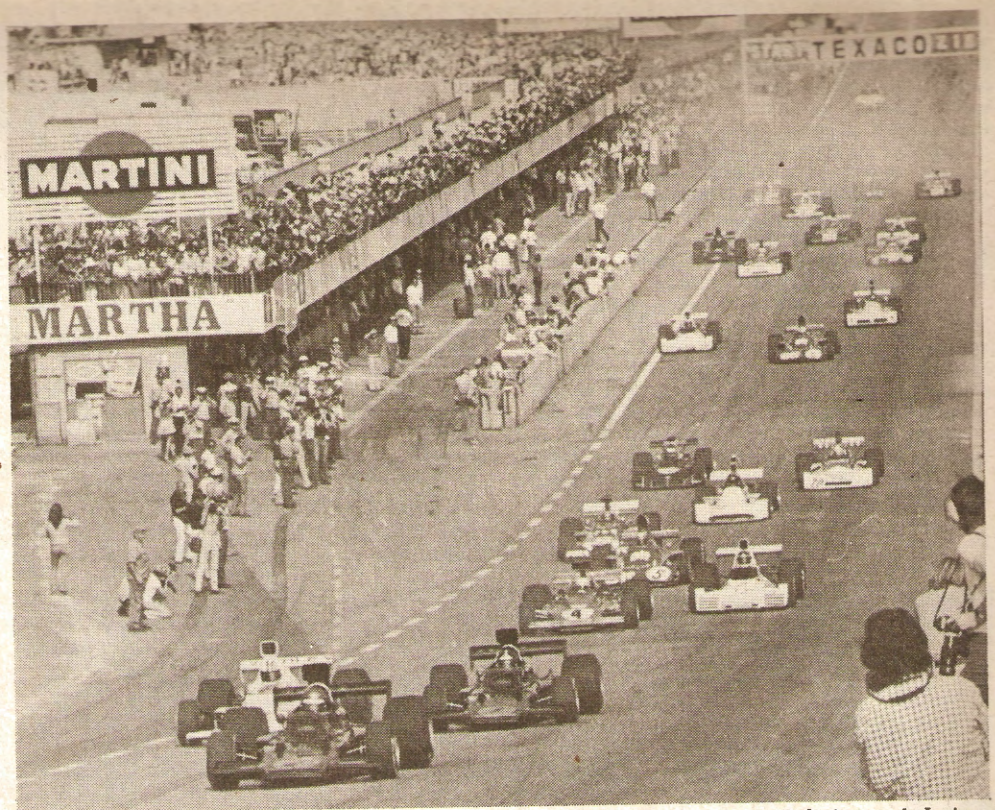


left his car as a spare for Clay Regazzoni to use when his own blew up, Jean Pierre Beltoise staying with his own.

Instead of being no Martini-Tecnos, as anticipated, there were two. Chris Amon spent Friday in the earlier version while the tested-out engine in the Goral chassis was changed, then he tried both alternately on Saturday. Unfortunately, as always, the Pederzani flat 12 was the weakest link and not much of worth was learned; finally both cars were withdrawn.

There were just two Surtees-Finas this time, regular cars for Mike Hailwood and Carlos Pace, and although Hailwood was having persistent fuel system troubles Pace continued to show the promising form which began to appear two races ago. The Iso-Marlboro team had by contrast not yet broken free of their initial period of troubles, although a good job had been done by completing a replacement car for Howden Ganley (actually number 3 but labelled IRO2 for paperwork reasons). The Dutch driver who had gone so well in Holland, Gijs van Lennep, was back in the original car. Finally, the Morris Nunn-built Ensign had been improved in detail and Rikky von Opel was able to do two periods of pre-official practice, playing himself in and perhaps burning off some of the frustration built up by having to withdraw from Holland and missing Germany.

This brought the total to 24 drivers, less the unfortunates, Lauda and Watson, with 30 cars, and amongst them all there was a distinct air of wanting to get their teeth into this fourth-from-last race of the year on a circuit which they all find pleasant but difficult.



Peterson, Hulme, Fittipaldi, Merzario, Reutemann, Stewart, Pace, Hunt, Beltoise and Jarier lead away at the start.

PRACTICE

The Osterreichring looks rather simple on paper, but in fact it has some very tricky quirks. There are in effect four separate major turns, three to the right and a double bend to the left. All are taken at about the same speed, in either third gear or third-and-fourth depending on ratio selection, but they are all rather different from each other—some being smooth, others bumpy, some quite steeply banked, others adversely cambered. The nature of the entry into all four tends to produce an understeering condition, evidently, and certain drivers admit to setting their brake balance to bring the tail out as they turn in. In addition to the four major changes of direction there are two others of significance: the ultra fast right-hander at the top of the abrupt rise beyond the pits, which is flat out for only the best set up cars using the most helpful rubber; and the kink to the right after the double-left which has a sharp crest that forces everyone to lift off in the middle. For the rest, there are two sections where engines pull peak revs for a long time, so the ability to "get through the air" is of more than usual importance. As at several other circuits, drivers of F1 cars find very few places to overtake with any degree of security, so one wants a car that in the race will be difficult to beat in a straight line. It is in fact one of the fastest road circuits in the world. The record for the 3.67 mile lap was last year's F1 pole, Emerson Fittipaldi's 1 m 35.97 s, over 137 mph.

Fittipaldi wasn't going anything like as fast on the first day of practice, an understeer situation holding him out of contention. Hulme was the fastest for a long time, using the spare M23 as his own had been set up with wrong castor angle due to simple "finger trouble"—the bottom wishbones being rather easy to mount back-to-front! Later on he drove his regular car even quicker, and together with Revson broke the existing record. However, right at the end, Peterson beat them both with a demon 1 m 35.37 s using tyres which were not the softest available. He ran out of petrol on the next lap, and thought he could have gone even quicker. Carlos Reutemann fulfilled anticipations by coming a close fourth, while Merzario showed up well fifth best ahead of both Fittipaldi and Stewart. The Tyrrells were beginning to show the unnerving troubles of previous years, the cars for no discernible reason just not able to go quickly. Stewart had a giant understeer condition most of the day, which he was able to convert into an oversteer for the next day, but otherwise he seemed genuinely unable to put his finger on the problem. He found himself in visual contact with one or another of the JPSs several times, but wasn't able to see where they were quicker. Cevert's problem, however, was extremely visible—a rear brake disc fractured in half at high speed, doing considerable damage to the surrounding area and stopping his practice in the regular car. He took over the spare, but had to wait while it was altered to fit him—the original intention had been to run it with Stewart, should there have been time.

In the Brabham camp fortunes were mixed, for both Stommelen and Wilson Fittipaldi had troubles—the one with a baulky fuel system, the other with a leaking tank which forced him into the spare car—but Reutemann was flying. He missed equalling the lap record by 0.03 of a second, but was fast enough to put him right up in the same time bracket with the top men.

There was a gap then to the next bunch, which was topped by Merzario. The Ferrari had given out a bad vibration from its first engine of the day after but two laps, and received a new one for later in the afternoon. Thereupon little Art set up the day's fifth fastest time, showing the world that Ferrari was not ready to quit yet. This engine too seemed a little down on performance, but about the handling he expressed perfect delight. "He's too happy," fretted Forghieri, "You don't see drivers who don't have some kind of complaints!" The other driver in this same bunch of second-rank men-of-the-day was Hunt. The modified March was obviously doing everything expected of it, and doing it despite an engine that was gradually losing revs as the day went on.

Pace and Hailwood were the next Firestone runners, and were nearly a second slower. Mike's troubles were simple: the car kept stopping. "The fuel's boiling, or something. They've given me a spanner and told me what to take apart, a little tube, and I've done it twice, but then the tube broke. I've only done eight laps, and four of them were behind the pace car. Another three were at the end of a rope." Pace's unhappiness was a little more dramatic: as had happened to Hunt two days before, a proprietary rear wheel had been too small and had let its air out. Beltoise was right with them in his BRM, but Regazzoni was hampered by a rod retiring from the job in his regular car's engine, and the engine in the spare wasn't much more helpful.

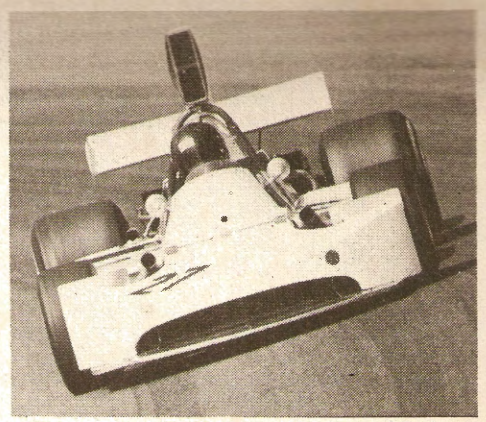
The bunch at the back had assorted reasons for their painful slowness. Hill had a grotty engine most of the day until air ducting to the fuel system made it chime in properly. Oliver's engine was likewise in fuel pressure trouble all day, but the reason was harder to trace. Follmer, however, said "I have no excuses, I'm just slow. I guess I have to admit I don't like this place—all those blind brows where you have to keep your foot down. It takes some learning." Much the same thing was troubling Jarier on his first visit. Ganley's engine was baulky, while right at the beginning of his first practice van Lennep had a tyre go flat and, rather than damage a rim, he parked on the circuit. Amon only did a few laps with the older car before a piston broke; the newer car wasn't ready that day.

Next day the weather and track conditions were almost exactly the same, hot and clear. For a long time Hulme was quickest, though not quite as quick as before, but right at the end of the day Fittipaldi (using the heating-cooling-heating cycle of tyre preparation) threw out a startlingly quick challenge almost exactly a second quicker than his year-old record and far and away faster than anything anyone else was able to do. It was the loudest possible announcement to Stewart that his greatest rival was back on form, feeling fit, and going to try his damnedest to beat him. Peterson by contrast wasn't anything like as promising, although his Friday time preserved him a place on the front row; evidently Ronnie's temperament wasn't suited to the patient slow-lap, hard-lap, slow-lap, cycle required by the tyres. Generally, in fact, those who had gone well the day before dropped off on Saturday, and by similar amounts. Several, however, improved by margins almost as dramatic as Fittipaldi's although they were overshadowed. Stewart tried all he knew and was sixth best of the day, but he found Pace but 0.04 s behind him. Cevert improved, but had to stop early with the cwp beginning to vibrate. Mike Beuttler was right on his heels, a very fine effort from the privateers of Space Racing who beat the works personnel by a tenth to their great and everlasting delight. Jarier had, however, been forced to stop before giving his all by a gear selection trouble.

Reutemann, fourth fastest of the day, was pleased with his car after an hour had been spent tracing a suspected fuel system problem to a loose electrical wire, but Wilson F. had

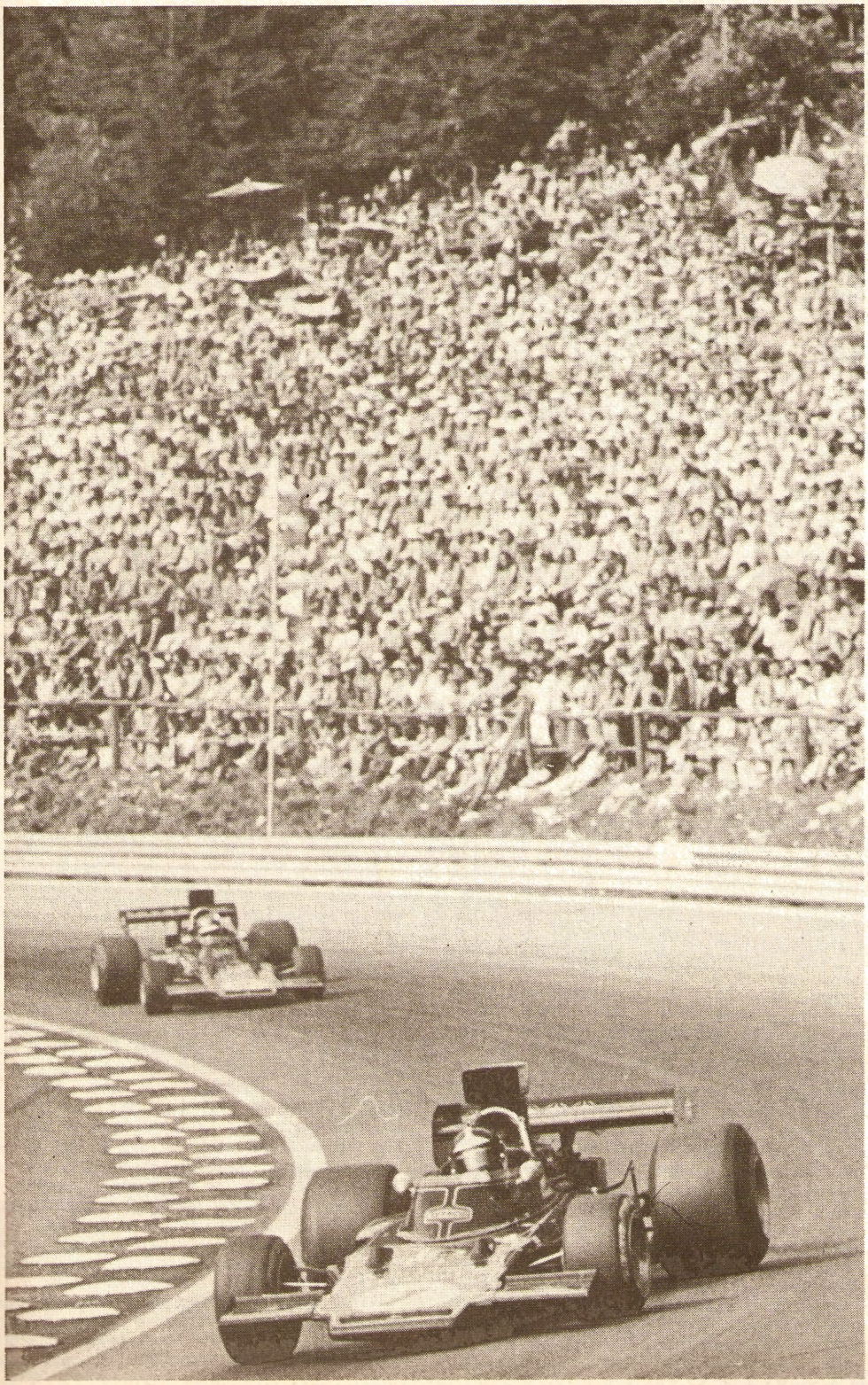
an engine that was "popping and popping" all day until finally the oil pressure went down. Stommelen's engine was still running badly, despite replacement of all possible fuel system elements, so it was decided to change the engine—he did qualify the spare car and would be able to use that if necessary. In the BRM camp things weren't much better than before, while Hailwood's situation was distinctly worse—with the same fault. The same was true of Amon, neither Tecno engine running properly in either chassis, so eventually both were withdrawn. Von Opel lost a lot of time when a fuel system investigation revealed a loosened crankshaft pulley, caught just in time to prevent wider damage. Hunt's second engine was down, and so for the first time was the mood of his team. They stopped talking of winning and turned introspective—clear proof that they've reached the big time now! On the last lap the Iso team brought the session to a close with a resounding bang as Ganley's engine scattered bits of itself and all its oil all over the last turn and the pits straight; it was just moments after Fittipaldi had done his best time and late enough that no one else was actually handicapped.

There were two sideline issues during practice, one on the track and the other just off. The first was the new CSI pace-car procedure which was tried out twice. A saloon car with bright markings and flashing roof lights went out into traffic, chose a nominal "race leader," and lead a pack around for a few laps at about 75 mph. The purpose, of course, was to gain experience with the new mandatory method of slowing traffic at the scene of a bad accident, as in Holland three weeks before or South Africa in the spring. It looked a slow, monotonous procedure as the drivers dutifully followed the leader like newborn ducklings, but the sense of it cannot be argued. The restarts, as the pace car pulled off after a lap of displaying a green flag out of a window to signal its intentions, was an interesting taste to European eyes of an everyday procedure in American oval track racing.



Hunt's Hesketh March was much modified but had metering unit problems early on.

Emerson Fittipaldi was waved into the lead by Peterson but his hopes of nine points were dashed with a fuel system problem.

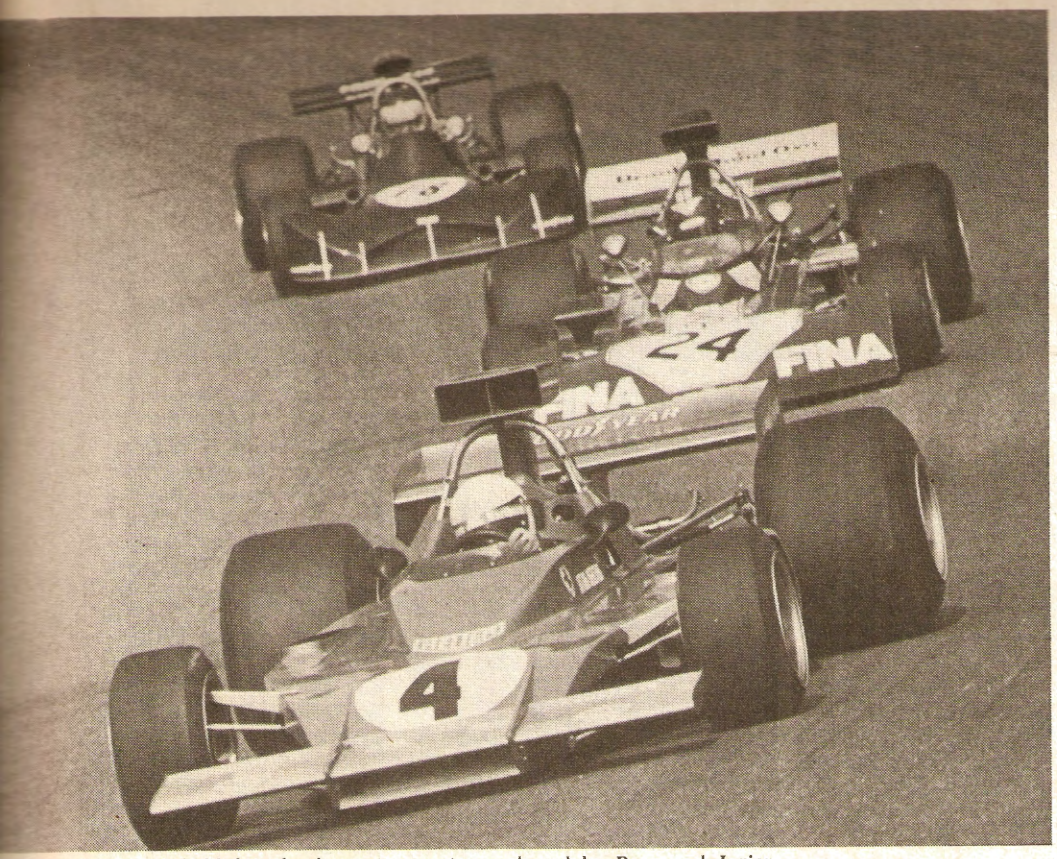


It won't, of course, be seen as often as in oval track racing, where the incidents are more common and the circuits more confined between walls, so it probably won't change the character of GP racing. Only occasionally will laboriously earned advantages be wiped away by everyone bunching up behind the pace car, and only occasionally will drivers seize the sudden opportunity of making a pit stop under optimum conditions. Never, one hopes, will the call for the pace car be made capriciously or with the specific intention of "improving" a race—as has allegedly happened at certain oval tracks. . . .

The other issue caused more trouble, although it didn't actually involve the racing. The drivers and constructors, through their separate organisations, made in Austria their anticipated move to ban non-team personnel from the working area in front of the pits. This meant a blanket restriction on *everybody* not actually signalling, mechanicking or managing. It came partly as a result of the new pace-car procedure, with which one could anticipate sudden multiple pit stops during a race. People who were apparently nearly killed in the Silverstone pits as Stewart made his stop in the GP cannot deny the truth that there are in virtually all cases simply too many human bodies clogging up the pit roads of the world. In the wake of the Zandvoort tragedy the mood of everyone is to stop putting off improvements that are

Beltoise finished fifth in the Marlboro-BRM.





Merzario held fourth place at one stage, chased by Pace and Jarier.

clearly necessary, and thinning out the people in the pits is clearly necessary.

The method chosen was what caused the trouble. The participants felt unwilling or unable to try to distinguish who should be allowed to remain—several of them did say privately they saw no reason certain non-team people should not stay—so they simply demanded a blanket ban of everybody. All the children, the dogs, the schoolboys with toy cameras and autograph books, the scantily-clad girlfriends, the old family friends, the sponsors, and *potential* backers, the wandering press writers and the clustering press cameramen. The organisers complied, and established the ban—or tried to. It just didn't work. Enforcement was spotty and ineffective, besides being inevitably misguided as individual enforcers misunderstood their instructions, and all during practice there were just about the usual hordes of children, dogs, schoolboys, and scantily-clad etceteras milling around in the way. But the threat was enough, some circuits will be less easy-going, and anyway a couple of team managers (most notably ferocious Ken Tyrrell) were doing police duty themselves. An element of the journalists rebelled. At the start of the second practice on Saturday several dozen of them, led by Bernard Cahier in his role as President of IRPA, staged a stand-in at the end of the pits road. The idea was to block practice until the "other side" agreed to a meeting to sort out the conflict. Whether by chance or crafty design, their first blockee was the measure of them. Clay Regazzoni came droning along, saw the blockade of determined people with their arms crossed, and simply aimed straight at them with his foot down. They scattered like startled fish. They formed up again to await the next man, who was Hailwood, and he did stop (from the expression on his face he hadn't the faintest idea what was going on) but as his engine died away with more of its fuel troubles the ranked masses allowed him to be pushed on through out of the way. The next two cars along were the two works Brabhams, and they went through the crowd with almost no pause at all. Then Max Mosley in his capacity as one of the major spokesmen for the constructors came up to the group, and surrounded by impassioned arm waving and heated facial expressions he agreed to a meeting of aggrieved parties right after practice.

Eventually a compromise was reached. Each circuit is to enforce a ban on obviously non-essential personnel *in the pits road*, but there are to be 150 passes for accredited press. These are all to be assigned by IRPA, who generally have only about 60 members at a given race at most; the others go to non-IRPA members who have established their professionalism. Of course, there is danger in this of favouritism, and it's a hardship to young aspiring professionals. At Austria these specially-credentialled people were to leave the pits road after one lap of the race, and were to stay out until four laps from the end. Meantime they were at liberty to be inside any of the individual pits boxes, presumably by invitation of the individual teams, and three otherwise vacant pit boxes were assigned specifically to the press.

A third side issue, or more properly a side-show issue, lent character to this tumultuous weekend. The spectators in Austria are fully up to the level of rampant enthusiasm of the South Americans. Quite how they retain energy to actually watch the race is a marvel, for their behaviour during the nights before is exhausting. Even on Friday night, as the mechanics finished their work and sought to go home for a meal and a bath, the first one out the gate had his hire car attacked by a mob frenzied for one reason or another. With flanks scarred he had to retreat, and organise a police escort with dogs to get everyone out *en masse*!

RACE

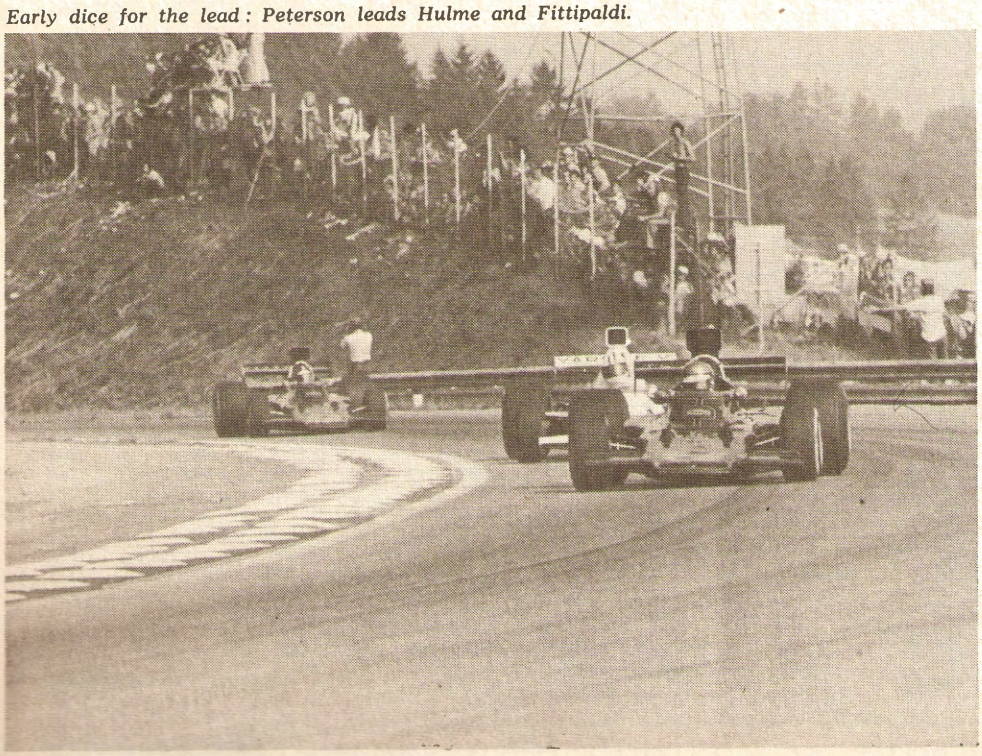
Despite all this the crowd was wakeful at 3 pm on Sunday, carpeting the choice hill-sides with living walls of sunbathing flesh. Their passion for motor racing, kindled by their beloved Jochen Rindt, is undimmed by his passing. One almost had a feeling, listening to their eager shouts of anticipation, that the drivers had jolly well better stage a good race or else!

The pattern of the start was set by Revson's clutch. As he moved up from the dummy grid he found no amount of pedal movement would make it disengage, so he simply had to switch off and try to anticipate the starter. It didn't come off, and as the others streamed round his raised arm as best they could, he formed a block on one side of the two-by-two grid that helped the other side. Beuttler was forced to jam on his brakes, and Hailwood couldn't avoid shunting him up the back. The collision broke the March's rear oil system and determined its retirement partway round the first lap; Hail-wood, wiping dense smears of hot oil from his visor, was able to continue.

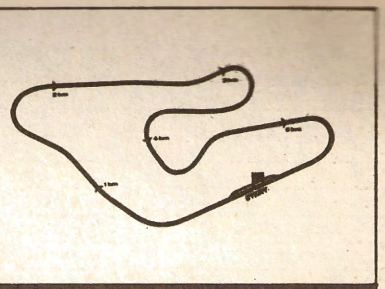
As the leaders sorted themselves out, one found that Fittipaldi had lagged going up the hill after the start and Hulme had followed through to take second behind Peterson. Merzario was fourth from Stewart, Reute-mann, Pace and Hunt. Cevert had been badly blocked and got away well down, but picked off several cars on that lap and was behind Hunt at the end of it.

Already the first three drivers were show-ing themselves the class of the race, Peterson having Hulme literally sniffing at his heels with Fittipaldi looming up behind. A gap developed quickly back to the Ferrari, which had a string of cars stuck behind. The B3's engine wasn't too impressive, and as time went on its temperatures started fluctuating oddly to show something was indeed wrong. It was a situation much like that at the Nurburgring, where one driver was actually holding up his fellows because of not wanting

Early dice for the lead: Peterson leads Hulme and Fittipaldi.



RACE — AUSTRIAN GRAND PRIX



DATE AND CIRCUIT	AUGUST 19. 1973. OESTERREICHRING. ZELTWEG. WEATHER HOT SUN. DRY.
LENGTH	54 laps of 3.673 mile circuit. 198.34 miles.
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 12.
NO. of STARTERS	23 — FINISHERS 11
WINNER	R. PETERSON in JPS-FORD 72D — av. speed 133.50 mph.
FASTEST LAP	C. PACE in SURTEES-FORD TS14A no. 24 on lap 46 in 1 min 37.29 sec. — 135.90 mph.
EXISTING LAP RECORD	D. HULME in McLAREN-FORD M19C in 1 min 38.32 sec. — 134.50 mph.
PREVIOUS YEARS RESULT	E. FITTIPALDI in JPS-FORD 72D at 133.32 mph.

ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL / OIL	TYRES	CHASSIS	ENGINE	
1	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO / HAVOLINE	GOOD	72D-7	DFV 130	
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO / HAVOLINE	GOOD	72D-6	DFV 097	RACE CAR.
2T	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEXACO / HAVOLINE	GOOD	72D-8	DFV 058	
4	A. MERZARIO	FERRARI 312 B3S	S.p.a. FERRARI S.E.F.A.C.	SHELL / SHELL	GOOD	312 B3S 011	Type 312	
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF / ELF	GOOD	006/2	DFV 093	RACE CAR.
5T	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF / ELF	GOOD	005	DFV 131	ALSO PRACTISED BY CEVERT AS 6T
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF / ELF	GOOD	006	DFV 066	
7	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF / GULF	GOOD	M23-1	DFV 080	
8	P. REVSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF / GULF	GOOD	M23-2	DFV 919	
9	R. STOMMELEN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA / CASTROL	GOOD	BT 42-6	DFV 113	ALSO PRACTISED BY W. FITTIPALDI AS 11
9T	R. STOMMELEN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA / CASTROL	GOOD	BT 42-5	DFV 063	ALSO PRACTISED BY W. FITTIPALDI AS 11
10	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	YPF / YPF	GOOD	BT 42-3	DFV 070	
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA / FINA	GOOD	BT 42-2	DFV 107	
12	G. HILL	EMBASSY-SHADOW DN1	EMBASSY RACING	ESSO / ESSO	GOOD	DN1-3A	DFV 073	
15	M. BEUTTLER	MARCH-FORD 731	CLARKE-MORDAUNT-GUTHRIE-DURLACHER	SHELL / SHELL	FIRE	731-2	DFV 084	
16	G. FOLLMER	UOP-SHADOW-FORD DN1	UOP SHADOW RACING TEAM	UOP / VALVOLINE	GOOD	DN1-6A	DFV 116	
17	J. OLIVER	UOP-SHADOW-FORD DN1	UOP SHADOW RACING TEAM	UOP / VALVOLINE	GOOD	DN1-4A	DFV 126	
18	J-P. JARIER	MARCH-FORD 731	MARCH RACING	– / STP	GOOD	731-1	DFV 064	
19	C. REGAZZONI	BRM P160E	MARLBORO-BRM	SHELL / DUCKHAMS	FIRE	P160E-09	142-001	RACE CAR.
20	J-P. BELTOISE	BRM P160E	MARLBORO-BRM	SHELL / DUCKHAMS	FIRE	P160E-07	142-016	
21	N. LAUDA	BRM P160E	MARLBORO-BRM	SHELL / DUCKHAMS	FIRE	P160E-05	142-018	D.N.S. DUE TO WRIST INJURY.
21T	C. REGAZZONI	BRM P160E	MARLBORO-BRM	SHELL / DUCKHAMS	FIRE	P160E-05	142-018	
22	C. AMON	MARTINI-TECNO PA 123	MARTINI RACING	– / CASTROL	FIRE	PA 123-6	P003	D.N.S.
22T	C. AMON	MARTINI-TECNO E 731	MARTINI RACING	– / CASTROL	FIRE	E 731-1	P001	D.N.S.
23	M. HAILWOOD	SURTEES-FINA TS 14A	BROOKE BOND OXO-ROB WALKER-TEAM SURTEES	FINA / FINA	FIRE	TS 14A-04	DFV 068	
24	C. PACE	SURTEES-FINA TS 14A	BROOKE BOND OXO-TEAM SURTEES	FINA / FINA	FIRE	TS 14A-05	DFV 083	
25	H. GANLEY	ISO-MARLBORO IR	FRANK WILLIAMS RACING CARS	FINA / FINA	FIRE	IR-03	DFV 103	
26	G. VAN LENNEP	ISO-MARLBORO IR	FRANK WILLIAMS RACING CARS	FINA / FINA	FIRE	IR-01	DFV 924	
27	J. HUNT	MARCH-FORD 731	HESKETH RACING	– / DUCKHAMS	FIRE	731-3	DFV 146	
28	R. VON OPEL	ENSIGN-FORD MN	TEAM ENSIGN	BP / DUCKHAMS	FIRE	MN-01	DFV 141	
35	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	GULF / GULF	GOOD	M23-4	DFV 928	ALSO PRACTISED BY REVSON

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	2	R. PETERSON	JPS-FORD 72D	54	1h. 28m. 48.78s.	133.50 mph.	GIRL / FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
2	5	J. STEWART	TYRRELL-FORD	54	1h. 28m. 57.79s.		LOCK / FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS	LUCAS
3	24	C. PACE	SURTEES-FINA TS14A	54	1h. 29m. 35.42s.		LOCK / FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS	LUCAS
4	10	C. REUTEMANN	BRABHAM-FORD BT42	54	1h. 29m. 36.69s.		GIRL / FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
5	20	J-P. BELTOISE	BRM P160E	54	1h. 30m. 10.38s.		LOCK / FER	KONI	BRM Type 161	CHAMPION	LUCAS	MARELLI DINOPLEX
6	19	C. REGAZZONI	BRM P160E	54	1h. 30m. 27.18s.		LOCK / FER	KONI	BRM Type 161	CHAMPION	LUCAS	MARELLI DINOPLEX
7	4	A. MERZARIO	FERRARI 312 B3S	53			LOCK / FER	KONI	FERRARI 312.2 axle	CHAMPION	LUCAS	MARELLI DINOPLEX
8	7	D. HULME	McLAREN-FORD M23	53			LOCK / FER	ARM	HEW FG 400A	CHAMPION	LUCAS	LUCAS
9	26	G. VAN LENNEP	ISO-MARLBORO IR	52			LOCK / FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS
10	23	M. HAILWOOD	SURTEES-FINA TS14A	49			LOCK / FER	KONI	HEW FG 400A	MOTORCRAFT	LUCAS	LUCAS
	25	H. GANLEY	ISO-MARLBORO IR	44	RUNNING AT FINISH BUT UNCLASSIFIED		LOCK / FER	KONI	HEW FG 400A	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO.	DRIVER	CAR	LAP	REASON
8	P. REVSON	McLAREN-FORD M23	1	CLUTCH ON START LINE.
15	M. BEUTTLER	MARCH-FORD 731	1	HIT BY HAILWOOD AT START. BROKE OIL COOLER.
27	J. HUNT	MARCH-FORD 731	4	ROD TO METERING UNIT BROKE.
6	F. CEVERT	TYRRELL-FORD	7	COLLISION WITH MERZARIO. DAMAGED SUSPENSION
17	J. OLIVER	UOP-SHADOW-FORD DN1	10	FUEL LEAK IN COCKPIT.
9	R. STOMMELEN	BRABHAM-FORD BT 42	22	FRONT WHEEL BEARING.
16	G. FOLLMER	UOP-SHADOW-FORD DN1	24	CROWN WHEEL AND PINION.
12	G. HILL	EMBASSY-SHADOW DN1	29	REAR RADIUS ROD MOUNTING FAILURE.
11	W. FITTIPALDI	BRABHAM-FORD BT 42	32	METERING UNIT.
28	R. VON OPEL	ENSIGN-FORD MN	35	FUEL PRESSURE.
18	J-P. JARIER	MARCH-FORD 731	38	ENGINE. LOST THIRD GEAR.
1	E. FITTIPALDI	JPS-FORD 72D	49	BROKEN FUEL PIPE.

CHAMPIONSHIP POINTS

DRIVERS

J. STEWART	66
F. CEVERT	45
E. FITTIPALDI	42
R. PETERSON	34
P. REVSON	23
D. HULME	23
J. ICKX	12
C. REUTEMANN	11
J. HUNT	8
C. PACE	7
A. MERZARIO	6
J-P. BELTOISE	6
G. FOLLMER	5
A. DE ADAMICH	3
W. FITTIPALDI	3
N. LAUDA	2
C. REGAZZONI	2
C. AMON	1
G. VAN LENNEP	1

MANUFACTURERS

TYRRELL-FORD	77
JPS-FORD	68
McLAREN-FORD	38
BRABHAM-FORD	17
FERRARI	12
MARLBORO-BRM	9
MARCH-FORD	8
SURTEES-FINA	7
UOP-SHADOW-FORD	5
MARTINI-TECNO	1
ISO-MARLBORO	1

AUTOSPORT

PRACTICE 1 DATE FRI. 3 p.m. 17 AUG. WEATHER HOT SUN. DRY.

NO.	DRIVER	TIME
2	R. PETERSON	1m. 35.37s.
7	D. HULME	1m. 35.69s.
8	P. REVSON	1m. 35.86s.
35T	D. HULME	1m. 35.91s.
10	C. REUTEMANN	1m. 36.01s.
4	A. MERZARIO	1m. 36.42s.
35T	P. REVSON	1m. 36.52s.
27	J. HUNT	1m. 36.63s.
1	E. FITTIPALDI	1m. 36.71s.
5	J. STEWART	1m. 36.84s.
24	C. PACE	1m. 37.55s.
23	M. HAILWOOD	1m. 37.60s.
20	J-P. BELTOISE	1m. 37.62s.
9T	W. FITTIPALDI (42-5)	1m. 37.81s.
6	F. CEVERT	1m. 37.98s.
28	R. VON OPEL	1m. 38.22s.
15	M. BEUTTLER	1m. 38.29s.
11	W. FITTIPALDI (42-2)	1m. 38.43s.
19	C. REGAZZONI	1m. 38.50s.
18	J-P. JARIER	1m. 39.40s.
6T	F. CEVERT	1m. 39.49s.
17	J. OLIVER	1m. 39.75s.
12	G. HILL	1m. 40.18s.
22	C. AMON	1m. 40.39s.
9	R. STOMMELEN (42-6)	1m. 40.53s.
25	H. GANLEY	1m. 40.75s.
26	G. VAN LENNEP	1m. 41.04s.
16	G. FOLLMER	1m. 41.26s.
21T	C. REGAZZONI	1m. 41.33s.

PRACTICE 2 DATE SAT. 2 p.m. 18 AUG. WEATHER HOT SUN. DRY.

NO.	DRIVER	TIME
1	E. FITTIPALDI	1m. 34.98s.
7	D. HULME	1m. 35.75s.
2	R. PETERSON	1m. 35.97s.
10	C. REUTEMANN	1m. 36.29s.
8	P. REVSON	1m. 36.41s.
5	J. STEWART	1m. 36.44s.
24	C. PACE	1m. 36.48s.
6	F. CEVERT	1m. 36.77s.
15	M. BEUTTLER	1m. 36.83s.
35T	P. REVSON	1m. 36.84s.
18	J-P. JARIER	1m. 36.93s.
4	A. MERZARIO	1m. 37.09s.
20	J-P. BELTOISE	1m. 37.46s.
27	J. HUNT	1m. 37.47s.
19	C. REGAZZONI	1m. 37.52s.
9	R. STOMMELEN (42-5)	1m. 37.85s.
17	J. OLIVER	1m. 37.97s.
23	M. HAILWOOD	1m. 38.29s.
16	G. FOLLMER	1m. 38.30s.
11	W. FITTIPALDI (42-6)	1m. 38.51s.
21T	C. REGAZZONI	1m. 38.55s.
28	R. VON OPEL	1m. 39.29s.
25	H. GANLEY	1m. 39.38s.
12	G. HILL	1m. 39.50s.
2T	R. PETERSON	1m. 39.58s.
26	G. VAN LENNEP	1m. 41.41s.
22	C. AMON	1m. 42.34s.
22T	C. AMON	1m. 46.15s.

STARTING GRID

1 E. FITTIPALDI JPS-FORD 1m. 34.98s.	2 R. PETERSON JPS-FORD 1m. 35.37s.	
7 D. HULME McLAREN-FORD 1m. 35.69s.	8 P. REVSON McLAREN-FORD 1m. 35.86s.	
10 C. REUTEMANN BRABHAM-FORD 1m. 36.01s.	4 A. MERZARIO FERRARI 1m. 36.42s.	
5 J. STEWART TYRRELL-FORD 1m. 36.44s.	24 C. PACE SURTEES-FINA 1m. 36.48s.	
27 J. HUNT MARCH-FORD 1m. 36.63s.	6 F. CEVERT TYRRELL-FORD 1m. 36.77s.	
15 M. BEUTTLER MARCH-FORD 1m. 36.83s.	18 J-P. JARIER MARCH-FORD 1m. 36.93	
20 J-P. BELTOISE MARLBORO-BRM 1m. 37.46s.	19 C. REGAZZONI MARLBORO-BRM 1m. 37.52s.	
23 M. HAILWOOD SURTEES-FINA 1m. 37.60s.	11 W. FITTIPALDI BRABHAM-FORD 1m. 37.81s.	
9 R. STOMMELEN BRABHAM-FORD 1m. 37.85s.	17 J. OLIVER UOP-SHADOW-FORD 1m. 37.97s.	
28 R. VON OPEL ENSIGN-FORD 1m. 38.22s.	16 G. FOLLMER UOP-SHADOW-FORD 1m. 38.30s.	
25 H. GANLEY ISO-MARLBORO 1m. 39.38s.	12 G. HILL EMBASSY-SHADOW 1m. 39.50s.	
26 G. VAN LENNEP ISO-MARLBORO 1m. 41.04s.		

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1 E.FITTIPALDI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1
2 R.PETERSON	7	7	7	7	7	7	7	7	7	7	7	1	1	1	1	1	2	2	2	2	2	2	2	2	2
7 D.HULME	1	1	1	1	1	1	1	1	1	1	1	7	5	5	5	5	5	5	5	5	5	5	5	5	5
8 P.REVSON	4	4	4	5	5	5	5	5	5	5	5	5	10	10	10	10	10	24	24	24	24	24	24	24	24
10 C.REUTEMANN	5	5	5	4	4	10	10	10	10	10	10	10	⑦	24	24	24	24	10	10	10	10	10	10	10	10
4 A.MERZARIO	10	10	10	10	6	4	4	4	4	24	24	24	24	18	18	18	18	18	18	18	18	18	18	18	18
5 J.STEWART	24	24	6	6	10	24	24	24	24	4	4	18	18	4	4	4	4	4	4	4	4	20	20	20	20
24 C.PACE	27	6	24	24	24	20	18	18	18	18	18	4	4	20	20	20	20	20	20	20	20	4	11	11	11
27 J.HUNT	6	27	20	20	20	18	20	20	20	20	20	20	20	11	11	11	11	11	11	11	11	11	4	4	4
6 F.CEVERT	20	20	18	18	18	⑥	11	11	11	11	11	11	11	19	19	19	19	19	19	19	19	19	19	19	19
15 M.BEUTTLER	18	18	11	11	11	11	19	19	19	19	19	19	19	25	25	25	25	㉕	12	12	12	12	12	12	12
18 J-P.JARIER	11	11	19	19	19	19	25	25	25	25	25	25	25	12	12	12	12	12	9	28	28	28	28	28	28
20 J-P.BELTOISE	19	19	17	17	17	17	23	23	23	23	23	12	12	9	9	9	9	9	28	9	⑨	7	7	7	7
19 C.REGAZZONI	17	17	25	25	25	25	12	12	12	12	12	9	9	28	28	28	28	28	7	7	7	26	26	26	26
23 M.HAILWOOD	25	25	12	12	23	23	9	9	9	9	9	28	28	7	7	7	7	⑦	26	26	26	23	23	23	23
11 W.FITTIPALDI	12	12	23	23	12	12	28	28	28	28	28	26	26	26	26	26	26	26	23	23	23	16	⑯	25	25
9 R.STOMMELEN	9	9	9	9	9	9	17	26	26	26	26	㉓	23	23	23	23	23	23	16	16	16	25	25		
17 J.OLIVER	23	23	28	28	28	28	26	⑰	⑯	16	16	16	16	16	16	16	16	16	25	25	25				
28 R.VON OPEL	28	28	26	26	26	26	16	16	⑰										↑						
16 G.FOLLMER	26	26	16	16	16	⑯																			
25 H.GANLEY	16	16	㉗																	25	restarted				
12 G.HILL							-3 laps		-4 laps				-5 laps							-9 laps					
26 G.VAN LENNEP																									

26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	5	5	5	5	5	5
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	24	24	24	24	24	24	24
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	20	20	20	20	20	20
18	18	18	18	18	18	18	18	18	18	20	20	20	20	20	20	20	20	20	20	20	20	19	19	19	19	19	19	
20	20	20	20	20	20	20	20	20	20	⑱	4	19	19	19	19	19	19	19	19	19	19	4	4	4	4	4		
11	11	11	4	4	4	4	4	4	4	19	4	4	4	4	4	4	4	4	4	4	4	7	7	7	7	7		
4	4	4	19	19	19	19	19	19	19	7	7	7	7	7	7	7	7	7	7	7	7	26	26	26	26			
19	19	19	⑪	28	28	28	28	28	26	7	26	26	26	26	26	26	26	26	26	26	26	23						
12	12	28	28	11	26	26	26	26	7	26	⑱	23	23	23	23	23	23	23	23	23	23							
28	28	⑫	26	26	7	7	7	7	23	23	23	25	25	25	25	25	25	25										
7	⑦	26	7	7	⑪	23	㉓	23	25	25	25																	
26	26	7	23	23	23	25	25	25																				
23	23	23	25	25	25																							
25	25	25					-3 laps	-5 laps																				



to admit his car couldn't do the job of staying ahead. To an extent, the fortunes of the people behind the leading trio seemed to depend on when in the race they were able to scratch by Merzario. Stewart made it first, after three laps, and it was early enough to keep the leaders in sight, but even trying his hardest (which was obvious) he couldn't close. Next man up was Cevert, who had sliced up the chart quickly. On the sixth lap he was ahead of Reutemann and looking for a way by Marzario. He thought he saw it in the braking zone for the first looping right hander of that lap, and whipped across to the inside as he jammed the brakes on. But Merzario chose that point to dart across in front, entering the corner rather earlier than seemed logical to Cevert, and the Tyrrell left front wheel slammed into the right rear of the Ferrari. The sturdy Italian car carried on without damage (although Reutemann scratched by on that lap) but an angry François had to limp into the pits to retire with a bent wishbone.

Pace followed through soon after and took up station with Reutemann, making an interesting sub-race between the two Latin Carloses. Stewart at this stage was pulling away from them gradually, all along on the track, unable himself to close the gap up to the leaders or even prevent its growing gradually.

The race was thus only between the twin JPS men and the Yardley Mac driver. Hulme spent 11 laps close up behind Peterson, finding the M23 was equally fast along the straights and perhaps better under both braking and acceleration at the corners than the 72s. He had time to form the feeling that getting by Ronnie would be "no problem"; as for Emerson, he noticed that the second black car would grow and then shrink in his mirrors as though something was intermittently wrong. Denny had time to feel "It was good to be able to run with the leaders." Then the engine suddenly and definitely went off colour. He dropped back immediately and once it was clear that it wouldn't cure itself he came into the pits to see what was wrong. It turned out simply to be a loose plug wire—a truly freaky fault in this day and age. He rejoined having lost nearly a lap—a hopeless margin (unless there should be a need for the pace car, of course!). Naturally, for this is motor racing, the damnable plug lead came off again, and yet again, causing two more pit stops. It totally ruined what looked like being a fantastic race. However, in the last dozen laps a portion of the McLaren's wing mounting cracked, and this may possibly have handicapped him anyway.

There was nothing left to trouble the two JPS drivers, and Peterson loyally allowed Fittipaldi to pass into the lead. Stewart was no challenge behind, but it was essential for Emerson to gain as many points as possible. Round and round they drove, gently and easily although quickly, the cars perfectly at home on the circuit where the Tyrrell was an awkward stranger. Nothing could trouble them but internal troubles. It looked like a CanAm in the old days. The Emerson and Ronnie Show.

The Österreichring is one of the most picturesque and tricky circuits in the F1 calendar.



After a while in company, Pace put on a burst and pulled away from Reutemann. Once Beltoise, Wilson Fittipaldi (who subsequently put his arm up and retired when the metering unit broke) and eventually Regazzoni got by Merzario, there wasn't much racing going on anywhere. For the early part of the race Hill was leading Stommelen and von Opel, an interesting lesson for the two new boys, but the old boy kept going longest. The Ensign quit with fuel system trouble, and the third Brabham retired with a wheel bearing gone probably (it was thought) because of a chunked tyre. The Embassy Shadow itself had to retire finally when a pit stop eventually disclosed that the handling had gone wonky because of (does this sound familiar?) a rear radius rod pushing itself aggressively into the monocoque. Yes, it had happened at Monaco, on the other side, and the tub had been reinforced on that side. What, not on both sides? Embarrassed hanging of heads all round. . . .

The two UOP Shadows likewise retired, Follmer early on after a bad engine noise traced to a duff ignition box was succeeded by a duff gearbox, which couldn't be changed. Oliver had a fuel pressure handicap which was attacked by a change of relief valve, but when fuel started dribbling into the cockpit he retired too. Hunt's promising race had ended partway round the second lap when a metering-unit throttle rod connection came adrift (that's a familiar story, too, although a first for this team—they're in the big time, now). Jarier was the third March man to retire, when after difficulties with his clutch failed to handicap his good drive, a sluggish engine took up the job, and succeeded in retiring him.

Thus some time before the scheduled end things were pretty dull. Photographers making their weary ways back to the pits for their last four allowed laps were reflected on a magnified scale by thousands of spectators draining away from the hillsides in little rivulets which became streams and torrents at the tunnels and gates. It was going to be an effortless Team Lotus one-two—first in a long time—and nobody was going to be able to do anything about it. Certainly not Stewart, for the Tyrrell was not finding any extra speed with changed fuel load late in the race; in fact Jackie was having to keep a sharp eye out for a Surtees. Pace was going like a rocket, closing up little by little, and in fact he was going faster than anyone else in the race at any stage. Stewart was driving with superb delicacy, the car's little slides and darts showing how hard he was going, but the liquid smoothness of his gear changes, which seemed to be at points chosen more to keep from overloading the gearbox on the bumps and humps rather than anything else, were a model of self control. The interesting thing was, Carlos Pace's driving style was very similar. It was a performance that won him the Marlboro Prix Rouge et Blanc by a 9 to 1 vote.

His fuel system almost spoiled it. In the last two laps the Surtees suddenly baulked at picking up the last of its Fina, and Pace disappeared over the brow of the hill on the last lap at fearfully slow speed. The Brabham mechanics signalled the news to Reutemann, who closed up all around that last lap and came so near to catching up by the end of it that it looked side by side. The official clocks said the Brazilian Carlos was safe by 1.3 s, though.

It was Emerson's fuel system that spoiled his race too. Six laps from the end, with everything looking perfect for his first win—in fact one of his first finishes—in a long time, a fuel line suddenly pulled away from its nipple. It was a line which takes fuel from the filter to the fuel pump of a Cosworth, which for reasons of fuel pressure pulsation requires to be a "bulgy" rubber hose rather than a rigid, solidly-attachable pipe. It had simply chosen to pull off, as freaky a thing at Hulme's plug wire, but far more damaging to the prospects of the season. It would be a miracle of bad luck now that could prevent Stewart getting his third world title.

Purely personal



"Even a gentleman in a Rolls-Royce took the trouble to lean out of his machine to yell something unprintable at me."

By BOB CONSTANDUROS

Pressing problem

While at a recent Mallory Park meeting, a rather disquieting aspect emerged. This concerns the business of Armco barriers, but at the risk of being boring about the metal rails that line the circuits of Britain, making half the drivers smile and angering the rest of the sport, I will immediately say that, for example, those responsible for Summerlands holiday centre fire are very sorry for their building design after the event; the managers at the circuits I shall name would also be sorry if their installation should cause injury or worse still, death.

The disquieting aspect that concerns me at Mallory Park was regarding the Armco barrier directly in front of the pits. The facts are these. Firstly, it should be mentioned that the Club circuit was in use, meaning that instead of hammering past the start/finish line at full throttle as one would be on the full circuit, a driver has just come through the Castrol chicane and through the nasty, wrongly cambered turn ready to bash back down to Gerrards. Consequently, a driver is travelling considerably slower than he would normally be. For this reason, the accident that befell Ian Deavin in his Escort Mexico in the Group One race, and the after effects to the Armco barrier support are worrying. Mr Deavin was obviously not travelling quickly having just negotiated the turn described above, but his coming together with the barrier beside the timekeepers box was enough to snap off the wooden support which was situated some two or three feet away from the point of impact.

Leaving this aspect briefly, let it be said that once the barrier was pulled back into position by a breakdown truck, the BARC East Midland centre acted in a sensible way in allowing the G1 cars to run off their races and then calling all the drivers together of both Formula Ford races and the remaining clubman's race and inviting them to inspect the damage, giving them the option as to whether they wished to race or not. The bent and unsupported barriers were obviously dangerous and the drivers plumped for a few straw bales positioned behind the offending barrier.

A few straw bales would not have stopped an F5000 or F2 car, and no doubt one of the unpleasant accidents that have occurred this year may have been repeated. Clubman's, F3 and FF and single seater drivers are equally endangered. This point might prompt drivers to think about racing there.

Perhaps equally worrying is the accident that befell four 1000 cc Mini drivers at Brands Hatch on June 24. Shortly after their start, and just before Paddock bend, the four gentlemen concerned tangled quite considerably and one of their number, if not more, crunched the Armco, the support for which leaned over in its earth mounting. Before we discuss the earth support business, let it be said that one unfortunate marshal was standing behind said barrier and was taken to hospital having been thumped in the chest by the loosened Armco. He was winded but while it was only a Mini, it could have been a Ford Falcon at full chat or an F5000. What chances the good gentleman then?

The barrier was mounted in earth. The support (wooden again, incidentally) should have been mounted in concrete as we all know by now, and as those responsible for the circuit should know, and as those who inspected the circuit should know. So why, with all these informed people flying about, is the barrier mounted in earth? Perhaps someone will tell us.

The final point in this drawn-out saga (part 3) is that both the aforementioned circuits have hosted international meetings, and have been inspected with a view to high speeds, driver and spectator safety and yet the barrier is still incorrectly mounted. So far no one has been badly hurt, but surely from what has happened it can be learned that the barrier has to be mounted in concrete, as already specified, and from the wooden breakage aspect, it would seem that wood is just not strong enough and is prone to rotting and metal should be used as much as possible. Before anything disastrous happens, it is surely essential that these barriers are checked and found to be in a safe condition from the drivers' and marshals' point of view.

Jekyll and Hyde

The status of the car is undoubted. Sometimes an enthusiast's query about the type of car a person drives does tell one something about that person quite apart from the fact that if he drives a Triumph Herald, he's probably a bit skint and if he drives a 3.0 BMW, he's got a couple of bob. It's obviously a fair way of reckoning your chances of a decent dinner too if you're a bird.

As editor of *Tune-In*, I drive a fair assortment of interesting cars, and it allows me a sort of Doctor Jekyll and Mr Hyde type of existence, driving five grand's worth of luxury saloon one day and a sporty grand's worth a few days later. Apart from having difficulty adapting from one driving position and reaction to the next, it's amusing to note other road users' reactions to one's horseless carriage. Other road users react to the car's outer skin, and their reactions are often very varied.

Take the small mass produced sports car I recently had on test. I could have been in a milk float from the amount of road space I got. Even a gentleman in a Rolls-Royce took the trouble to lean out of his machine to yell something unprintable at me, and I promise I wasn't doing anything wrong. As far as the rest of the country were concerned, I was a mildly wealthy boy racer who had spent money to inherit some of the glamour of sports cars of the past. And they showed their contempt.

Early in my *Tune-In* days I drove a fibreglass sports car of which there are few about, and it was fascinating to see the way drivers waved me on and generally helped me on my way. Partially, I'm sure, to see what sort of car was behind them. A week in more than five grand's worth of luxury saloon provided one amusing tale. As I stepped carefully from the beautiful beast, a girl from the block of flats where I lived started yelling rude remarks, insinuating that I was far too rich and could buy all that corrupts and more. I was naturally taken aback and quietly walked towards the door where she was standing intending to enter my flat. It was only then that she recognised me as the impoverished bloke from upstairs, and there followed a flood of apologies. Another case of an impression gained from the car driven.

A sports car in the classic mould drew lots of interest from other drivers provided they were the slightest bit interested in cars, but trying to overtake a slow family saloon in the fast lane of a dual carriageway proved to be a lengthy process, and on suggestion that the good gentleman might move into the slow lane where he belonged, I was greeted with the usual sign signifying that he had scored a victory over impatient sports car drivers. Another fibreglass sports car, of which there are now quite a few about drew a certain amount of mild interest, and in general I found drivers trying one on me to see if I really was a sporting type of driver. It was bordering on the mass produced car's reaction, but not quite so unpleasant and vindictive.

The converted Japanese coupe that I had on test attracted very little attention and I was really quite disappointed, although a policeman took a very good look at all the people who had done work on the car, taking down one or two names in the process. Perhaps he had a similar model. Police reaction was also roused by the Jeep-type conversion that I wrote about recently. The vehicle was parked on the pavement, so when the law stopped to investigate, I thought I'd better get out there quickly before they did anything drastic. No worry. They'd seen the conversion advertised but had never actually seen a real life example and were not enforcing me to move the car. After a lengthy examination and a comment about the commissioner enjoying one, they drove off. One of their colleagues wasn't quite so interested and later slapped a notice on the vehicle informing me that I had been reported to the local station. You can't win them all.

Well that's the group up until now, and when Mr Hyde returns from the next few months, he'll confer with Doctor Jekyll and we'll see, together, how the public has reacted to the cars we've been testing!

The Armco here, at Mallory Park, has a vital job to do.



Correspondence

The editor is not bound to agree with readers' opinions

Consult the marshals

"One marshal with a twin back-pack could have extinguished the blaze in four seconds. There is no need to say more." Oh but there is.

I address this letter to Louis Stanley, and it is written by one who is in total agreement with his aims though not with his methods.

Some time ago, I wrote a letter to AUTOSPORT which was published under the title "Get off their backs." I wrote that letter because I was incensed about the absurd yellow flag rule, which thankfully has since been dropped. In that letter I pleaded that those who wished to improve the standard of marshalling at our circuits, should during their deliberations at least ask those who bear the brunt of the decisions of these groups. I am afraid that plea has gone unheeded. In your *Purely Personal* you say that you gathered together all the most eminent experts on this subject that you could, but there is an omission in your list. The omission is that you failed to consult a marshal. One of the worst things that any organisation, such as the Jo Siffert Advisory Council can do is to ignore the practical applications of their recommendations. This, I contend, is what your committee has done. What you have failed to realise, and this stems directly from your failure to consult a marshal, is that a test is one thing, but the real thing is another. It is impossible for a normal healthy man to stand for upwards of five hours during a race meeting with 68 lbs on his back, let alone run to the scene of an accident extinguish a fire and then return to his post and resume his duties. The idea is sound, but the practical application lacks the very imagination that you want to see employed in dealing with this problem.

In your article you say that it is dangerous for one company to have a monopoly on the experimentation and recommendation of fire-fighting methods. I would put it to you that it is equally dangerous to approach this problem with a monopoly idea. You put your faith in the twin back-pack, and I believe the RAC do not. Who is right? I am not in a position to give an answer to this question. But I am in a position to say, you have your method, the RAC have theirs. Please for the sake of the sport that you so obviously love, stand back for the moment and take a long, rational and non-partisan look at the situation. Compare the two methods and, for God's sake, when you are doing this, ask the marshals.

DERBY. DAVID FISHER.

McNally and Mosley

Paddy McNally's report of my remarks about the Williamson tragedy is excessively inaccurate.

At a small informal gathering of journalists, I was asked if I knew what caused the accident. I pointed out that I had no direct knowledge having neither witnessed the crash, nor having seen the relevant piece of track. I then attempted to summarise the evidence. On the one hand David Purley, who was immediately behind, thought Roger simply went a little too fast. Apparently, both he and David nearly went off at the same spot on the previous lap and David decided to lift slightly next time round. Also, Roger had gained 11 places in 7 laps. He was really trying. On the other hand, most people who saw the part of the circuit where the accident occurred saw marks on the road leading to the damaged Armco which they associated with some sort of tyre malfunction.

This, I then said, was the evidence. It seemed to me inconclusive, but, if I had to bet, I would go for the first explanation. I then added that I did not subscribe to the view that racing drivers never make mistakes, nor did Roger. He was the first to agree that if you really try, you risk putting a wheel off the road. The discussion then returned to the central issue which was that racing cars will crash for all sorts of reasons. The vital question was how to give the driver the best possible chance of getting out unharmed by making full use of currently available knowledge.

When one is doing one's best to clarify the little evidence available it is irritating, to say the least, to be accused of being unwise and unconvincing by some dreary gossip writer like McNally.

MARCH ENGINEERING LTD, BICESTER, OXON. MAX MOSLEY.

Cahiers comments

I read with great surprise and disappointment in the August 10 issue of AUTOSPORT the comments which were made on my behalf.

The Prix Rouge et Blanc Joseph Siffert was created last year with one object: that of rewarding a Formula 1 driver, regardless of his finishing position in the race, who had shown the greatest fighting and sportive spirit in a race, in the true tradition of Joseph Siffert, a name and a friend we do not want to forget. The Prix Joseph Siffert is attributed by a jury of 10 International Racing Press Association members and obviously there is no publicity influencing the decision of this jury. To say in your columns that I (who had the idea of creating this Jo Siffert award) was influenced by a team or a sponsor in the vote electing Jackie Oliver for this award, is not only low and nasty but also a nonsense and a direct attack on my professional integrity.

For your information I voted for Jackie Oliver long before all the votes came in and thus I had no idea at that time that the vote would be so close that it would come to a draw between Oliver and Pace with the result that my vote, as President, would count double to split the tie, as is required by the rules. I felt that Oliver deserved this vote because after a long season full of disappointments he drove exceptionally well at the Ring with a car which was known to be not the best. When the vote became a tie and my vote was to be counted double I saw no reason to change my vote for Pace, who also drove a tremendous race.

I would like to remind you that Purley, a Firestone driver, received the Prix Joseph Siffert in Holland and that earlier in the season Mike Hailwood and James Hunt, both on Firestone, also received this award. Last year's overall prize, based on total points was given to Jacky Ickx, then on Firestone.

GENEVA, SWITZERLAND. BERNARD CAHIER,
President of the IRPA.

Pay up, GPDA

The Association is, naturally, as interested as any other party in preventing death or injury by burning. However, we approach the problem from a different angle, and we feel that, however much is spent on clothing and equipment, the human element must inevitably cause some delay. We said *(Association of British Circuit Doctors Review)* "The only answer to the fire problem is to design a car that will not catch fire" and again "As the driver disappears lower and lower into his winged chariot, we can expect to find it more and more difficult to extract him especially if he is unconscious or the monocoque is bent and his feet trapped. If the car goes on fire it is virtually impossible." So instead of improving the facilities, it might be considered more reasonable to re-design the Formula 1 car so that it is not, as at present (literally) an inflammable death-trap.

I'm sure we all listen with respect to the GPDA but I wonder if that Association has considered who is to train and pay the considerable number of expert personnel involved in fire control? Racing goes on all through the season in this country, and I have no doubt that circuit owners will improve facilities as much as possible; but if the GPDA are to insist on special services for any race where their members attend it would seem that some considerable proportion of the cost might be borne by themselves.

ANSTEY, LEICS. CECIL GIBSON,
Association of British Circuit Doctors.

An open letter to Denny Hulme

I find it incredible that after the incident at Zandvoort recently we are still sitting on our backsides, throwing our arms into the air in horror and shouting "something must be done"—indeed something must be done. I think it can be reasonably stated that the overall quality of marshalling in this country is of a very high standard but we are kidding ourselves if we sit back and glibly say it couldn't happen here.

It is hardly a secret that motor racing clubs have been making recommendations to the RAC for many, many months asking them to use some of the money obtained from racing funds (competition licences, etc) to be used in the training of British marshals.

We have seen in the statement by Mr Delamont of the RAC in a recent issue of AUTOSPORT just how out of touch they are when he was suggesting that all flag marshals should be equipped with fire-proof clothing. Generally speaking flag marshals do not participate in driver rescue; they assist by signals to other drivers on the circuit that an accident has occurred (although from my experience this frequently is a waste of time as drivers ignore them completely). If the RAC want to co-ordinate in their planning for next season a method of obtaining money on a continuous basis then what about a contribution of one miserable per cent of prize money earned by competitors to be placed in the coffers.

I have many friends who, having seen the recent tragedy and others of its kind before today, have stated their willingness to contribute in some way to a fund to assist in the proper training of marshals. Indeed I know clubs have already received donations from people who are completely outside motor racing but simply wanted to make an offer of some sort which could be used for marshal training and, whilst this money is obviously gratefully received, the clubs have no way in which this money can be directed to its proper intended cause.

We are incorrect to discuss the training of marshals for Grand Prix alone—racing takes place every week at club meetings throughout this country and the life of every driver, regardless of his stature, is valuable.

In conclusion, I would hate to be a driver involved in a shunt and expect people who have had insufficient training try to rescue me. If a Fund is started immediately I will be quite happy to donate £25 of my hard earned money—how about you?

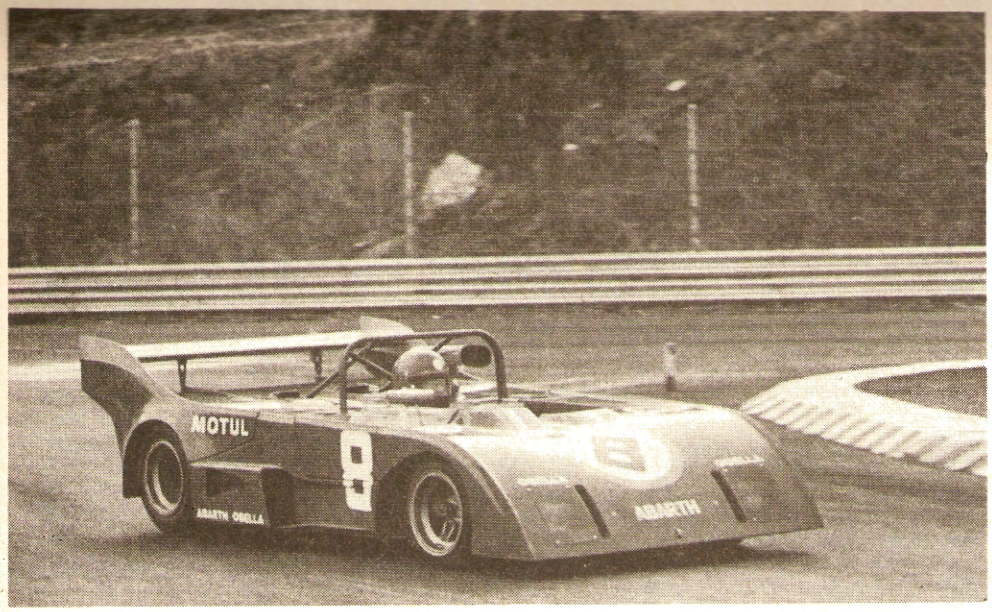
CHELSEA, LONDON, SW10. R. B. NATION.

Austrian GP for Wales

I was disgusted to read this morning (Sunday) that the Austrian GP was to be televised for those lucky enough to be living in Wales. But for those in England and Scotland, a certain equestrian event was being given a monopoly of the 3½ available hours.

While not wishing to insult Welsh viewers, I should like to raise the perennial discussion topic of just what is the BBC's policy, if any exists, on televising motor sport? Especially in view of the fact that, from the Dutch, German and Austrian GP's, it is obvious that the links for televising them in this country are available and being somewhat "discriminately" used.

ANDOVER, HANTS. D. W. R. HARLAND.



Vittorio Brambilla on his way to overall victory.

ENNA

Vittorio Brambilla's Abarth stays the distance

Story and pictures by JEFF HUTCHINSON

The twelfth Coppa Citta di Enna, held at the Autodromo Pergusa circuit in Sicily, last Wednesday week, seemed to be between three drivers; Arturo Merzario, Jean-Louis Lafosse and Chris Craft. They each had their share of leading the race, Craft winning the first of the two 30 laps heats from Lafosse, but when the flag came out after 60 laps it was outsider Vittorio Brambilla and his Abarth Osella which stole a surprise victory on the penultimate lap.

Team-mate Merzario had set the pace in the opening laps but was soon out of the running for overall victory when his similar Abarth Osella's ignition coil stopped working after three laps. Pole-winner Jean-Louis Lafosse took the lead which he held until the penultimate lap when fuel pressure problems slowed his car just enough to let the similar Lola T292 of Chris Craft ahead to a narrow victory. Craft's luck was no better either and at the start of the second part his engine went on to two cylinders and he was forced out of the race. Again Lafosse and Merzario fought for the heat lead, Merzario going out with his engine's oil pressure dropping, leaving Lafosse with a comfortable lead but then a spin after the engine cut out again two laps before the end saw a delighted Brambilla take the flag. Toine Hezemans took his March-BMW 73S into second place overall after a steady drive like Brambilla's. Ahead of Hezemans in the second heat was John Lepp who put up a really fine performance in a very secondhand looking Red Rose racing Chevron B23 which had been very badly bent the previous day; a puncture in the first heat prevented a probable second place.

ENTRY & PRACTICE

It is 2000 miles by road to Sicily's only permanent race circuit, a ferry taking the cars from the tip of Italy to the island. With no problems it is the best part of five days hard driving in a truck, but despite this the entry for this race was a good one. Most of the top 2-litre runners were present totalling 22 cars.

To the locals it was a case of Abarth versus the rest with their hero Arturo Merzario leading a four car Abarth attack, the other seats being taken by Tino Brambilla, Giorgio Pianta, and Jean-Claude Andruet.

For a while it looked as though Merzario was going to have his own way for on the first day's practice he was comfortably quickest despite slight engine problems, but on the second day it was Frenchman Jean-Louis Lafosse who stole the show and snatched pole position half a second ahead of Merzario. Merzario was not looking too worried however, for Lafosse's Gitane backed Lola-BDG T292 had been fitted up with "gumballs" to set this time and when the Firestone men checked tyre temperatures they informed Lafosse that there was no chance of the tyres lasting the race which was going to be run in the even hotter conditions of mid-afternoon instead of the cool evening when Lafosse had set the time.

Merzario had set his time on race tyres and with the general feeling that the "gumballs" had been worth at least a second a lap, it looked as though the crowd might be cheering their man out front after all.

Heading the second row was Londoner Chris Craft, once again putting up another good showing in the Crown Investments Lola T292 which was trying a 2-litre Hart alloy BDA engine for the first time instead of its usual BDG. Craft tried a combination of tyres, setting his best of 1 m 26.7 s on half and half, but the team's biggest worry came from the engine department for Chris had accidently hooked a wrong gear and buzzed it to 10,200 rpm in the process. He did several laps afterwards, but Keith Grenne decided to play safe and spend all evening trying the almost impossible task of ringing Brian Hart to ask if he ought to change the engine.

It was left to Vic Elford ("well I suppose I am not really retired now, I have started to enjoy racing again and if somebody offered me a good sports car drive for next year I would take it"), to put the first BMW engine on the grid. His Vivitar lenses backed March 73S setting a best of 1 m 27.1 s, but not without its troubles. Vic set this time during the heat of mid-afternoon, for when he really tried a quick lap he clipped one of the very steep chicane kerbs and slipped into the pits with a bent rim and what he thought was a puncture. The wobbling turned out to be a broken front upright on the opposite side of the car, the lower pick-up point having pulled out of the casting, so perhaps his argument with the kerb had been a timely one. A cracked disc added to his problems and he failed to set a quick time in the final cool session like most of the drivers, so it looked as though he might go even better in the race. His car was also the first, and one of the few, non-Firestone shod cars.

Next up on the grid came Vittorio Brambilla having his first two litre ride this year and despite few laps set an impressive 1 m 27.3 s looking more spectacular than even Merzario with "kerb hopping" through the chicanes which the Abarth suspension and wheels seem to take in their stride.

Sixth place on the grid was taken by a Chevron B23, the semi-works Red Rose Racing car driven by John Lepp. The car was going a lot better after concentrated test programme which had resulted in a minor change to the front top wishbone pickup point to improve braking and a larger more permanent looking rear wing which Gethin had first tried in Portugal. Unfortunately his time had come shortly before a very large accident caused by a front tyre peeling off the rim on one of the fastest corners. A helpless Lepp plunged into the barrier at around 140 mph, but fortunately at a shallow angle so as the car eventually ground to a halt over several hundred yards the damage was surprisingly light. The mechanics spent all night to get the car on the grid the next day, but with several tell-tale kinks in the chassis it was understandable that Lepp was not going to be out to break any records of himself.

Next came German Roland Heiler with a good time in his Lola T292 which was vastly improved by a Schnitzer BMW engine in the back. He set a 1 m 27.7 s in what was potentially the quickest car in the race.

Gabriel Serblin continued to show good form in his Trivelato tuned March-BMW 73S with a 1 m 28.2 s just beating a rather depressed looking Guy Edwards who had fallen by the wayside before the final "fast hour" when his engine blew a head gasket after setting a 1 m 28.3 s with his Barclay's Bank backed Lola T292. He was trying a Richardson built iron block BDA engine for the first time but after the problems replaced it with a Cosworth BDG for the race.

Toine Hezemans was also in trouble in his semi-works March-BMW 73S, his problem was even worse than Edwards' for he called it a day with a suspected dropped valve after setting a 1 m 28.4 s. Although this was not bad for the time it was set he was still not happy with the car. He felt it was just too big to get around this type of circuit quickly and with the new extra-large rear wing and an experimental longer less blunt nose section the car looked about the same size as a 3-litre prototype. He was happy with his own tweak however which had been a switch to Lockheed brakes which he thought made up for a lot of his other disadvantages.

Another Italian hero who has suddenly appeared is Cosimo Turizio, who was once again on good form and despite misfiring problems with his Trivelato tuned March BMW 73S set a creditable 1 m 28.4 s to head the sixth row.

Times all the way down the grid were very close, Javier Juncadella and Jorg de Bagration setting 1 m 28.5 s and 1 m 28.7 s respectively in their two Hire Racing Chevron B23s which did not feature the rear wing improvements of the Red Rose cars.

The second Ecurie Elford car of Alan Peltier was credited with a best of 1 m 29.1 s before he also managed to bend a front wheel rim, while Giorgio Pianta set the same time at the end of the session. Andruet made it an Abarth eighth row with a time one tenth of a second slower while John Burton found himself right back on the grid with a best of 1 m 29.2 s after a troubled two days in the second 1970 Smith FVC powered Chevron B23 from Red Rose. He blew a head gasket the first day and the second day did very few laps before a sticking throttle and bad handling kept him in the pits for most of the session.

Frenchman Fred Stalder was next with a 1 m 30.3 s in his standard FVC engined Lola T290 which had the latest type wing stuck on the back. On 1 m 30.4 s Jim Busby had had an even worse day than Edwards in the second Barclay's International Lola T292. His second Richardson 2-litre BDA engine was struggling to reach the revs in the same gear everybody else was using, while in a bid to find more revs by lowering the wing, "I had the Grandaddy of all spins" at the fastest corner of the circuit. He came in having somehow avoided all the barriers but with four beautiful flats on a new set of tyres, the spin having cost him about £1 for every mph it had taken to slow the car from 140 mph.

Manfred Mohr was again non-starter when he blew the flat eight Tecno engine on the first day, a broken rod the suspected cause. With Tecno on holiday at present he had no choice but to park his AMS 200 and go back to sunbathing.

GRID

Lafosse	Merzario
Lola-BDG T292	Abarth-Osella
1 m 25.9 s	1 m 26.4 s
Craft	Elford
Lola-Hart BDA T292	March-BMW 73S
1 m 26.7 s	1 m 27.1 s
Brambilla	Lepp
Abarth-Osella	Chevron-FVC B23
Heiler	Serblin
Lola-BMW T292	March-BMW 73S
1 m 27.7 s	1 m 28.2 s
Edwards	Hezemans
Lola-BDG T292	March-BMW 73S
1 m 28.3 s	1 m 28.4 s

HEAT 1

Scheduled race time was for 3 pm, but by the time the cars finished a few warm-up laps it was 3.30 pm. Immediately it was Merzario who went into the lead followed by Lafosse, Craft, Elford and Brambilla with the rest crowding into the first corner close behind. All the field made it safely around until the second chicane before the finish where Edwards left his braking too late and ended up doing a U-turn in the run off area, rejoining at the back of the field.

By the end of the second lap it was still Merzario just ahead of Lafosse with a slight gap opening up to Craft and Elford and it looked as though the crowd were going to see a close battle. As the cars appeared at the end of the fourth lap however there was no sign of Merzario and a groan came from the crowd when he eventually rolled into the pits with a dead engine which was eventually traced to a faulty coil. By the time he got going again he was seven laps behind and out of the hunt, but the spirited little Italian by no means took things easy and drove harder than ever to set fastest lap of the race and a new record.

Juncadella was another in trouble early on for he finished his race parked up against the Armco with damaged rear suspension after just three laps. His front left tyre had fallen apart at the side walls and he spun off the track.

Chris Craft dropped back when he almost collected Juncadella's spinning car but within a few laps he was back in the chase and right behind Lafosse.

For lap after lap they circulated within a couple of seconds of each other, both drivers driving impressively as they pulled slowly ahead of the battle for third place. Elford had Brambilla right in his mirrors and the two cars circulated just like the leaders, neither taking chances. Hezemans was having a big problem trying to hold off Serblin for sixth place, Serblin kerb jumping in a bid to keep up while Hezemans was also looking a bit wild as his tyres started to go off, chunks of rubber eventually breaking away from the inside edge of the left front.

Not far behind a heroic effort was being put up by Lepp who seemed unperturbed by his still very much bent car and was holding off Peltier's March and Heiler's Lola, both of which were out of the running after seven laps anyway leaving Lepp a safe seventh place for the time being. Peltier's car shed its water pump drive belt and he retired before the motor blew up, while Heiler got it all wrong going into the chicane and used the high kerb as a launching pad; it knocked all the suspension settings out of shape but was still drivable until he discovered the gearbox was also going out of action as after the bashing it had taken had let the oil drain out.

Edwards' early mishap had not spurred him on to go any quicker and he was only making slow progress back up through the field while Burton was also making slow progress after a wheel balance weight had come off and tyre vibration was "almost giving me double vision," he said. He managed to close the gap to team-mate Lepp, however, and for several laps the two Red Rose cars were having a good race, but then Lepp stopped out on the circuit when his front tyre went in a similar manner to Juncadella's, but fortunately without a second attempt at reshaping the Armco. With Lepp gone, Burton was back to thinking about his vibration problem and he lost several places in the pits having the problem wheel changed. It looked as though all the front runners were very much aware of the need to be there at the finish in this race and besides Merzario, who rejoined the race behind Brambilla and Elford, everybody seemed to be taking things carefully amongst the first four places, Lafosse driving a very good race ahead of Craft and keeping the gap around two or three seconds, although Vic was having a slightly harder time with Brambilla when his Goodyears also started chunking like Hezemans'. The race ended for Elford on lap 17, however, for at the end of that lap his car suddenly threw out a great cloud of blue smoke which was later thought to be caused when a valve clearance spacer dropped out and found its way where it should not have.

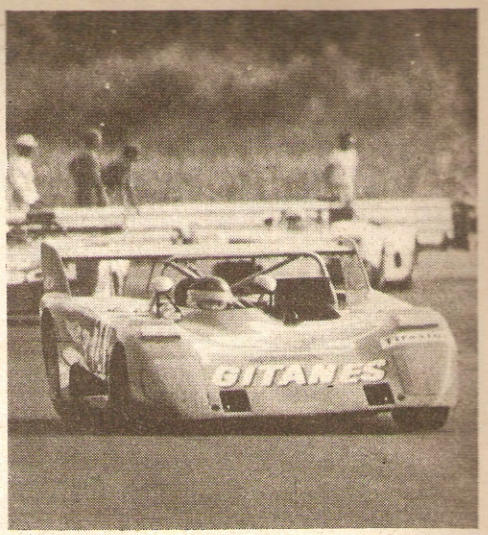
It was beginning to look as though Lafosse had got this heat under control, but with three laps to go the gap suddenly dwindled between himself and Craft. A lap before the end the black Lola was right behind and as the two cars started the last lap Craft went ahead to win by 0.8 s. The French Lola had been slowly losing fuel pressure and had almost cut out twice which let Craft ahead for the win. Brambilla ended up a secure third while Hezemans grimly hung on to fourth despite his tyre problems, Serblin only 0.4 s behind at the end.

Andruet drove a lonely race and took a distant sixth place while Edwards came in seventh, the last car to remain unlapped. His team-mate Busby would have been eighth but after a long struggle with a down on power engine he got so carried away in a dice with Bagration (who slowed with a chunking front tyre) that he forgot to brake at the entrance to the second chicane and in doing so kerb hopped and flew through the air at a terrific rate. The whole front of the chassis nose section was badly damaged and the centre of the tub also suffered a nasty kink so the car was put away for the rest of the day.

HEAT 2

Other non-runners for the second part included Elford, Juncadella and Heiler, mechanics having little time between the heats for the routine checks while any major repairs were impossible. As the flag dropped for the start of the second part Craft was immediately in trouble. His engine would not pick up and run on all four cylinders properly, although it had been perfect for the pace lap. Within two laps he was at the back of the field and on the third lap he pitted to see if the fault could be traced. A change of electrics made no difference and in the end he was forced out of the race, either timing slipped or perhaps the camshaft belt having jumped a tooth and caused the problem, for flames were exiting the exhaust pipe.

It did not seem to worry Merzario that he was starting from almost the back of the grid for by the end of the first lap he was in fifth place behind Lafosse, Hezemans, Serblin and Brambilla. Hezemans had changed to Firestone tyres after his first part dramas, but these did not seem to be doing him any more good for Serblin and then Brambilla went ahead while the flying Merzario went by the lot of them. By lap six Merzario was right on Lafosse's tail, the



Jean-Louis Lafosse took pole position in the Gitanes Lola.

Gitanes car holding him off for another lap before he went ahead into the lead, Lafosse seeing no need to stick his neck out with the comfortable overall lead he now held after Craft's retirement. Once more the crowd's cheers turned to moans when Merzario handed back the lead to Lafosse at half distance. The oil pressure of the Abarth had dropped very low and he thought it wise to stop while the engine was still in one piece. Both Brambilla and Hezemans moved ahead of Serblin on lap six, the Italian's March never appearing again after a front tyre had exploded and sent him spinning into the guard rail.

With Craft and Merzario both out it looked as though Lafosse was going to have little trouble cruising home to a well deserved victory, for Brambilla was well behind after the first part. Like the second cheap movie on the same programme it turned out the same again. With just two laps to run, Lafosse's Lola coughed and almost cut out exiting the chicane and Brambilla closed up. The next time around it cut completely and with the sudden loss of power the car went into a slow spin and lay dead by the side of the track. A frustrated Lafosse watched his certain win dwindle to seventh place as Brambilla took the flag followed by the rest of the field.

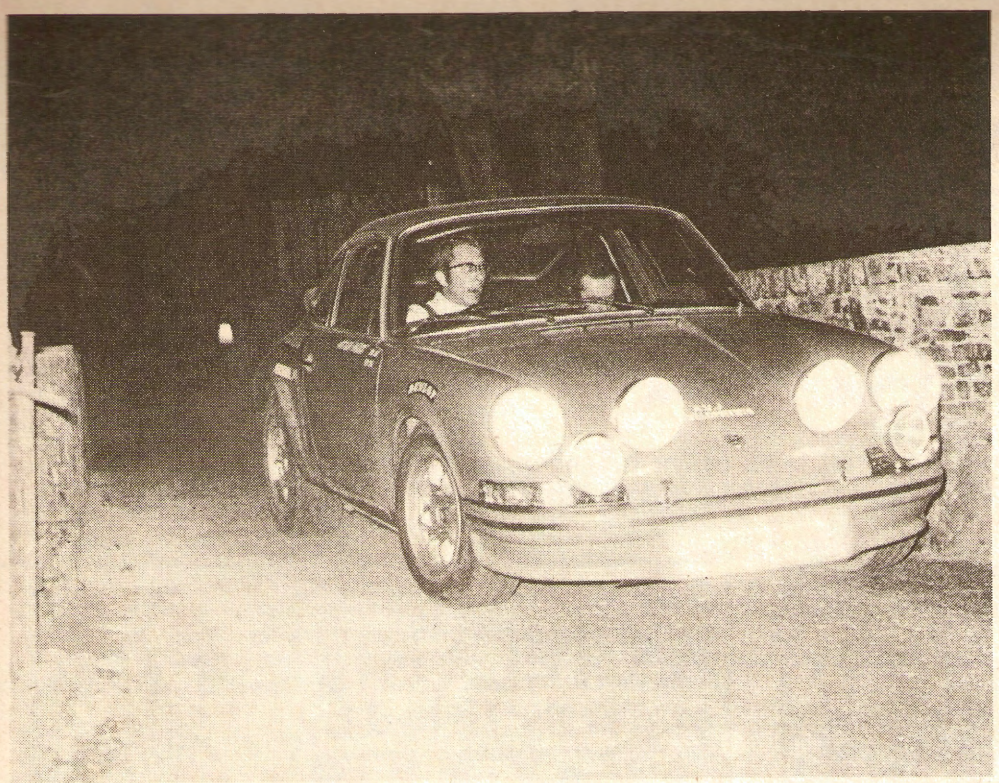
Second place was taken by none other than John Lepp, who after an even more determined effort than in the first part worked his way from the back of the grid to second ahead of Hezemans by lap 16. Edwards was not going at all well in this part and although he had started off holding fifth spot ahead of Andruet's Abarth the Frenchman soon went ahead. A few laps later Burton took him despite his wheel balance problems. Eventually Edwards finished seventh behind Peltier, but in the overall classification he was a lucky fourth behind Brambilla, Hezemans and Andruet.

A tremendous battle at the back of the field saw Pianta end up eighth after Bagration and Stalder both ran into trouble a few laps before the finish. Bagration had exactly the same tyre failure as in the first heat while Stalder stopped just three laps before the end with a suspected sheared flywheel. Brambilla's surprising and somewhat lucky win now closes up the championship points although Lola still have a healthy lead, 82 points to Chevron's 70, March 49, Abarth 46, GRD 10, and AMS 2. In the driver placings Craft still leads with 65 points, Burton 50, Lepp 35, and Edwards 30.

XII Coppa Citta di Enna
Aggregate of two 30-lap heats.
Enna, Sicily, August 6

1, Vittorio Brambilla (Abarth-Osella), 1 h 29 m 13 s, 195.501 kph;
2, Toine Hezemans (March-BMW 73S), 1 h 30 m 4.8 s;
3, Jean-Claude Andruet (Abarth-Osella), 1 h 30 m 35.6 s;
4, Guy Edwards (Lola-Cosworth T292 BDG), 1 h 31 m 16.4 s;
5, John Burton (Chevron-Smith FVC B23), 59 laps;
6, Giorgio Pianta (Abarth-Osella), 59 laps;
7, Jean-Louis Lafosse (Lola-Cosworth T292 BDG), 58 laps; 8, Piero Monticone (Chevron B32), 56 laps; 9, Jorge de Bagration (Chevron B23), 56 laps; 10, Fred Stalder (Lola T292), 55 laps.

Fastest lap: Arturo Merzario (Abarth-Osella), 1 m 27.1 s, 200.253 kph.



First outing — Malcolm Patrick's Porsche Carrera dominated throughout the Gremlin.

GREMLIN RALLY

Now it's Patrick's Porsche

It seems that the Porsche Carrera RS is a rally car that just cannot help winning. We have seen in issues gone by how easily Harold Morley has managed to put his Carrera at the top of results lists on both stage and road rallies: now his fellow dentist Malcolm Patrick has done the same, and in this case on Malcolm's very first event in the car. The Porsche was navigated by Neil Wilson who was Bob Jeffs' last year's navigator and with whom he won this event 12 months ago and was entered and prepared by AVJ Developments as part of a long-term programme of tailoring the car into the finest rally car Britain has seen. Patrick won officially by three minutes 40 seconds, though in reality some dodgy watches denied him another minute's lead, ahead of Russell Brookes who drove another incredible event in the Brooklyn Mexico, prepared to rally championship specification and therefore virtually standard. Nigel Rockey twice drowned his Hoopers RS1600 in fords, which in the fierceness of this midsummer Welsh classic shot him down to seventh place overall.

The Gremlin has a special place in Welsh rallying because of its Welsh involvement. The route winds its way around the club's home town, Brecon; every Welsh rally enthusiast makes it a point of honour to attend in one capacity or another; and if any other reason is necessary it must be the balmy August air which makes the annual occasion one to remember. The thousands of spectators congregate at all the exciting places to urge their friends and neighbours through, the route uses all the twistiest lanes in the area and every house that the cars rush past seems to have groups of cheering people. Being a round in the C/*MN* series gave these people added value, for the standard of entry on these events is gradually rising month by month. In years gone a careful run without navigational error was almost guaranteed to gain a place in the top 10, nowadays you must fight all the rally to gain such a position.

If the standard of performance has risen, so has the standard of presentation of cars which seems to progress in accordance with the growing incidence of commercial interest. Dealer Team Vauxhall appeared with their two Vivas, cars always a tribute to the enthusiasm of the Banbury concern: the preparation attention and execution make these cars the source of many an inspiration. They are rallying to develop parts for eventual distribution to customers, one just wishes they had more encouragement in the form of results. Chrysler Dealer Team appeared with their singleton Avenger GT, a venture to test parts which will ultimately be used in Group 2 cars: only a 1750 cc engine with various mods as well as lightening made the car other than a Group 1 model. Colin Malkin was the driver again, the RAC and *MN* champion in 1968, the year when he and John Brown were unbeatable in the Imps which were supposed to be outclassed. It is hardly coincidental that Brown is now getting Brookes to perform similar miracles.

We did not see Harold Morley this time: he planned to compete in the RS2000 being developed by BVRT for Crystals and which was seen once on a "see what would break" exercise in Donegal. Peter Bryant says the car will only appear when it is right, and he in turn lured Andy Dawson out in the sometime Willment Mexico, called for this event the Crystals Mexico! He is an infrequent C/*MN* contender, but in no time he found himself locked in strife with the Mexicos of both Dai Roderick and Bryan Thomas, with only Brookes being Mexico mounted and quicker. Roderick's navigator Woodward was crestfallen when Dai appeared in the pushrod G1 car, but the rally suited the car just fine. In fact, it was only an honest admission by Woodward of gaining an undeserved minute at those Eppynt 2 watches which lost him third place to Dawson. Bob Bean appeared in the FordSure car and finished the 230-mile rally only six minutes behind Dawson, but such was the pressure that he could only make eleventh place. We did not see Conley's new Clan, nor even the old one which was promised instead, for this broke a crankshaft the week before, and in view of the uncertainty of when the new car would be ready he had not finished a new engine for it. Rod Badham's Gandy/Midland Rally Team car, now with discs on the front, took its place under the Triple C flag.

There was a lot of place-changing: when Chris Beynon scratched, Jerry Dodd was given his number but Jerry's Escort upset the noise marshal and Gareth Jones took the place in the Rally Sport magazine Escort, with Barrie Llewellyn, Tony Chappell's navigator. Neil Inigo Jones from that magazine (semi-expert winning navigator on the Nutcracker) went with Bob Bennett in the Dealer Team BMW 2002 Alpina, whilst Bill Bengry, RAC champion 1960 and 1961, winner of the International Welsh 1965 appeared with yet another rally mount, an Avenger GT, which proudly announced that Bengry's business was a Simca specialist! One suspects that it is the next generation that keeps the enthusiasm of folk like Bill and Jimmy Bullough still at fever pitch: Jimmy again had the Thomas Motors Escort TC (saving the Carrera for non C/*MN* events).

The prominence of the minute-sections made the sections at Eppynt in effect only tie deciders. It was practically all tarmac, with just a few roughish stretches when reroutes left no alternative; racer terrain. Strangely only Patrick of the leading crews used them, Dunlop 376s of a special six-inch width which left him feeling as though the car was floating away over the gravel and dust. In all other respects that monstrous German car was to him much like a great big Imp. He was terrified of bending the car, and fought a raging battle within to contain his anxiety to do well. He did bend it slightly, however, in squeezing past the Escort of last year's winner Bob Jeffs lying on its side, not a serious shunt but painful for Jeffs when he broke his wrist as the steering wheel kicked back. The Porsche torque was perfect for the conditions. Jeffs was not the only casualty of the pace for Malkin went off even earlier for the second event running, whilst Kevin Videan also went full tilt into a bank in the Old Woking prepared 240Z. Spectators at the scene had their money's worth for only minutes before Badham had approached their corner and spun crazily without warning into the bank. It had taken several minutes to find the cause: a rock lodged in the wheel arch jammed a brake. Trouble hit the DTV Viva of George Hill right from the start when the alternator failed and then he went OTL when he drowned out in a ford later on. Pierson struggled on, ultimately to come fifteenth in a fit of depression which only a good fling round Eppynt managed to lift.

Surprise of the rally was the performance of fifth-placed Bill Gwynne, the Oxfordshire driver of the ex-Jeff Churchill, Terry Browne Escort, who finally despaired of the old Gordon King Renault Gordini 8 which would not survive a dry rally without a broken transmission. Gwynne has been a lifelong motorcycle enthusiast, being an active scrambler and who had once only before ever visited Eppynt—to watch a motorcycle race there in 1953! To come fifth on any C/*MN* event is going some, to come fifth in such a competition is remarkable. Navigator was Terry Thorp, former navigator to Laurie Richards who to the delight of all actually finished in his Sky Petroleum Escort, though with a jammed ZF gearbox and broken alternator leads. His engine was a fuel-injected push-rod unit. His teammate Linda Jackson also finished. What a night!

MARTIN HOLMES

1, Malcolm Patrick/Neil Wilson (2.7 Porsche Carrera RS), 27 m 40 s; 2, Russell Brookes/John Brown (1.6 Ford Mexico), 31 m 20 s; 3, Andy Dawson/Peter Bryant (1.6 Ford Escort Mexico), 35 m 20 s; 4, Dai Roderick/Mike Woodward (1.6 Ford Escort Mexico), 35 m 55 s; 5, Bill Gwynne/Terry Thorp (1.8 Ford Escort Mexico), 36 m 17 s; 6, Martin Clark/David Stephenson (1.7 Ford Escort RS1600), 38 m 47 s; 7, Nigel Rockey/Paul White (1.7 Ford Escort RS1600), 38 m 58 s; 8, Laurie Richards/Nigel Raeburn (1.8 Ford Escort Mexico), 39 m 18 s; 9, John Bloxham/Richard Harper (1.6 Hillman Avenger GT), 39 m 55 s; 10, Roger Davies/John Morgan (1.6 Ford Escort RS1600), 41 m 26 s; semi experts: Colin Smith/John Callam (1.6 Ford Escort Mexico), 48 m 27 s; Novice: Hugh Rees/Hywel Rees (1.6 Ford Escort Mexico), 67 m 02 s.

Stage results:

Eppynt 1 4 m:
1, Patrick, 1 m 07 s pen; 2, Frank Pierson/Colin Francis (2.3 Vauxhall Viva), 1 m 25 s; 3, equal Dawson and George Hill/Keith Wood (2.3 Vauxhall Viva), 1 m 26 s; 5, equal Roderick, Richards and Gareth Jones/Barrie Llewellyn (1.6 Ford Escort TC), 1 m 28 s.

Eppynt 2 4 m:
1, Rockey, 1 m 50 s; 2, Pierson, 1 m 56 s; 3, Hill, 1 m 57 s; 4, equal Richards and Clark, 2 m 01 s; 6, Jones, 2 m 02 s.

Eppynt 3 6 m:
1, Patrick, 52 s; 2, Rockey, 1 m 09 s; 3, Hill, 1 m 15 s; 4, Clark, 1 m 17 s; 5, Jones, 1 m 18 s; 6, Jeff Davies/John Thomas (1.6 Ford Escort RS1600), 1 m 20 s



Andy Rouse's Escort leads Gardner's Camaro at the Hairpin.

INGLISTON

Gardner masters wet to win G2 race

Story and pictures by BILL HENDERSON

Last weekend, the weather could not have been worse for the RAC British Touring Car Group 2 Championship meeting at Ingliston, the only round to be held outside England; the event, the Appleyard Trophy Race was divided into two 10 lap heats, with the fastest two cars in each class, contesting the 20 lap final. Frank Gardner brought up his usual SCA Freight Camaro to overcome the Broadspeed challenge from Andy Rouse's 2-litre Ford Escort to win the 20 lap final. Peter Hanson 1.3 Ford Escort GT took his class while the Datsuns, the Cherry driven by Alec Poole and the Sunny by Masahiro Hasemi performed astonishingly well on this circuit—Hasemi was challenging Gardner for the lead in the final. Les Nash's Imp secured the up to 1-litre class. In the special saloon classes, Sedric Bell in his 1-litre Mini-Ford reigned supreme, while Bob Leckie with his Brabham BT 36C took the libre honours from Iain McLaren as Graham Cuthbert emphasised the potential of his new Van Diemen Scholar 73F winning the Formula Ford race handsomely.

Despite the almost incessant rain, a larger than usual attendance had gathered as the first of the 12 events started promptly at noon, the special saloons up to 1 litre. This gave Sedric Bell's Cosmo Entertainments Club Mini-Ford a warm-up, as he thrashed away from the field in the drizzle, from Norman Dickson in the Dickson Motors (Perth) Sunbeam Imp who for nine laps resisted the advances of John Fyda (Agra Imp) until the penultimate lap when he went wide at Hairpin letting Fyda finish 3 s behind the flying Bell and taking the fastest lap in the process. Peter Pitman spun his Mini at left hander and fastened on to the tail of Bill Donald's Imp, so close that they tangled and the Mini retired as a result.

The 10 lapper for Modsports found Johnny Blades master of the wet in his Clan Crusader, streaking the little car away from Mike Nugent and Don Morton in their Elans, the latter losing his third place, on the road, to Bill Wood (MG-Midget) due to an over enthusiastic start. Next up came the Lotus Europa of Jim Hall who eventually had to give way to Bob Hendry's Midget.

The production saloons, despite another small entry, provided a fine dice as Eddie Labinjoh in the Fishers Garage Alfa Romeo 2000 GTV never gave Bernard Unett any peace in the Michelin shod Hunter GLS, and Tony Charnell (Simca 1000 Rallye), gave John Harris a hard time in the second Chrysler Dealer Team Dunlop-shod GLS, until the Simca collected the Armco at Caravan deranging its rear suspension, but it continued crabbing around. Harris meantime locked up his brakes and skated his GLS almost around the 180 degrees barrier at the Hairpin, resulting in Jennifer Birrell acquiring third place in the Halesford Ltd, Simca Rallye 1, well ahead of husband Graham in a similar car.

After lunch, Tony Charnell did his accustomed "thing" with the Dinatrol Chevron Gropa on a streaming track. Careful to keep the forceful Blades Crusader at slightly less than a second behind, the pair, in their efforts pulled away from Eddie Labinjoh's Fisher 1100 Spyder. Most of the remainder of the large field, feather footed around only Don Morton (Elan) and Mel Ross (U2 Mk II B) completing the full distance.

Excitement mounted with the arrival of the cars for the first GP2 heat, being given two warming laps in the dreadful conditions, but it was Andy Rouse in the 2 litre VMW Motors/Esso Uniflo Ford Escort RS who found slightly more grip than the pole-position Camaro of Frank Gardner. Gardner shattered the G2 lap record in dry practice conditions the previous day, setting 51.2 s in only 13 laps compared with Brian Muir's 53.6 s in the Ford Capri. Escorteers Jonathan Buncombe and Rouse were next on 52.2 s and 52.8 s respectively.

Into teh Esses for the first heat Rouse led Gardner Woodman's 1300 BDA Broadspeed Escort with Mick Osborne (1275 Morris Cooper S) heading Les Nash in the Commercial Credit Co, Sunbeam Imp, and Alex Poole in the fleet Datsun Cherry. Late entry Dennis Leech followed some way behind in his Mustang, but in front of a group led by Gordon Dawkins (Carlow Cooper S), Jim Burrow (Swiftune 998 BLMC Mini) and Adrian Webb (Chrysler Imp) with Nick May bringing up the rear after spinning the Gerry Edmond's RS1600 at Caravan. Despite making fastest lap Gardner was content to hold position on the tail of the winning Rouse with Woodman in third. However, Poole disposed of Osborne and Nash to put the Datsun Cherry into fourth place.

The second heat saw Jonathan Buncombe (1974cc Ford Escort RS 1600) storm away with Peter Hanson's Barbarians 1300 Escort BDA in his spray for the whole race, while Masahiro Hasemi urged the 1298 Datsun Sunny coupe along, to keep the leaders well in sight and pull away from Dave Howes' 6.4 AM Javelin. Sole Scottish driver Frank Gunn in his G2 Arden Cooper sat on Jon Mowatt's bootlid, getting past for fifth to pull away from Mowatt and the Imps of Ivor Goodwin, Bill McGovern and Melvyn Adams.

The Formula Ford event was a subdued affair despite a full field from which Stu Lawson took his Hawke DL10 to the front holding off the pressure by Graham Cuthbert in his Van Diemen Scholar 73 F. Dave Steedman (Hawke DL 9) led the next warning group of Norman Dickson (Crosslé FF), G. Hamilton (Hawke DL 2B), Andrew Jeffrey (Elden Mk 10A), Peter Morrison (Crosslé 20F) and Harry Acheson (Merlyn 20A). On lap 4 Cuthbert took the Hawke of Lawson on the straight and pulled away to a 13 s lead. Young Norman Dickson fought past Steedman

Hasemi's Datsun Sunny passes Buncombe's Escort on the approach to Lefthander.



for third place, as Jeffrey hurled his Elden about in an attempt to better his sixth place but not succeeding in demoting Hamilton.

The big engine special saloons found Jim Dryden drive with all his old fire to master the damp track with his Longman Mini after holding third behind Derek Huntley's 1800 Escort and Bill Dryden's Firenza. Jim Dryden took both bigger cars to lead, by half distance and set fastest lap. Doug Niven kept his Celtic Homes Ford Boss Escort well in contention and after overhauling the SMT Firenza, gained second place as Huntley had been docked 10 s for jumping the start.

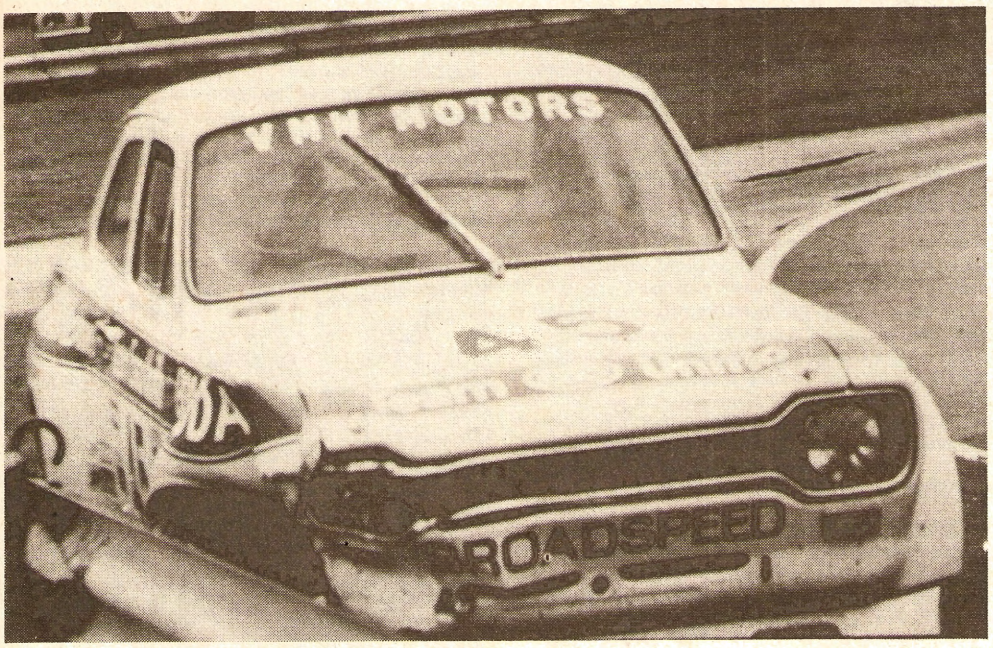
The 15 lap historic sports car field was largely made up of Lotus XI variants, led initially by Terry Harrison whose Le Mans model held at bay Ken Rogers' Lotus Bristol Mk 10 and Alan Brownlee's Lotus XI. But they all had to give way to Miles Hopperton whose circuit knowledge got his Lotus XI Mk 2 to the front and Rogers took second from Harrison. The road car section was led by John A. de S. Lucas, his Porsche 356 being locked in battle with the sports racer Tojeiro Climax of Hugh Clifford until the Porsche lost its exhaust.

pour led by Blades in his Lotus 69 BDF, as

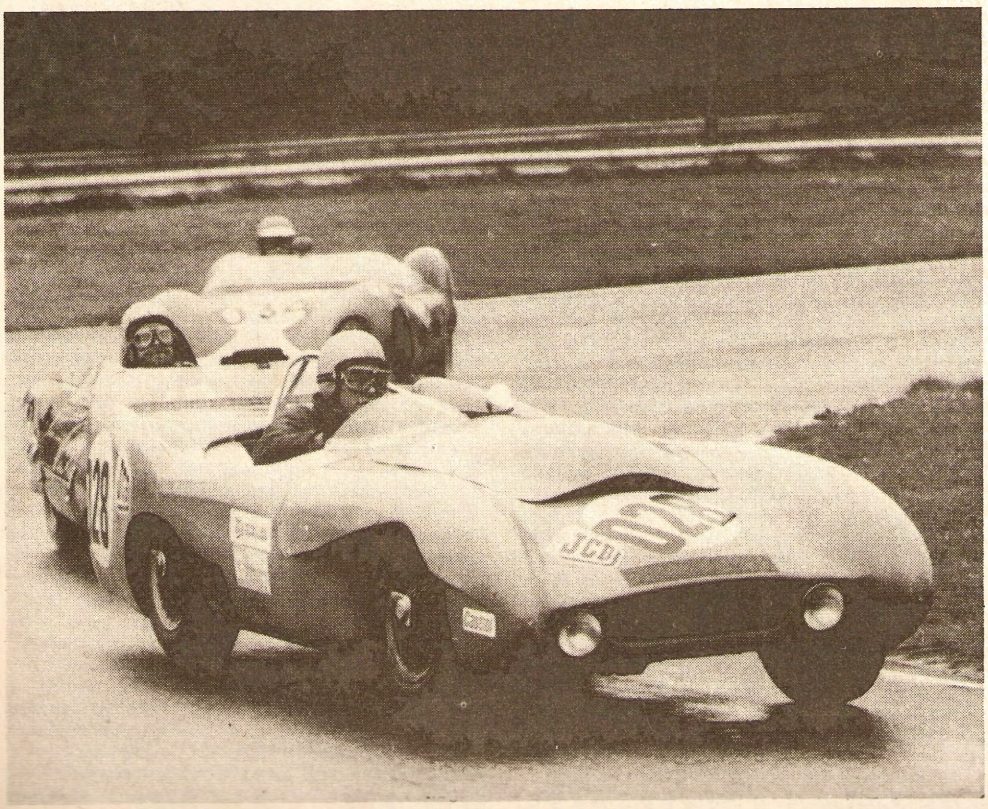
The formule libre field set off in a downfar as the hairpin where a huge spin, let the Chevron Gropa of Tony Charnell lead. But with such hard chargers as Iain McLaren (Brabham BT 36) and Bob Leckie (BT 36 C) it was not long before they passed the misfiring Gropa which slowed and stopped with a waterlogged engine. This left Andrew Jeffrey (Elden Mk 10A) to overwhelm Harry Acheson's Merlyn 20A) for fourth place while Leckie led McLaren by around 10 s at the finish. Meanwhile Blades stormed through the field to annex third place ahead of the FFs.

The 20 lap final of the Appleyard Trophy for G2 car followed, 15 cars facing the starter. Frank Gardner made no mistakes this time shooting the Camaro to the front, tailed by the Escorts of Rouse, Hanson, Buncombe and Woodman in close line astern. Mick Osborne 1275 Cooper S was ahead of the Datsuns and Frank Gunn (Arden Mini) had Les Nash's Sunbeam Imp following. Next lap Dennis Leech (Ford Mustang) and Poole tangled at Lefthander, gyrating on to the grass, but continuing. Two laps later Hasemi, driving superbly had taken Buncombe and was tailing the three Escorts when approaching Lefthander, Hanson and Woodman wanted the same bit of tarmac—the VMW car spun into the Armco, deranging its front suspension, as Hanson continued now in fourth place. The incredible Datsun Sunny was after Rouse now for second, getting past and was shaping up on Gardner when a tie rod parted to end a stirring drive. Rouse reclaimed second place but this was short lived when two laps later his drive shaft parted, so it was Hanson in second from Buncombe and Osborne's Mini. Les Nash led the 1-litre brigade in sixth place overall ahead of Nick May's Escort R1600 and Poole's Datsun Cherry.

The 15 lap special saloons finals completed the damp but far from dismal programme, running well to time. Doug Niven stormed the Boss Escort to the front, having the Longman Mini of Jim Dryden on his tail. But it was Sedric Bell who slammed his Mini Ford into the lead on lap four, Dryden waiting for a couple more laps to take the Celtic Homes car with Derek Huntley's Escort fourth. Fifth was battled out between the Minis of Eric Paterson and Frank Gunn, the pair pulling ahead of Bill Dryden whose Firenza seemed not to relish the wet track.



Woodman crunches the Armco after tangling with Peter Hanson (above). Rogers' Lotus-Bristol leads a couple of Lotus 11s.



Special Saloons up to 1000 cc (10 laps): 1, Sedric Bell (1.0 BLMC Mini), 10 m 34.0 s, 58.44 mph; 2, Joan Fyda (1.0 Agra Imp), 10 m 37.4 s; 3, Norman Dickson (1.0 Sunbeam Imp), 10 m 40.5 s; 4, Bill Donald (1.0 Hillman Imp), 11 m 14.4 s. **Fastest lap**: Fyda, 61.6 s, 60.19 mph.

Modsports (10 laps): 1, John Blades (Clan Crusader), 10 m 17.2 s, 60.05 mph; 2, Mike Nugent (1.8 Lotus Elan), 10 m 35.9 s; 3, Bill Wood (1293 MG Midget), 11 m 05.1 s; 4, Don Morton (1598 Lotus Elan), 11 m 14.0 s. **Fastest lap**: Nugent, 62.3 s, 59.52 mph.
Over 1150 cc: 1, Nugent; 2, Wood; 3, Morton; 4, Bob Hendry (1293 MG Midget).
Up to 1150 cc: 1, Blades; 2, Bob Halley (1147 Triumph Spitfire); 3, G. R. Wilson (1140 MG Midget).

Production Saloons (10 laps: 1, Bernard Unett (Hillman Hunter GLS), 11 m 10.9 s, 55.26 mph; 2, Eddie Labinjoh (Alfa Romeo 2000 GTV), 11 m 18.7 s; 3, Jennifer Birrell (Simca Rallye 1), 12 m 09.5 s; 4, Graham Birrell (Simca Rallye 2), 11 m 17.8 s (9 laps). **Fastest lap**: Unett and Labinjoh, 65.8 s, 56.35 mph.
Over £1500: 1, E. Labinjoh.
£1,050-£1,500: 1, Bernard Unett; 2, John Harris (Hillman Hunter GLS).
£800-£1,050: 1, Jennifer Birrell; 2, Graham Birrell; 3, Tony Charnell (Simca Rallye 1000).
Up to £800: 1, Rod Birley (1.0 Hillman Imp).

Special GT Sports and Clubman's Cars (10 laps): 1, Tony Charnell (1.8 Chevron Gropa), 10 m 04.6 s, 61.32 mph; 2, John Blades (Clan Crusader), 10 m 05.4 s; 3, Eddie Labinjoh (1112 Fisher 1100 Spyder), 10 m 24.2 s; 4, Don Morton (1598 Lotus Elan), 10 m 55.2 s. **Fastest lap**: Blades, 50.6 s, 63.28 mph.
Over 1150 cc: 1, Charnell; 2, Morton; 3, Mel Ross (1598 Mallock U2 Mk XIB); 4, Bill Wood (1293 MG Midget.
Up to 1150 cc: 1, Blades; 2, Labinjoh; 3, Bob Halley (1147 Triumph Spitfire); 4, G. R. Wilson (1140 MG Midget).

Appleyard Trophy for Gp 2 Saloons, heat 1 (10 laps): 1, Andy Rouse, 10 m 16.0 s, 60.19 mph; 2, Frank Gardner (7.0 Chevrolet Camaro), 10 m 16.3 s; 3, Vince Woodman (1297 Ford RS1300), 10 m 22.2 s; 4, Alex Poole (1298 Datsun 120A Cherry), 10 m 33.6 s. **Fastest lap**: Gardner, 59.8 s, 62.01 mph.
Heat 2 (10 laps): 1, Jonathan Buncombe (1974 cc Ford Escort RS1600), 10 m 18.6 s, 59.94 mph; 2, Peter Hanson (1.3 Ford Escort GT), 10 m 19.2 s; 3, Masahiro Hasemi (1298 Datsun Sunny Coupe), 10 m 22.6 s; 4, Dave Howes (6.4 AM Javelin), 10 m 34.6 s. **Fastest lap**: Hanson, 60.0 s, 61.8 mph.
Final (20 laps): 1, Gardner, 20 m 10.4 s, 61.27 mph; 2, Hanson, 20 m 24.6 s; 3, Buncombe, 20 m 26.6 s; 4, Mick Osborne (1275 Morris Cooper S), 20 m 43.0 s; 5, Frank Gunn (1293 Arden Cooper S), 20 m 53.0 s; 6, Les Nash (1.0 Sunbeam Imp), 20 m 57.0 s.
Over 2000 cc: 1, Gardner; 2, Dennis Leech (Ford Mustang).
1300-2000 cc: 1, Buncombe; 2, Nick May (1980 Ford RS1600); 3, Rouse (15 laps).
1000-1300 cc: 1, Hanson; 2, Gunn; 3, Alex Poole (1298 Datsun 120A Cherry).
Up to 1000 cc: 1, Les Nash; 2, Jim Burrows (1.0 BLMC Mini); 3, Ivor Goodwin (998 Sunbeam Imp Sport).

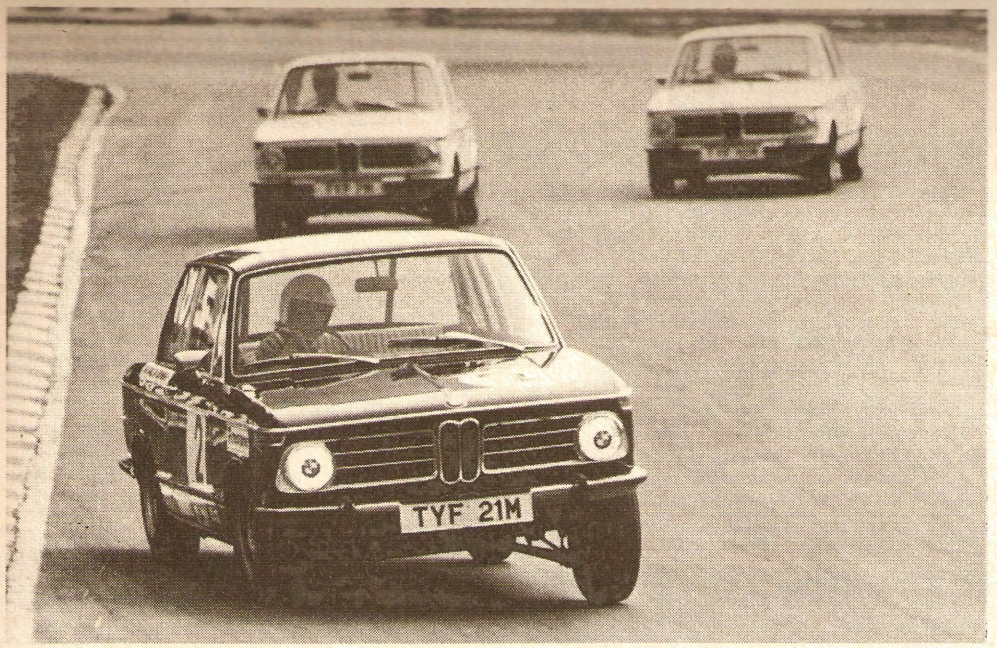
Formula Ford (10 laps): 1, Graham Cuthbert (Van Diemen 73F), 10 m 00.8 s, 61.71 mph; 2, Stu Lawson (Hawke DL10), 10 m 13.8 s; 3, Norman Dickson (Crossle FF), 10 m 21.4 s; 4, Dave Steedman (Hawke DL9), 10 m 28.4 s. **Fastest lap**: Cuthbert, 58.7 s, 63.17 mph.

Special Saloons (10 laps): 1, Jim Dryden (1293 Longman Mini), 10 m 26.0 s, 61.18 mph; 2, Doug Niven (5.7 Ford Boss Escort), 10 m 32.2 s; 3, Derek Huntley (1.8 Ford Escort), 10 m 37.0 s; 4, Bill Dryden (2200 Vauxhall Firenza), 10 m 46.0 s. **Fastest lap**: Jim Dryden, 61.2 s, 60.58 mph.

Historic Sports (15 laps): 1, Miles Hopperton (1098 Lotus XI Mk II), 18 m 01.0 s, 51.45 mph; 2, K. G. Rogers (1971 Lotus Bristol Mk 10), 18 m 14.6 s; 3, Terry Harrison (1098 Lotus XI Le Mans), 18 m 39.0 s; 4, D. Stephenson (Lotus XI), 19 m 04. s. **Fastest lap**: Hopperton, 69.8 s, 53.12 mph.

Libre Cars (15 laps): 1, Bob Leckie (1930 Brabham BT36C), 14 m 38.4 s, 63.31 mph; 2, Iain McLaren (Brabham BT36), 14 m 48.0 s; 3, John Blades (1850 Lotus 69 BDF), 15 m 25.4 s; 4, Andrew Jeffrey (1.6 Elden Mk 10A), 15 m 28.6 s. **Fastest lap**: Blades, 56.0 s, 66.21 mph.

Special Saloons (final) (15 laps): 1, Sedric Bell (1.0 BLMC Mini), 15 m 11.8 s, 61.00 mph; 2, Doug Niven (5.7 Boss Escort), 15 m 29.0 s; 3, Derek Huntley (1800 Ford Escort), 15 m 31.6 s; 4, Jim Dryden (Longman Mini), 15 m 37.6 s. **Fastest lap**: Bell, 59.4 s, 62.42 mph.



The Earl of Denbigh on his way to winning the Lords v Commons race.

BMW Brands bonanza

By ROBERT FEARNALL

BMW celebrated their merit-worthy racing achievements with a magnificent BMW Motor Racing Day at Brands Hatch last Sunday. The works GmbH concern has been establishing a remarkably successful record in international Formula 2 and Group 2 racing, but the popular German marque has been well represented in this country by their British concessionaires, who have added variety and spectacle to British saloon car racing. Their day at Brands was a splendid day's entertainment for the hordes of spectators. Nine first-class races, demonstrations, parades, a parachute display, attractive "Penthouse Pets," excellent commentaries from Tony Moy and Norman Greenway and music from Beggars Opera made up the full day's fun. The racing was masterly controlled by the BARC, who had a massive task in coping with the vast entry, the frolics and nine races but did so admirably.

Star attraction was the Commons v Lords race which the House of Lords team dominated on a popular match-play basis with the Earl of Denbigh (commonly known as Rollo Feilding), winning the race. BMW competitions manager Tony Lanfranchi won the BMW Celebrity race which together with Brian Muir's win with the Alpina CSL in the special saloon race, partly made up for their 3-litre BMW Sis being comprehensively blown off in the Group 1 race by an incredible Stan Clark, whose performance in the Esso Uniflo/Roger Clark Cars 2-litre Alfa Romeo GTV was absolutely superb. Main single-seater attraction was an intensely-fought Formula 3 race which went to Ian Taylor once first man across the line, Mike Wilds, was penalised for jumping the start, with Tony Brise right there too.

The BMW Concours revealed some magnificent models of the German marque, one being Michael Bowler's beautifully restored 1940 Mille Miglia team car which has only recently been finished rebuilt. However, to the first race which brought together 1-litre special saloon points chasers from two championships, the Forward Trust and *Kent Messenger*. Pole position occupant John Homewood made hard work for himself in the *Kent Messenger* Imp by falling back from the rest into Paddock, handing the lead to Ray Payne's Hartwell Imp from Roger Saunders' Sigma Mini although Homewood managed to get back into second at Clearways. With Terry Attoe's Mini right behind too, the early laps were incredibly close with Homewood making repeated determined attacks on Payne until scrabbling into the lead entering Paddock for the third time. Payne and Saunders retaliated hard to begin with but their challenges gradually wilted in the heat and Homewood had the measure of his opponents in the last four laps. Similarly Payne and Saunders split up, under no pressure from Attoe, while convincing 850 winner Peter Crouch took his Longman Mini into fifth after pulling away from the bigger 1-litres of Mike Chapple (Imp) and Mike Curnow (Mini) who were often side-by-side. Crouch broke the 850 record Neil Dineen set last week.

Like the previous race, the Formula Ford event qualified for two championships, this time for the popular Wella for Men series and the localised Townsend Thoresen challenge. Wella leader American Ted Wentz ruined any chance of adding to his score in this round by jumping the start with the works Elden Mk 10 leaving Frank Hopper's Royale RP16 behind, but having Stephen South's Ray hard on its tail during the first lap before South took the lead into Paddock for the second time. Determined to make up for the ragged start, Hopper was challenging Wentz hard in what became a fierce struggle for the lead—although, unbeknown to the drivers, Wentz was really right out of it—but on the seventh lap, third man Hopper got himself very sideways out of Kidney and the closely-pursuing Rob Wicken clipped his Merlyn Mk 17A against the Irishman's Royale, and although both continued immediately, Hopper's suspension was damaged and he retired at Druids on the next lap. On the same lap at the same place, Wentz retook the lead from South, but the Ray tried to find every way possible to get back in front and nearly succeeded at Druids but still finished alongside the American, who was disappointed to find it was all for nothing. Wicken seemed secure in third place until he spun at Kidney on the last lap and stalled the engine; before he continued two others went off in avoidance, Rupert Keegan's Royale RP16 going off heavily. After making a brilliant recovery from the back row, Richard Morgan's Ray spent half the race dicing out fourth place with Dennis Shattuck's works Elden Mk 10 but spun at Druids on the last lap, which handed Shattuck with third place on the road from Jorge Koechlin's Merlyn Mk20A which had its hands full of Richard Eyre's Dulon MP15 for most of the race while Morgan picked up to fifth place.

BMW's scoop came next, the much welcomed House of Lords v House of Commons race which was run on a match play system. That system worked by having nine white (Commons) and nine black (Lords) BMW 2002s with each team having numbers one to nine and being lined up alongside their numbered opponent. One point was awarded to the driver who beat his opposing team's car carrying the same number. Although fairly incident free with times ranging from 1 m 10.0 s to 1 m 33.0 s, practice contained most of its drama before it started for BMW, when it was discovered that the Firestone Torinos fitted to all cars were touching the track rods and had to be changed. Quick trips around the car parks resolved the situation but it left nearly 20 BMWs jacked up in the car parks.

With summer recess in the House, it was rather difficult to find a full complement of the distinguished guests, so Les Leston, Charles Cook (motoring correspondent of the *Guardian*) and John Webb joined the fun. One MP even sent his secretary to race for him! Cook was the fastest Commons representative in practice but their captain Clement Freud was not far behind, Clement being rather perturbed that he hadn't met any of his team because of the recess. On the other hand, Lords' captain and fastest man from their side in practice, Lord Strathcarron was quite pleased as he believed all his team "to be sober."

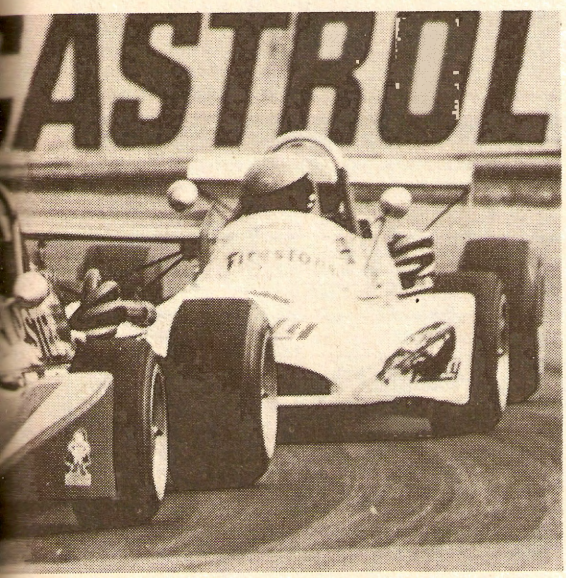
From his second row grid position, former Formula 3 driver the Earl of Denbigh (Rollo Feilding) made an excellent start to challenge Charles Cook in the number 1 Commons car, with Les Leston (Commons) holding off Cook's rival number, Lord Strathcarron (a former Cooper 500 driver). The Earl of Denbigh challenged Cook until going by on the outside of Paddock on the fourth lap and he then held on to his lead until the finish, barely a second ahead of the very close Cook and Leston while Lord Strathcarron managed a spin at Druids on the sixth lap before continuing in a distant fourth. Other leading Commons representatives, Clement Freud and John Webb were having quite a tussle in fifth place until it became rather too close and Freud spun and hit the bank leaving Paddock and Webb made a quick pit-stop. Freud declared that he thought he had to hit the bank after six laps to finish the course but he was rather perturbed when "someone chased me with a fire extinguisher." The Lords rather dominated the results with their side taking fourth to ninth places, and the four cars between fifth and ninth had quite a battle in the closing laps with Lord Redesdale narrowly leading home Lord Montagu, Lord Lyell, Earl Cowley and Lord Kimberley. Lord Montagu had been closing on the four leaders in the early stages before a spin at Druids dropped him down the field. On the match play basis, the Commons were heavily defeated with only Charles Cook and John Webb beating their adverseries Lord Strathcarron and Lord Chesham respectively. Lord Chesham did have a spin though, in



F3 battle: Wilds leads Brise and Taylor (note the ty

unison with the brave secretary Claire Wickham at Paddock.

Such is the popularity of mod sports racing that over 20 entries had to be turned away for the Blue Circle qualifying round, and there still wasn't enough room to take reserve and front row occupant Bob Meachem in the Forward Engineering E-type. From the second row John Pearson's infamous XK120 managed to find a way between Jon Fletcher's Elan and Richard Jenvey's Midget to reach Paddock first and hold on to that position for the rest of the race although he was constantly shadowed by the smaller cars. The second place battle was titanic with Fletcher just holding off Jenvey and Bob Jarvis' 1.1 Davrian-Imp before the Midget sneaked by the Elan at Druids on the second lap. All three were incredibly close throughout with Fletcher getting by the Midget into Kidney for the fourth time although he nearly lost it in a big way there two laps later. Meanwhile Jarvis was making determined attempts to pass Jenvey, getting alongside at Clearways before back markers intervened, and then the Midget nipped back past Fletcher as they rushed into Kidney for the penultimate time and with virtually nothing separating them at the finish Jenvey just had the verdict with the amazing Davrian right behind the Elan. Fabulous racing, and Fletcher and Jarvis broke their class records while Pearson equalled his. Brian Hough's Tuscan could keep up with this dice although he wasn't far behind it in holding fifth place and having his hands full to keep the car under control on the Brands bumps. After having a push

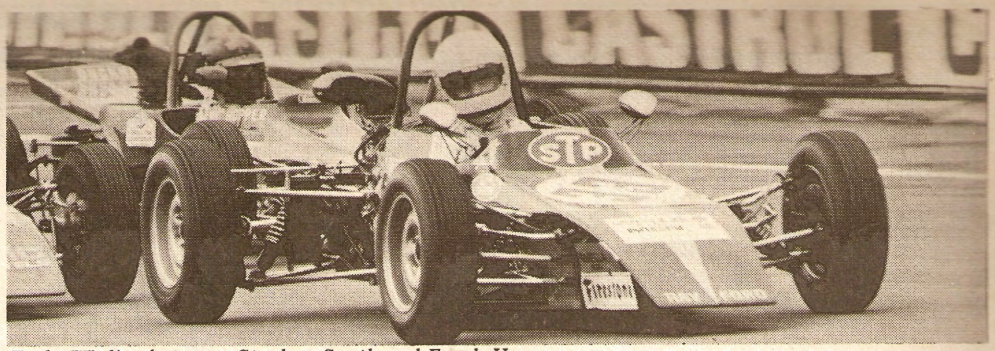


on the nose).

start on the grid, Andrew Talbot's Triumph Spitfire did well to recover to sixth although his 10 s penalty dropped him back behind Andy Bailey's very rapid frog-eyed Sprite.

Although few people knew beforehand, the production saloon race was being run to full Appendix J Group 1 regulations with capacity classes and a 4 litre limit to make BMW's task of winning the event at their big day easier. That's what they thought. But the impressive Esso Uniflo/Roger Clark Cars Alfa Romeo 2000 GTVs had different ideas and were out to beat "The Unbeatables." Stan Clark set the ball rolling by setting best practice time with the 3-litre Sis of Tony Lanfranchi and Roger Bell alongside, Lanfranchi in his usual Luxembourg car resprayed in Aramis colours and Bell in his Rothmans car hurriedly rebuilt from Oulton. The other damaged car for Donald Macleod couldn't be readied in time.

Stan Clark was quite amazing. His all-conquering Alfa shot into the lead and romped away with the race in convincing style. Bell led the BMW attack with Lanfranchi and John Handley's Alfa right behind, but no matter how hard Bell tried with tyre smoking sideways motoring, he couldn't catch the rapid Alfa. Bell also had Lanfranchi making bids to get by which resulted in a couple of unusual sideways moments on the grass at Clear-



Early FF dice between Stephen South and Frank Hopper.

ways for Tony, but *Motor's* new editor wasn't going to be put off and stuck to second, while Handley made do with a safe fourth. Holman Blackburn's Hermatite Capri fell away behind in fifth, with Tim Stock's 2.3 Firenza having a difficult time from Richard Scantlebury's Opel Ascona for sixth place. Under the new capacity class division, BMWs at least won their class as did the Alfas over the Firenza.

When Mike Wilds' Dempster March 733 shot off the second row of the grid at the start of the 15 lap Forward Trust Formula 3 Championship race, front row occupants Ian Taylor and Tony Brise closed up leaving pole position man Mo Harness to insert his Modus March 733 into the lead at Paddock from Taylor's Baty March, Wilds and Brise's *Kent Messenger* 733. However Wilds was penalised a minute for jumping the start, but that didn't ruin the incredibly hectic dice that ensued for the lead. Taylor was determined to get by Harness, trying at every point including Paddock where the two Marches touched. However on the fifth lap, the Baty March scrabbled across the grass entering Clearways which put Harness out of his stride so that as well as Taylor taking the lead, Wilds moved into second place leaving Brise to try to usurp Harness, with Richard Robarts' ex-Nick Crossley Myson March, Alan Jones' DART GRD and Buzz Buzaglo's Pete Bloore March 733 inches apart and inches behind Brise.

The determined Wilds—not knowing about his penalty—continually attacked Taylor for the lead in a magnificent dice for the lead and on the 14th lap it worked. Wilds tried the outside into Paddock, Taylor moved over and Wilds outfoxed him by slipping to the inside and taking the lead at the corner. Meanwhile after many attempts, Brise managed to slip by Harness in to Kidney for the 10th time and drew closer to the leaders, but positions didn't change—although it came very near to it—on the last lap with Wilds taking the chequered flag only to find he finished 15th, Taylor being a surprised winner and Brise second. Behind these four, there were equally close and exciting battles. Harness continued to hold off the rest of the field, in fourth on the road, with Robarts trying desperately to usurp him until fuel surge caused the car to cut-out and he dropped down to eighth. Leonel Friedrick's March 733 took up the Harness battle but had to make do with fifth, the Brazilian having moved up well from 10th on the first lap and finally getting the better of Alan Jones' DART GRD on the 12th lap. Jones' GRD was the only non-March in the first 10 and the Australian followed Friedrich home, although in the early laps Jones had a tense struggle with Buzz Buzaglo's March 733. Buzaglo was showing excellent form and while Jones eased away, Buzz became involved in a battle with Teleco's Angeleri March 733 which resolved itself the last lap when the ailing 733 of Robarts was caught by them and Teleco made the best of it to claim seventh on the road from Robarts and Buzaglo, who was forced on to the grass by Robarts on one occasion. Pedro Passadore's DART GRD was well placed with Teleco until he spun at Druids and made a pit-stop to check for a suspected puncture, but in fact a damper had gone, while Johnny Gerber's works Ippokampos Brabham BT41 was in the same group before retiring with a slipping clutch. Although amazing lap times of 47.0 s were recorded in practice, the best in the race only equalled the 48.2 s record.

The over 1-litre Forward Trust special saloon race promised much after a race-type battle in practice between Brian Muir's Group 2 Alpina 3.3 CSL and Gerry Marshall's special 16 valve Blydenstein Firenza and both set the same time. Marshall went off in to the lead with Muir not seeming to be in any rush behind but the sweet-sounding BMW gradually drew closer to the Firenza and took the lead along the pit straight at the start of the fourth lap. From then on, Muir pulled away giving the spectators plenty of enjoyment as he established an incredible record-breaking lap of 51.4 s (Mick Hill's record was 53.0 s); Muir's 10 lap average speed was *faster* than the previous lap record. Local ace Nick Whiting took his smart Escort FVA into an unchallenged third from John Turner's equally well turned-out Escort-BRM, although Tony Hazelwood's magnificent 4.3-litre Daf 55 seemed set to demote these before pitting on the second lap and later retiring with a puncture. The 1300 class provided lots of interest with Ian Briggs' home-built five port head Cooper S doing a splendid job in fifth overall before Brian Cox's Longman 1300 BDA-engined Mini caught up to take over the class lead on the seventh lap with Briggs pressing him to the finish.

Andy Sutcliffe then performed some exciting laps in the F2 Brian Lewis March-BMW 732 to celebrate BMW's domination of this year's Formula 2 racing, which was followed in complete contrast by a Formula Vee event. This provided Olly Hollamby's Austro with an unchallenged win from Bruce Venn's Scarab after second man Jeremy Hampshire spun his Austro at Druids and eliminated his challenger, Peter Wimhurst (Vee Max).

The meeting concluded with a star-studded cast in the BMW Celebrity race, the participants driving the same 2002s used earlier although some had switched back to Torinos. From his second row grid position, Tony Lanfranchi had this race sewn up from the first lap with Roger Bell being handed an equally unchallenged second place when Ian Bracey (from the front row) spun at Clearways. Another front row occupant Wendy Markey also spun which ruined her chances, but the other BMW team drivers Brian Muir and Donald Macleod completed the first four although the latter two were involved in a heart-stopping battle which involved some nudging at Bottom Bend. However, the nudging just behind them was much more desperate with Chris Meek, Gerry Marshall, Mike Wooley and Mike Chittenden taking the flag in that order but apart from Meek, the others had come charging through from the back rows (that first lap in to Paddock was just incredible) and the ensuing shoving match between Meek and Marshall was breathtaking. Les Leston just got the better of Mick Hill, John Webb and Charles Cook in the next battling group which lost Ronnie Scott on the last lap when he badly damaged his 2002 against the barriers out of Druids. And that brings us to the rapid racing disc jockey Noel Edmonds who was closely following AUTOSPORT's Ian Phillips until nudging him up the back in to Druids which enabled Edmonds to go through in to 13th place after he also passed John Markey on the last lap. Phillips' car never handled the same again, so he couldn't return his challenger's tactics!

RESULTS ON PAGE 50

The right weather and conditions for the MAC's second RAC hillclimb championship round of the year at Shelsley Walsh last Sunday produced some most startling times. Back in 1971 only David Hepworth had been below the half minute barrier and up until this weekend Mike MacDowel was the only one to have got below 29s. But on Sunday only one of the top ten runners qualified with an over 30 s run and to be competitive you had to score a low 28 s!

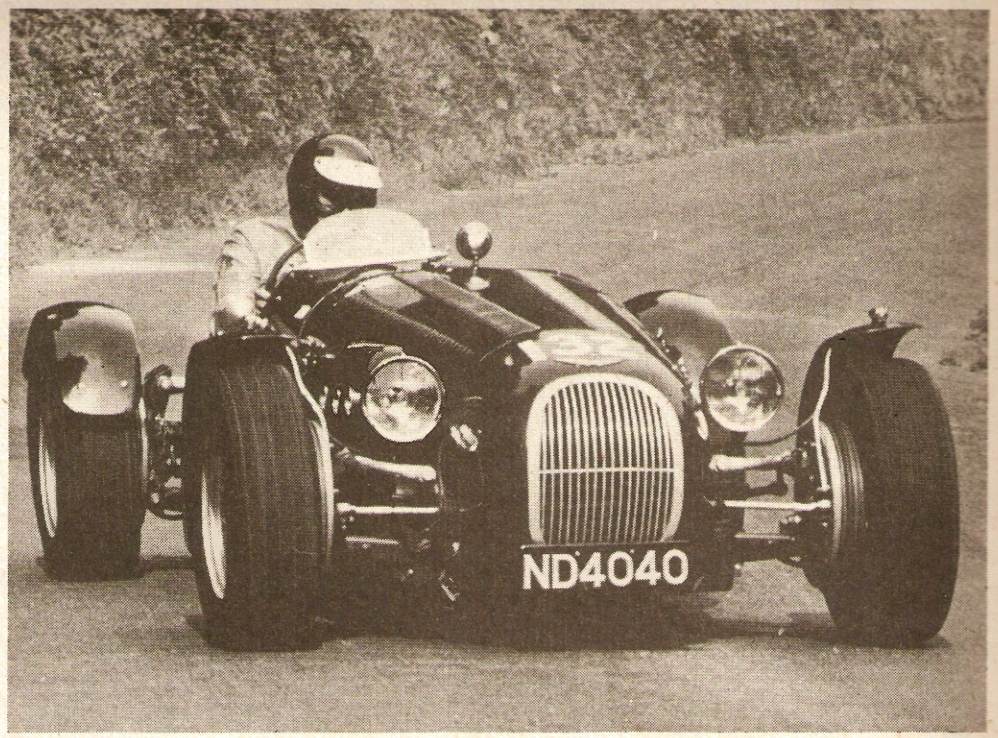
Mike MacDowel (Brabham-Repco BT36X) is definitely "King of Shelsley" though. He dominated the class runs beating his own hill record twice and then on his first championship run returned a 28.21 s with a remarkable display of driving. Not content with this he was really determined to put the record out of anybody's reach on his second run but unfortunately the throttle stuck open causing a very hairy run indeed. The first run was good enough to give MacDowel his third championship run in succession here and almost assure him of the championship title.

Shelsley always attracts a top flight entry and so it is that the list of class winners comes from the leading hillclimbers in the country. The first in this illustrious company was Robin Yeomans, the winner of the saloon class with his 1390 cc Cooper S beating the similar, but smaller cars of Alex Boyle and Alan Cox in Lassman and John Brown Motors entered cars respectively. Another John Brown entered car, the smart Aldon tuned Sprite of Russ Ward took the small mod sports class from Ken MacMaster's wife, Di, in her present pride and joy, a road going Clan Crusader. Brian Wilson lowered Malcolm Maycroft's record in the larger class with the AC Cobra, leaving Malcolm in third place behind Nigel Pow (Jaguar E).

The 1600 cc sports racing class has thrown up yet another star this year. First we felt Alister Douglas-Osborn was a revelation and now Richard Jones is also doing remarkable things with a twin cam powered U2 returning a record obliterating time that would have qualified for the championship runs had he been entered! Unfortunately on his second run Stroud's other man of the moment hit the railings out of Kennel and crashed. Second was former record holder, Douglas-Osborn using his ex-Bob Marsland BDA for the first time in his U2 Mk 12 and finding difficulty getting the power to the ground—bigger wheels on the way! Also using a U2-BDA to take third spot was "jovial John" Stuart, as usual trying to kid us he's too old to beat the other two! It was Chevron B19s to the fore in the larger class with, as usual, Phil Scragg's ex-Bancroft 3-litre car winning with a time near to Reg Phillips' record. With only FVC power Reg himself came second in a close fight.

The 500 cc racing car class gets better and better entries. David Latham's Cooper Mk 10 always goes well here. Using the engine from Gordon Bruce's "new" Cooper which is not yet ready David took over half a second off Colin Myles' 1970 record with only one run. Myles was twice below his old record with his Cooper but had to settle for runner's up position ahead of Barry Brant (Cooper Mk 10). Top of the 1100s at Shelsley is usually Roger Willoughby (Brabham BT15) and again a delighted "Superdoc" took some more off the record. There was an about turn for second and third places. Usually Alex Brown just beats his partner David Fyfe in their Ginetta G17 but this time David turned the tables.

One of the many revelations of the season, Ken MacMaster took his GRD 272 to another class win, tantilisingly close to Mike Hawley's record and qualifying 11th fastest for the championship runs for the third time this year. It was good to see Geoff Rollason back again with his Lotus 69 and in spite of having to change a coil after practice and execute rapid gear ratio changes he recorded a pleasing second place ahead of an off form Tony Harrison using the Brabham BT35 Hawley had to take the record last year. There was no stopping mighty MacDowel in the larger class. Sir Nicholas Williamson (Marlyn-DFV) was travelling fast enough for second spot one hundredth of a second ahead of Chris Cramer's Grünhalle Lager March-BDA. He in turn was a similar margin ahead of Richard Thwaites (Eastern Carpet Stores McLaren M10B) who was having trouble with a new set of Firestone B36s and had to revert to his old tyres.



Jerromes' beautiful HWM-Alfa Jaguar took second in the historic sports car class.

SHELSLEY WALSH

MacDowel back on top

A couple of historic classes saw wins for Simon Phillips (Frazer Nash) and the inevitable Tom Elton (Cooper Mk 10). Driving Major Charles Lambton's HWM-Jaguar even faster than the Major, John Holden took first in the Jaguar class both on the road and on handicap. Conditions were just right for the championship runs. The atmosphere was cooler than it had been and the sky slightly overcast—ideal hillclimbing weather. First run was another episode in the sad tale of Richard Shardlow (Brabham BT38). A ring gear had broken in practice and the only 1860 Smith BDE made had to be hurriedly fitted to replace the ex-Rondel motor. As he shot over the finishing line the gears seized solid and the clutch was found to be shattered. Apart from one run the other first times didn't count for much for eight drivers improved the second time up. Tony Bancroft (Pennine Motor Group McLaren M10B) was tidy while Peter Boshier-Jones (Brabham BT21C) was uncharacteristically ragged into the Esses, the pair of them lying seventh and eighth after the first runs. Then Roy Lane (McLaren M14D) and Tony Griffiths (Brabham BT33) who both strangely recorded identical times leaving them fourth equal at this stage. Lane had already blown a head gasket and was shipping a remarkable amount of water. He was trying too, with one hand off the wheel as he came out of the Esses. David Good really has got a hang of his Lyncar, and, late into the Esses, he recorded a time sufficient for a third spot after the first runs.

Then the first of the really quick ones, Richard Thwaites shuddered off the start and slammed up the hill, really looking unstable as he left his braking into the Esses until the last possible minute—the secret of a great run at Shelsley. Not only was he the first man after MacDowel into the 28 s but he had taken the record with a 28.55 s! Poor Chris Cramer, the star of the past few weeks was having difficulty getting between second and third gears and so didn't look too competitive in, at the time, sixth place. Sir Nicholas Williamston looked to be on a Sunday afternoon dawdle as he slowly climbed his way up with a stretched throttle cable for an uncharacteristic 10th. MacDowel's run looked incredible and was. Like Thwaites he was really hard on the brakes and late into the Esses. His time seemed unbeatable, and was, as the others came for their second runs.

First Bancroft with his untidyest and yet quickest run giving him eighth place. His McLaren is all the better now for a suspension and ignition resetting. Boshier-Jones was a little slower having got out of line past the last fire slot. Lane joined the 28 s brigade with a tidy 28.78 s and then the man he tied with on the first runs, Tony Griffiths, beat him by just 1/100 s to fourth place with a clean run! David Good did a fine start and although quicker than his first run with a 29 s dead fell back to sixth as the times began to tumble. Thwaites was trying very hard indeed and recorded a personal best again which left him second behind MacDowel. Then, one of those Stroud men, Cramer who was still having gear change problems and had to settle for seventh. Williamson, delighted with his new found power now that he had sorted his throttle cable problems beat Griffiths into third place by only 2/100 s with a great display of opposite lock motoring. Finally MacDowel who, although now a certain winner, wanted to give the huge crowd something to go home with but was unfortunately unable to because of the jammed throttle.

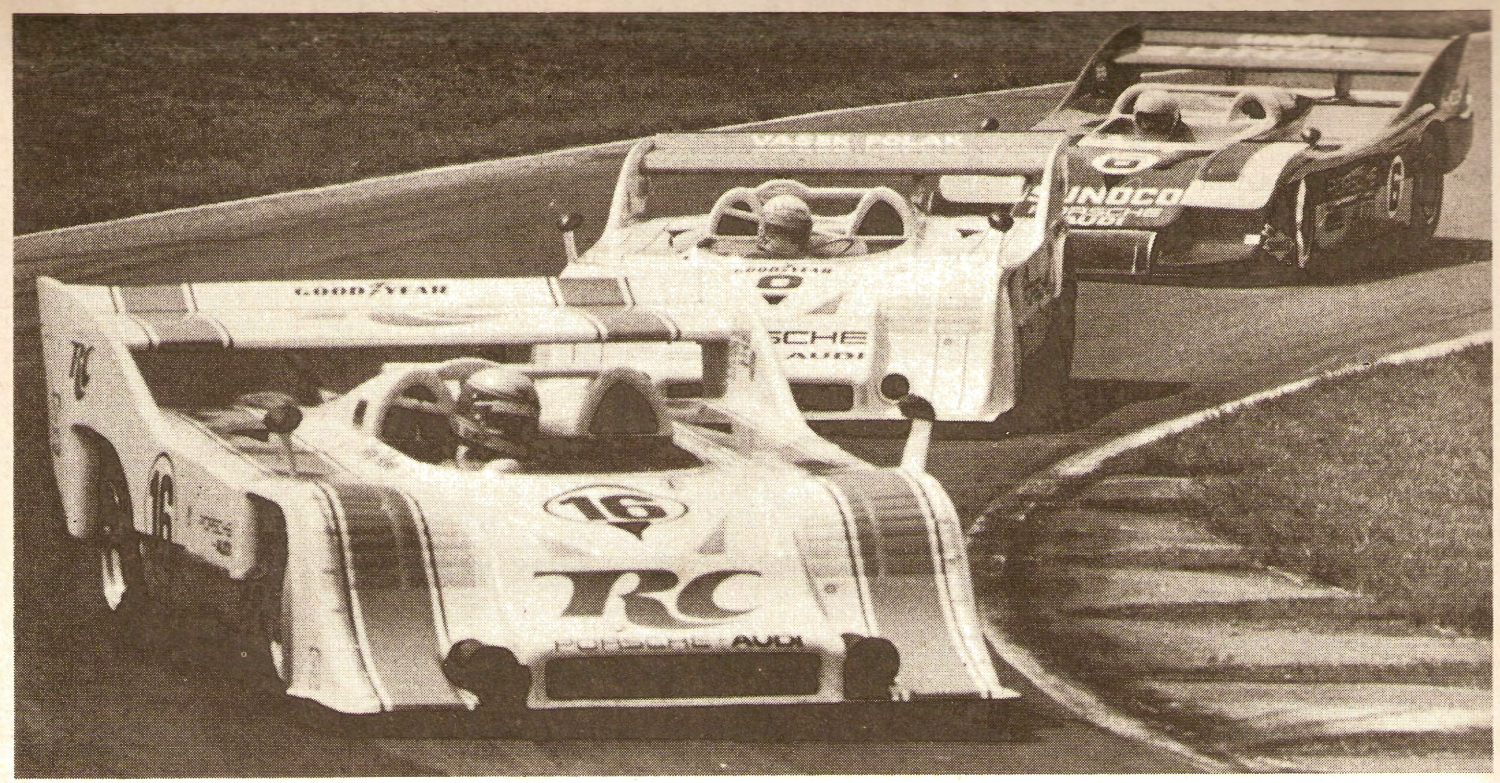
IAN WAGSTAFF

BTD and new hill record: M. MacDowell (5.0 Brabham-Repco BT36X), 28.21 s.

Class winners: R. Yeomans (1.4 Cooper S), 36.67 s; R. Ward (1.3 A-H Sprite), 37.38 s; B. Wilson (4.7 AC Cobra), 34.73 s*; R. Jones (1.6 U2 twin cam Mk 11B), 30.85 s*; P. Scragg (3.0 Chevron-Alpina BMW B19), 31.27 s; D. Latham (500 Cooper-Norton Mk 10), 37.44 s*; R. Willoughby (1.1 Brabham-Ford s/c BT15), 32.11 s*; K. MacMaster (1.6 GRD-Hart BDA 272), 30.88 s; MacDowel, 28.75 s*; S. Phillips (2.0 Frazer Nash), 41.15 s; T. Elton (1.1 Cooper-JAP Mk 10), 35.17 s; J. Holden (3.9 HWM-Jaguar), 38.53 s.

* New class record.

RAC Hillclimb Championship, round 10: 1, MacDowell, 28.21 s; 2, R. Thwaites (5.8 McLaren-Chevrolet M10B), 28.42 s; 3, Sir N. Williamson (3.0 Marlyn Cosworth DFV), 28.84 s; 4, A. Griffiths (3.0 Brabham-Cosworth DFV BT33), 28.86 s; 5, R. Lane (5.7 McLaren-Chevrolet M14D), 28.87 s; 6, D. Good (3.0 Lyncar-Cosworth DFV), 29.00 s; 7, C. Cramer (2.0 March-Hart BDA 723), 29.42 s; 8, A. Bancroft (5.0 McLaren-Chevrolet M10B), 29.82 s; 9, P. Boshier-Jones (3.5 Brabham-Buick BT21C), 30.08 s; 10, R. Shardlow (1.9 Brabham-Smith BDE BT38), 31.58 s



Early stages of the first heat with Follmer leading Scheckter and Donohue.

MID-OHIO

Familiar Porsche pattern

By GORDON KIRBY Photos by CHARLES LORING

Mark Donohue and his blue Porsche are beginning to take control of the CanAm and shape it into a showcase for their talents. Only George Follmer and Jody Scheckter have the equipment and the gall to challenge Donohue, and at Mid Ohio they both stumbled, leaving Donohue to romp away with his second commanding win of the season.

Follmer offered a challenge in the first heat, shouldering into the lead at the first corner and holding off Donohue for half a dozen laps before fading away to a distant second with disappearing brakes. George put in a much stronger effort in the second part, leading 36 of the 42 laps before the works Sunoco Porsche outbraked its more venerable brethren and pulled out a ten-second margin of victory.

Jody Scheckter chased Follmer and Donohue, but a backmarker stepped in the way and after spinning to avoid the gentleman, Jody struggled, spun twice more and then packed it up with a badly mishandling Vasek Polak Porsche. David Hobbs looked like settling into an easy third place, but a spindle broke early in the second heat allowing Jackie Oliver to work up from the back of the grid for a hard-earned third place with the unpredictable Shadow, although first heat problems kept Oliver down in eighth in the overall placings. As it was, Hurley Hayward and his turbo Porsche finished third overall from Derek Bell who had a heat-troubled CanAm debut with Lothar Motschenbacher's McLaren M8F.

ENTRY & PRACTICE

The staccato twists and plunges of Mid Ohio's tarmac present the ideal circuit on which to upset the great girth and mass of a Group 7 car. So it was that practice for this round tended more so than the first three races, to underline the vast differences in ability and equipment which seems to hallmark this year's CanAm more so than any other.

Mark Donohue was always clearly faster than anybody, and his final time was an incredible 3.7 s better than George Follmer's pole of last year. The Sunoco-backed 917/30 seems to show a greater sophistication with every new appearance. This time it was a display of tractability and pointability through slow corners—corners that are normally the painful-to-watch Achilles heel of a CanAm car—which the Penske Porsche showed its control of. Donohue was quick and very neat and the car answered all of his demands with the precision of a Grand Prix machine. "The car just does everything you want it to do," remarked a refreshingly relaxed and happy Donohue.

Two and a half seconds behind Super Mark's fine effort was Jody Scheckter, the South African beginning to look much more at home in his turbocharged Porsche 917/10. Despite having only 5.0 litres to play with in the face of the larger 5.4 litre units of Donohue, Follmer and Kemp, Scheckter was second only to Donohue as he flung the big car about in neat, understeering slides. Jody's best was 1 m 22.868 s, just over a full second quicker than the 917/10 had done a year ago.

George Follmer worked hard for his third quickest time of 1 m 23.764 s. Follmer's RC Cola 917/10 was again trying the 5.4 flat 12 as it had at both Atlanta and Watkins Glen and was once again being bothered by fluffy turbochargers. Nevertheless Follmer did 1 m 23.764 s to keep a surprisingly fleet David Hobbs behind him. Hobbs is still dissatisfied with the current crop of Goodyears but the Black Label McLaren M20 ran cleanly throughout practice and David did a smoothly executed 1 m 24.542 s which was just a hair faster than Peter Revson's best of last year in the same car.

Willi Kauhsen arrived with his yellow Bosch 917/10 for his first CanAm and immediately showed his fine Interserie form with a 1 m 25.897 s before losing a wheel during the opening minutes of the second qualifying session. The car skated across the grass on three wheels, damaging the chassis somewhat and putting it in need of an extensive front end rebuild. Kauhsen is searching for some additional support so that he can run the balance of both the CanAm and the Interserie with the two cars that he has.

Charlie Kemp had a generally troubled Mid Ohio practice, struggling with both the chassis and a fluffy 5.4 engine and not getting down to any kind of decent time until the last few minutes of practice when he managed a 1 m 27.127 s. Kemp's final spurt put him just ahead of Hurley Hayward who was finding his 5.0-litre 917/10 something of a handful around the busy 2.4 miles of Mid Ohio. Hayward tried all kinds of chassis tweaks in an effort at curing a constant understeer problem, but he never found a really pleasing combination and made do with his 1 m 27.202 s for seventh best.

Jackie Oliver continued to struggle with the UOP Shadow, going off once when the sloppy understeer got the better of him. After this large moment the Shadow men changed to a softer front bar, but it didn't help much as Oliver's best efforts brought only a 1 m 27.920 s which was over two seconds slower than his best of last year in the old, stubby Shadow. A second car was lurking in the paddock with the first of Lee Muir's turbocharged Chevys installed, but it never ran as it needed a few chassis bits from the other car which was full enough with its own problems. Oliver should, however, be testing the turbo Shadow during this past week and may run the car at Elkhart in which case another driver may be hired for the regular car.

Derek Bell was busy adjusting and adapting to a new car and a new track in the midst of the almost ninety degree temperature. Needless to say it was not an easy job to get Lothar Motschenbacher's McLaren M8F and its 8.1-litre Chevy properly tailored to the Mid Ohio twists and Bell was particularly bothered by the apparent slothful nature of the car as he tried to get the car into some sort of apex and get the power down in a nice, balanced action. Bell did 1 m 28.670 s for ninth fastest.

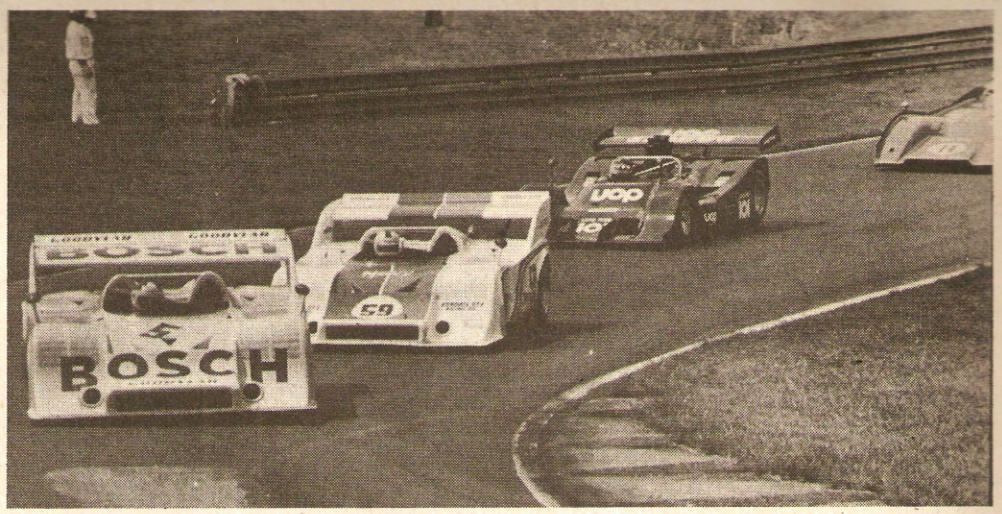
John Cordts led the train of CanAm independents with the WORLD McLaren M8D doing a decent 1 m 29.428 s, while Bob Nagel went off early in the day and badly damaged the whole right side of his ex-Stewart Lola T260.

Down in sixteenth place was Gary Wilson, making his first appearance of the season with the same M8E McLaren of last year, but fitted with one of Gene Crowe's turbocharged Chevys. Wilson managed very little practice but although he was only sixteenth fastest, he was at least quicker than he had been

last year with a normal, injected Chevy.

There was a healthy ninety minutes of warm-up laid on midway through Sunday morning, before the heat began to get too oppressive. Scheckter found the engine starting to hesitate and came in for a complete check of the Porsche's electrics which yielded very little positive information. Donohue and Hobbs looked very pleased and relaxed, Follmer let out a discreet smile of satisfaction and Kauhsen worked hard at getting his Porsche properly aligned. Kemp went out late in the session and after only a few laps the differential locker packed up, sending the RC Cola Porsche into a large, swooping spin across the lateral ribs which border the inside of Mid Ohio's corners. The chassis was ripped apart underneath and Charlie just left the thing where it sat and walked back to the paddock to pack up for the day.

Nagel got out for a few laps only to find his overnight efforts had not been too successful for one of the rear uprights was too badly bent to use and the car went back to the paddock with Nagel looking for some kind of spare, adaptable upright.



Willi Kauhsen leads Hurley Haywood and Jackie Oliver.

HEAT 1

Both Follmer and Scheckter anticipated the start as the grid rolled through the right-left on to the pit straight and it was Follmer who shot through on the inside of Donohue and gave an insolent flick at the Sunoco Porsche. The two touched, brushing lightly against each other as Follmer kept his line and emerged ahead with Scheckter swooping across from the outside to shoulder in ahead of Donohue. So it was Follmer who came back into view with two clear car lengths to Scheckter who had Donohue snorting around his gearbox and looking everywhere for a place to get by. Mark found it on the second lap and immediately caught Follmer and started to harass the RC Cola Porsche with the same forcefulness that had taken him past Scheckter.

It took four more laps before Donohue towed up beside Follmer and shot through under braking at the end of the longest straight of the course. Immediately the blue Porsche began to pull away, both driver and car showing a remarkable crispness which prompted Donohue to say later, "There is no doubt that this is the finest racing car that I have ever driven." And it certainly looked that way as Mark pulled out almost two seconds with every new lap, scuttling off into the distance while Follmer began to watch the itching nose of Jody Scheckter's Porsche filling his mirrors.

George had been holding a two- or three-second advantage over Jody, but then, around the tenth lap, the brakes on Follmer's more powerful car began to lose their edge and in no time at all there was Scheckter gobbling up the margin and beginning to organise an assault. By this time the three leading Porsches were well among the backmarkers, many of whom had their hands full keeping their own powerful monsters on the road. As the two white Porsches swept down the long straight into the esses they came upon one such backmarker; Follmer dashed through and Scheckter, forcing his nose closer and closer with every corner, was anxious to do likewise. But the slower car came lumbering back into Jody's path after Follmer had gone through and Scheckter had to fling the car across the grass to avoid clouting him.

Scheckter gathered it all up and carried on, but it was soon obvious that there was something amiss. Despite his fading brakes, Follmer was now getting away and then Scheckter dropped even farther behind with a couple of other spins. On the 31st lap Jody drove into the pits and packed up with a bent lower wishbone.

So it was now Hobbs who moved into third place, some half a minute behind Donohue after easing off when the oil temperature gauge went off the clock. During the first dozen laps Hobbs had been holding a good pace, driving the McLaren with vigour and holding Follmer and Scheckter within range. In doing so David had pulled right away from anybody else so that he was able to relax and drive on the gauges and pitboard for a clean third place, one lap down on Donohue and just about half a lap behind Follmer.

A couple of potential races for fifth and seventh places had entertained us during the early laps. Kauhsen had slotted into fifth place at the start with Oliver pressing him, while Hayward and Bell were in equally close proximity at an ever-increasing distance behind. Oliver started to bring some real pressure to Kauhsen by the fifth lap, but then, just as the dice began to take shape, the drive in Kauhsen's Porsche sheared and he slewed across in front of Oliver as they powered on to the pit straight. The yellow Porsche and black Shadow touched lightly and then carried on, Kauhsen retiring to the pits and Oliver dropping back as the water temperature rose abruptly. It turned out that the external water pipes had been closed up when Kauhsen clipped the Shadow and Oliver slipped back to twelfth by the end.

Bell tried mightily to get by Hayward. The red McLaren would close up under braking, hold the Porsche into the apex and then close right up as they exited before Hayward could get the turbochargers singing and pull away again. Finally the heat got to Derek who had to fall back and let Hayward take an exhausting, but untroubled fourth.

Wiedmer started late, from the back of the grid and in his enthusiasm to work through the field, the Swiss went off, badly bending the front of his Porsche and giving himself some painfully stiff legs.

HEAT 2

The break between the heats gave the Shadow crew a chance to change the water pipes, but Oliver also brought news of a disappearing clutch, so they set to work on the black car in the pitlane. Nagel had also learned of all the bits and pieces that needed tightening and was confident of being back to his usual form for the second part.

Scheckter had decided not to start this heat, for the engine had also been going off, while Follmer changed back to harder rear Goodyears after his demon softs had gone off early in the first heat.

So it was Donohue and Follmer starting on the same lap from the front row, and it was once again Follmer who got away first, pushing the Sunoco car back to second. We all thought that it would be only a few corners, or perhaps a few laps, before Donohue would get by and drive away on his own. But, we were wrong.

Follmer was driving hard and crisply, slicing across the slow corners and late-apexing the faster stuff—all in an effort at keeping Donohue foiled in his efforts at finding a hole. For lap after lap it went on like that, and despite Follmer's brakes fading away yet again he remained composed and kept his door-shutting efforts in order.

The rest were nowhere, for Hobbs had pulled in after eight laps with a broken rear spindle so that Hayward and Bell found themselves fighting over third place while Jackie Oliver began a long scythe through from the back of the field after starting late and last from the pitlane.

For once we were watching a CanAm that was a race. There seemed little in it between the white 917/10 and the blue 917/30. Follmer had control and the circuit was tight enough for him to maintain that balance. But it seemed that Donohue must find a way past his old team mate. Mark appeared to be just sitting there, watching and waiting for the right time. There were no wasted efforts, no tense feints and twitches. We waited for Donohue to strike.

Then, on the 37th lap, Donohue darted out from behind and hurled the blue machine inside Follmer as they dropped down into the hard braking for the undulating esses. Follmer could do nothing to retaliate and Donohue was through to a lead which he extended, at first gradually, but then definitively to a ten-second margin some four and a half laps later.

Bell again found himself caught behind Hayward's Porsche, and again found that all his efforts through the braking zones and corners would go for nought along the straights. For a while though, it seemed that Derek might be able to find the measure of the Porsche, but then on the twentieth lap he slowed and came in with the oil temperature climbing off the gauge and the warning light flickering on. Motschenbacher sent his car on its way again with a stern rev limit and a drive to finish.

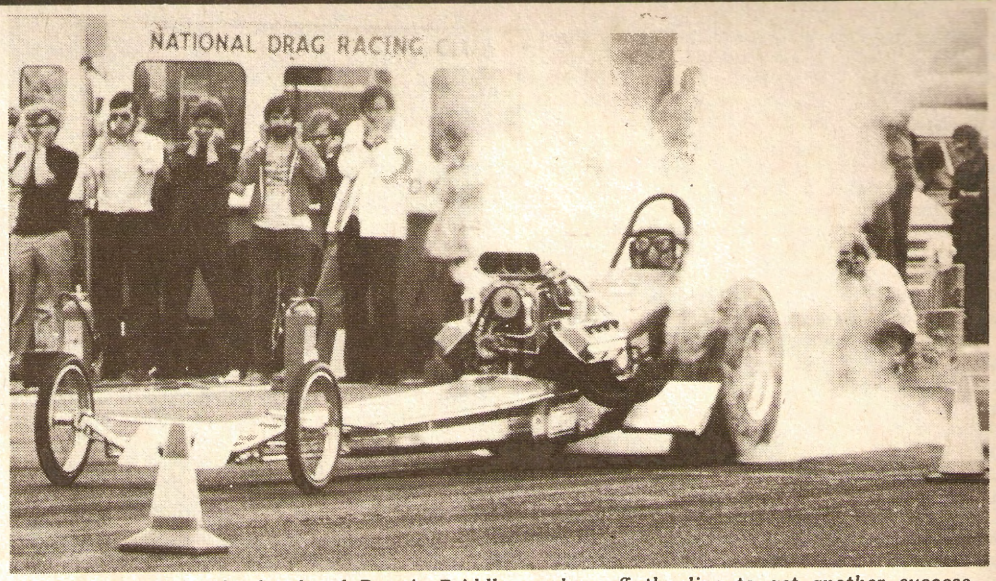
It was ultimately Oliver who found the measure of Hayward. Jackie drove the Shadow with unrelenting energy, catching the mid-field runners by half-distance and then working through them and catching and passing Hayward by the 30th lap. All the time the Shadow looked rough and harsh, understeering off under braking, and then lurching into apexes before it would roll over into a nasty oversteering twitch as Oliver tried to put the power down. It seemed a waste of a considerable talent.

Bobby Brown and Danny Hopkins spent both heats in close proximity in their white Commander Motor Homes McLaren M8Fs and eventually moved up to fifth and sixth places ahead of Tom Dutton who drove another energetic and enthusiastic race with his old McLaren M8C. John Cordts would have been among these three, but the front suspension broke on his McLaren just as he began to offer a challenge to Dutton.

CanAm series, round 4
Mid-Ohio, Lexington, Ohio
84 laps, 201.6 miles

1, Mark Donohue (5.4 Porsche 917/30), 1 h 59 m 16.372 s, 101.409 mph; 2, George Follmer (5.4 Porsche 917/10), 2 h 0 m 48.038 s; 3, Hurley Haywood (5.0 Porsche 917/10), 80 laps; 4, Derek Bell (8.1 McLaren-Chevrolet M8F), 80 laps; 5, Bobby Brown (7.6 McLaren-Chevrolet M8F), 79 laps; 6, Danny Hopkins (7.6 McLaren-Chevrolet M8F); 79 laps; 7, Tom Dutton (7.4 McLaren-Chevrolet M8B), 79 laps; 8, Jackie Oliver (Shadow-Chevrolet DN2A-494), 78 laps; 9, Gary Wilson (McLaren-Chevrolet M8E), 78 laps; 10, Steve Durst (Porsche 917/10), 77 laps.

Fastest Lap: Donohue, 1 m 22.804 s, 104.343 mph.



Quartermaster, in the hands of Dennis Priddle smokes off the line to get another success.

Largest stock of American accessories from John Woolfe Racing

Mention the name John Woolfe and one would receive different reactions. The drag racing man would naturally think of Dennis Priddle, the circuit man of Bill Gubelmann or the originator, the late John Woolfe, and the street racing man (such as they are) of David Riswick. Each of these personalities has his place in the story of John Woolfe Racing, the American goody specialists in Bedford. "Goody" is perhaps unfair, for the thought of Alan Smith using "goodies" is unspeakable, but indeed ace F5000 tuner Smith uses many parts imported by John Woolfe Racing, despite the fact that he re-exports them in his demon engines back to the States.

The story of John Woolfe Racing goes back many years. Dave Riswick tells the story. In 1968, John Woolfe had finished racing Cobras. He wanted to branch out into the higher performance American V8 powered cars, and to this end, he bought a T70 Lola from Sid Taylor. With the Chevvy engine obviously needing attention between races, he brought in Dave Riswick, a native of California. Bits were needed from both Traco and Bartz and being business minded souls, it seemed natural to import the parts needed *en masse* and to sell them to the rest of the V8 merchants in the business of circuit racing. Premises were obviously needed for this operation, and so they moved to Eaton Socon near Huntingdon, nice and convenient, near the A1. Here, John Woolfe had a workshop and accessory business and got steadily more involved with circuit racing V8s.

Needless to say, with the Californian on the premises, and V8s being worked on, the talk would get round to drag racing, and once seen, John Woolfe got quite interested. The result was his Reliant, which incidentally had company backing, but prior to that, a surely amazing piece of machinery in the form of a twin V8 dragster, in which Woolfe took the world over 8-litre record first time out.

Despite being involved in his load of V8s, Woolfe bought a McLaren Mk 3B and later a CanAm M6B version, which is still around the circuits in the hands of John Jordan. The next year was sadly the last for John Woolfe. As is common knowledge, he crashed at Le Mans whilst at the wheel of a brand new Porsche 917, partially because of the very quick full race motor fitted after a practice blow up, and because of suspension failure following a practice ding. This naturally threw the whole business into jeopardy. Should the business continue? This circuit side of the business was naturally lost, but with Dave Riswick's contacts in the drag racing world, things didn't look so bad. Still operating from the base in Eaton Socon, they continued to service drag racers, but also continued on the circuit side, with none too successful results.





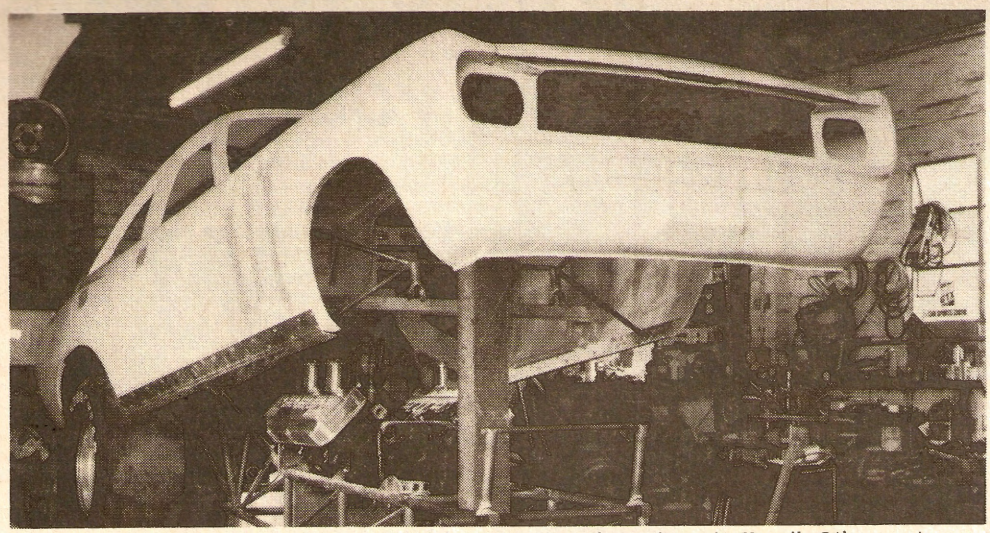
Above right, John Woolfe Racing boss, Dave Riswick, and far right, Dennis Priddle. Below, the premises in London during the company's exhibition earlier this year. The 30 sign is not part of the show!



About this time, drag racing in the John Woolfe organisation really came into its own, for Dennis Priddle had already driven the GTE Reliant, having been fired by the sport when the Americans came to Britain in 1964. Dave Riswick went to Arnold Burton, of Montagu Burton the tailors, who was a relation of Woolfe's and a partner in the business asking for guidance in the business. The outcome was £2,000 worth of dragster, built to exactly that sum, and basically, a disaster. However, the outcome was another dragster, to be built by Dennis Priddle, a draughtsman with Westlands at Yeovil down in Somerset, this one named Quartermaster. Other developments were dated about the same time.

If the name Woolfe is really well known for anything, it's for the wheels produced by the separate company. Whilst this is a separate story which will be outlined at a later date, it is of significance in the John Woolfe story. Riswick had moved, in the meantime, alongside Ian Richardson in Ampthill, but having grown considerably, made the move to the current premises in Bedford on the Elms Industrial Estate. During this and one of his frequent research visits to the States, Dave discovered that an American company had actually contracted a British company to make wheels in Britain, by the GKN subsidiary Kent Alloy at Rochester, Kent. The wheels were slot mag and very popular in the States and in the end, having become agents for the wheels in this country, John Woolfe Racing bought out the company in the States and are now sole agents for Woolferace wheels. In charge of the business, currently based in London, is Barry Treacy, who, despite previously being involved in selling spuds, has made a great success of the wheel flogging business.

By the middle of 1971, Quartermaster was in the transition stage of going from the 8 s mark to the 7 s down the Pod strip. Taking the car to Elvington, they broke the ¼ mile at



Priddle's latest funny car with Avenger bodywork, takes shape down in Yeovil. Other ventures are also on the stocks.

6.7 s on a two way average which really amazed the American specialists in the sport. Particularly impressive is the way Priddle goes about his drag racing. As a drag racer, his is a drag racer. His main rival, it appears, is a PR man more than one involved in drag racing. Priddle builds his own cars, and during the winter of 1971 and 1972, he built up a new Quartermaster. However, the materials were not the best, despite the fact that the design was the best and one of the latest moves from John Woolfe Racing is to buy a front engined dragster chassis from the States. Dave Riswick outlined the front/rear engined business as being an idea from the States which doesn't necessarily have the basis for success: *viz* the success of Dennis Priddle's front-engined machine over Clive Skilton's rear engined beast. Despite the success of Mr Six, as Quartermaster became renamed after its breaking of the 7 s barrier, developments were already in hand for a new machine, and while front engined dragsters were becoming reasonable on the market in the States as everyone went rear-engined, the Priddle/John Woolfe/ShellSport/Radio Luxembourg set up bought a front-engined machine into which a Donovan all alloy engine was installed. This is now Priddle's new machine, entitled Mr Revel, which continues to beat the best of the rear-engined machines from both this country and the States, as in the recent Internationals. Riswick says that the main advantage Priddle has over his rivals is the balance incorporated in the machine. The draughtsman's help, and that of the 12 or so volunteers who aid this truly amateur operation, is really in the realms of the professional outfits in the States.

Meanwhile, what was going on in the accessory side of John Woolfe Racing? With the wheels quietly turning over nicely (no pun intended), the business in Bedford was increasing considerably, with more and more agencies being acquired. The stock currently held at Bedford represents most of what is best in American tuning. What is possibly surprising is that Dave Riswick feels that most of his trade is currently through the racing scene. He stocks enough parts to build up 10 racing engines, and it is perhaps surprising that so many of the ace F5000 tuners choose his parts to build their engines. Both RES and Alan Smith buy their parts from John Woolfe Racing, and yet, certainly in the case of the latter, the engines are re-exported to the States for racing.

Without sounding like a catalogue, one can say that all that is available in the country is available through John Woolfe Racing. They hold a stock that is second to none in Europe, and with Telex service, they can get hold of what is required within about seven days, Dave Riswick quoting that time on the front wing of a Mustang for example. Be it Rambler, Jeep, Cadillac or Massey Ferguson Diesel engine, John Woolfe Racing can get it. And that includes English bits and pieces as well. While talking about catalogues, it is worth mentioning that produced by John Woolfe Racing. Details are reproduced from the leaflets of Mr Gasket, TARW, General Kinetics Co, Crane Cams, Cal Custom, Eelco, Weiand, Ansen, Hays, B. and M. Hurst, Zoom Gear, Detroit Locker, Hooker, Thrush, Andeck, CFM, Holley, Carter Mackay, Edelbrock, Mallory, Offenhauser, Wi, Weaver and many others. Quite apart from these companies, tuning hints bring up the rear of this 123 page catalogue. Illustrations are numerous and everything that you could possibly want is there. Total cost 75p.

To talk to Dave Riswick, one would get the impression from this mild mannered American that nothing was really going on. With a little prompting, one gets a trip round the corner in his gorgeous red TransAm to a huge warehouse establishment under consideration. Dave says it's too expensive but his plans are to greatly extend the services offered by John Woolfe Racing. He would like a preparation business, which has not previously been offered, the Woolferace wheel business, and his current business, all under one roof. And that's not counting a hamburger stall for the clientele while they wait. Down in Somerset, there's just as much going on. A VX 4/90 is on the stocks for Vauxhall, powered by a F5000 engine and almost complete in trim, save for the fact that there's a large lump under the bonnet, and it rides on slicks. Also under construction is a new funny car for Priddle: an Avenger with all kinds of goodies under the bonnet, while Vauxhall's lead has also been taken up by another major car manufacturer who's interested in getting into the drag business. The company don't want one machine, they want two pro stockers for the 1974 season, but we can't reveal the identity yet. John Woolfe Racing themselves continue to thrive, and if it's of interest, their import is a wing for the boot that costs around the £18 mark and will fit almost anything with the right shaped boot.

Whether on the F5000 grid at Riverside, the Strip down the Pod, or the lights in a beat up Chevvy in Streatham High Road, John Woolfe Racing can give you a hand, but remember, those inventive in the States with their excellent workmanship, can only be proven in this country by tests, and most of what John Woolfe Racing offer has been proven. Dave Riswick is certainly experienced in choosing his materials, and is certainly dedicated to the cause of making American machinery go faster. All cu ins to him.

Wool/fibreglass fabric tested

Some readers may have seen in the National papers stunt-man Nick Hobbs walk through a blazing petrol bath 20 ft long by six ft wide in a spectacular demonstration of the properties of a new fabric developed by the International Wool Secretariat. He was in the flames for 15 seconds.

The fabric, known in the United Kingdom as Wool TT incorporates an IWS flame-resist treatment for wool which has already been applied to a wide range of textile end-uses. Perfection of materials for use in extreme fire-risk situations has taken a little longer.

A prototype system developed for the protective clothing consisted of an outer garment of treated pure new wool bonded to an internal glass fibre skin. Underwear was intreated pure new wool. This system passed, with flying colours, comprehensive fibre tests conducted independently by the Jim Clark Foundation.

Subsequent wear trials, however, disclosed some problems with durability because of abrasion between the wool and glass fibre layers.

The new material, demonstrated last week, has the glass fibre spun as an integral part of the yarn. The glass fibre forms only 14 per cent by weight of the finished cloth which, at nine ounces a yard, is lighter than most protective clothing systems.

The underwear is still treated pure wool, and tests have shown that the new outfit retains the flame and heat-resist properties of the original fabric and has vastly improved wearing qualities while still giving wool's natural comfort and superior appearance.

The new IWS treatment not only adds to wool's naturally flame-resistant characteristics, but is also inexpensive and extremely easy to apply. Chemical costs vary, depending on which treatment is used and how it is applied, from 0.4 pence to 2.7 pence for each pound of treated yarn or material. This is between one-fifth and one-tenth the cost of the previously cheapest durable flame-resist treatment. Application is cheap and simple because it can be done during an existing processing operation, such as in the dye bath. In the new treatments minute quantities of titanium or zirconium compounds are absorbed into the wool fibre.

The quality and handle of wool end-products are not impaired in any way. Durability has been tested successfully in 50 washings at 40 degrees Centigrade and in 10 dry-cleanings.

Passats arrive

The first of Volkswagen's new generation of stylish water-cooled cars—the Passats—have arrived at VW dealerships in Britain. Passats ordered now will be delivered to customers in about six weeks time.

The first model in the country is the two-door 75 bhp LS Coupe. The 60 bhp Passat Coupe will arrive in September and the other Coupes and four-door Saloons in October. At present, production of the Coupe version is running at 350 a day at Wolfsburg with an increase to 1200-1500 a day planned by the end of the year.

Close on 3,000 staff in the VW dealer network in the UK have been through training courses on the Passat organised by the British importer, Volkswagen (GB) Limited. The courses are part of the largest training programme ever mounted by any car importer in Britain.

Road test

by John Bolster

We used to regard the motorcycle as the stepping stone to a car, but that was before the days of the "superbike." The superbike is made for the comparatively wealthy man, who already has a high-performance car, and consequently it is not built down to a price. Indeed, superbikes cost more than small family cars and if they are fairly economical on fuel, nobody notices.

In this affluent age, the working man has abandoned the motorcycle for the car and the executive has adopted the two-wheeler. This is a very special kind of bike, however, and bears little relationship to the noisy, oily contraptions that I rode when I was a lad. It must have perfect low-speed manners, because it will be used in town to cut through the traffic blocks and save the time of a busy man. Occasionally, though, he will head for the open country, for there is nothing quite like speed on two wheels.

The superbike that I have been enjoying is a BMW. Like all BMWs since the 1920s, including the racing ones, it has a flat-twin engine and shaft drive. Unlike the bikes of yesteryear, it has phenomenally soft suspension, with telescopic forks in front and trailing arms behind. The greatest improvement, however, is the electric starter. In the old days, one kicked and kicked in vain, eventually resorting to the run-and-bump method, which looks so virile on the starting grid in the Isle of Man but is a bit dodgy in Piccadilly.

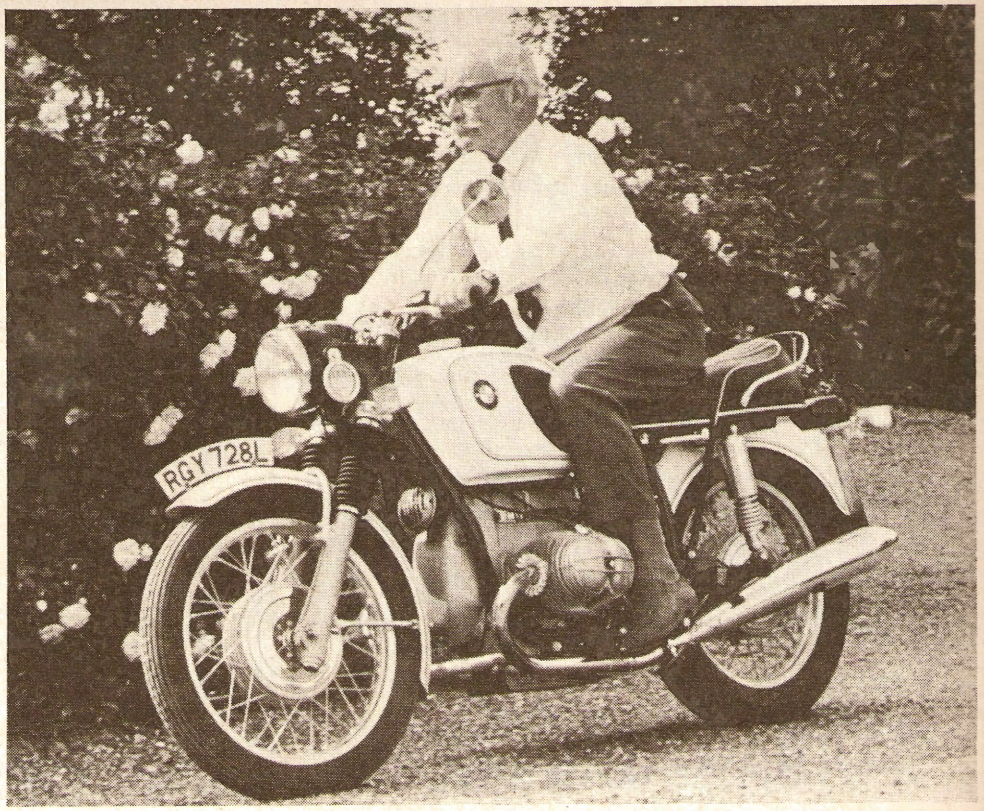
A touch on the button has the BMW idling, dead slowly and evenly, hot or cold. The gear-change is on the "wrong" side of the machine and upside down by my standards, with a little green light to show that you have found neutral. There are flashing direction indicators too, as on a car, and though this motorcycle is heavy to manhandle out of the garage, it balances above 4 mph and the weight is forgotten. This stability at walking pace is most valuable in town, and one feels equally safe at high speeds, with no fear of the dreaded speed-wobble of the past.

The springing can absorb the most enormous potholes and the ride is more comfortable than that of almost any car. Few people ride motorcycles habitually at 100 mph and it will feel pretty fast to the beginner, though there's really nothing to it. Most men buy superbikes because they like to feel the power in reserve that they hardly ever use, for at high speeds one is well buffeted by the wind and it's a bit tiring to keep it up for long.

Curiously enough, a good two-wheeler can be very steady in the rain, and the BMW seems almost immune from aquaplaning. Though I used the bike for local trips in a short-sleeved shirt and slacks, it is essential to dress up for long journeys. Indeed, many keen motorcyclists would condemn me for riding at all without protective clothing, but here there has been another advance.

Really smart clothes can now be bought for motorcycling. They don't take long to put on and nobody would be ashamed to be seen in them. Thus protected, one can laugh at the rain and the cold, but nothing improvised will do. The old trouble with clothes was that they had to be baggy enough to permit run-and-bump starts. With merely a button to press, they can really fit, with considerable benefit to the rider's elegance.

The BMW makes a very comfortable two-seater, with instantly adjustable suspension to cope with changes in weight. My wife and I found it most enjoyable to cruise round the country lanes of a summer's evening, the big twin idling on a high gear, with all the rural sounds and scents ready to be appreciated; truly, you miss so much shut up in a little tin box. If a longer journey appeals, however, the fuel tank holds 6¼ gallons, which is enormous by two-wheeler standards.



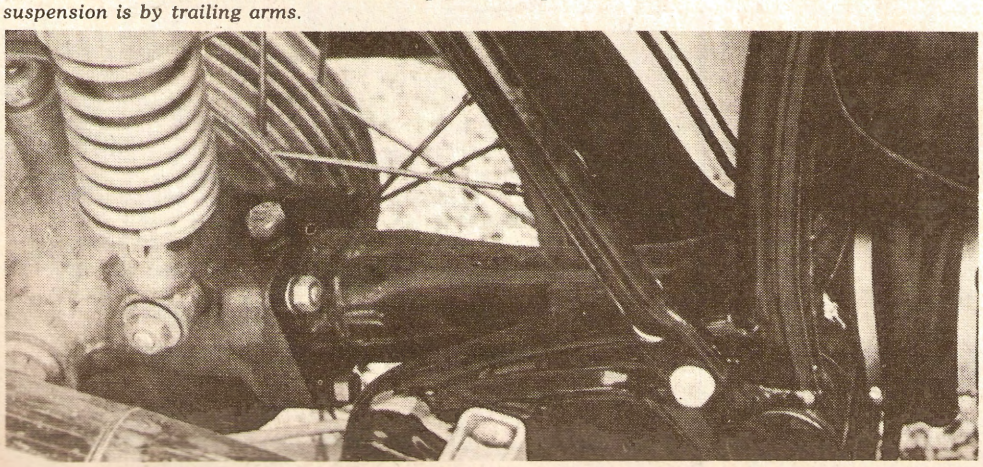
Though the BMW is heavy to manhandle out of the garage, it balances above 4 mph and the weight is forgotten.

"There is nothing quite like speed on two wheels"

Personally, I find that the quiet, flexible superbike does not bring out the latent boy-racer in me, for the most mature motorcyclist may still fancy himself as a demon on wheels, but not on this type of machine. I know it is easy to ride it at 100 mph but I feel no compulsion to demonstrate the fact all the time. Indeed, I chose the 600 instead of the 750 because the bigger bike had the optional high-rise handlebars, which I don't happen to like. By this choice, I denied myself a 109 mph maximum and made do with a mere 103, but what the hell! My bike looked wonderful, especially as it had what we used to call Brooklands bars, than which there is nothing smarter.

For the man who already has a 'plane and a yacht and a BMW car or two, the superbike is the next step up the ladder. His pockets will never be full of chain links and spare plugs and he won't have to sit on an old newspaper because his trousers are so oily. Perhaps he is not a real motorcyclist, since what he rides is a high-performance luxury car on two wheels. Nevertheless, as his beautiful BMW bike whispers into the car park, it will soon collect a bigger crowd than anything else there.

Like all BMWs since the 1920s, including the racing ones, the R60/5 has shaft drive. Rear suspension is by trailing arms.



SPECIFICATION AND PERFORMANCE DATA

Machine tested: BMW R60/5 motorcycle, price £999.90 including VAT.

Engine: Two cylinders 73.5 mm x 70.6 mm (599 cc). Compression ratio 9.2 to 1. 40 bhp (net) at 6400 rpm. Pushrod-operated overhead valves. Two Bing carburetters.

Transmission: Single dry plate clutch. 4-speed dog-change gearbox with foot operation, ratios 1.091, 1.364, 1.875, and 2.835 to 1. Reduction gear 1.375 to 1. Rear wheel level gear 3.36 to 1 on shaft drive.

Frame: Tubular loop frame. Telescopic front forks and trailing arm rear suspension, adjustable for load. Mechanical drum brakes with hand front and foot rear operation. Wire wheels with light-alloy rims, fitted 3.25S 19 front and 4.00S 18 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Flashing direction indicators.

Dimensions: Wheelbase 4 ft 6.6 in. Overall length 6 ft 10.7 in. Width 2 ft 5.1 in. Weight 419 lb.

Performance: Maximum speed 103 mph. Standing quarter-mile 15.8 s. Acceleration: 0-60 mph 7.8 s

Surprise winner in Ireland

Philip Lynn with Terry Harryman won the Burmah Orchard Rally, fifth round of the Northern Ireland Rally Championship. Their BMW 2002Ti finished ahead of Leslie White/Drew Todd, Escort TC. The 225 mile Burmah Orchard Rally was only Lynn's fourth rally. Third place crew were Gerry Campbell/Derek Smyth (Mini-Cooper "S") with Sean Campbell/Peter Scott (Capri 3000), 4th and Jimmy Coulon/Bryce Sands (Escort TC) 5th.

● Regulations for the Maidstone and Mid Kent MC's Grasshopper Rally will be available at the end of the month from: Ken Jordon, Pilgrims Garth, Hollingbourne, Maidstone, Kent. With support from Esso and Longine the Grasshopper will be using forestry land this year, with the star in Felixtowe before moving through Essex and down into Kent with forests, tracks and airfield stages.

● Regs are out now for the Automotive Products supported Banbury Cross Stages. Organised by the North Oxon CC and the Buckingham District MC the AP Banbury Cross Stages will provide approximately 20 stages over Sunday, September 23. The event is an ACSMC championship event.

● Over the night of 1st/2nd September is the Aberdare MC and Craven MC Craven Midnight Uniflo Rally with 11 selectives over maps 127, 128, 140 and 141, an event for the Welsh and Central Southern Association championships. The weekend of 15/16th sees the Uniflo Brent Vale Rally, organised by that club. It is an LCAMC qualifier.

● Peter Scott is looking for a competitive ride for the Manx. Peter has, of course, plenty of experience of successful rallying and knows the Isle of Man well. He can be contacted at Belfast 667328 between 17.30 and 18.30 hours, any day.

Forest style Southern Cross

The Eighth Southern Cross International Rally will take place this year from 3rd to 7th October. Organised by the Australian Sporting Car Club the Southern Cross will be sponsored by Total with additional assistance and promotion from *The Sun* newspaper, Sydney. Starting at noon on Wednesday October 3rd the rally will be similar in format to those since 1970. From Sydney the rally will travel north to be based from the New South Wales tourist resort town of Port Macquarie. Interestingly, the route sections this year appear to be more European than Australian in nature. Farm type roads are being avoided in favour of forest roads, the average length of stages being 50 kilometres with one section per night of more than 100 kilometres. Last year's event was won by Andrew Cowan (Colt Gallant) from Rauno Aaltonen (Datsun 240Z). Cowan won the Southern Cross once before, in 1969 with a Super Land Crab, and this year he will no doubt be hoping for a third win.

Gremlin notes

● Small engined car support on C/*MN* events these days is very slender. Don Kettleborough in the TBR In Gear of Malvern Mini—as smart as the Minis that Sparrow used to have—suffered from a slipping clutch, and a broken thottle cable. Tom Seal's Burgess Silencers Mini is quite the reverse to the eye to Kettleborough's, and suffered misfiring which ultimately led to the car being stuck on a hairpin. The best car under 1½ litres was Badham's Clan Crusader in 20th position after a lot of minor troubles.

● The bad Ford was on a road south of Myddfai incorporated in the route at the last minute. Roderick lost four minutes here and held up Patrick, Rockey lost five as did Badham. Rockey also stalled at the first Eppynt test for about a minute. Not the Bristol man's night.

● Bryan Thomas and Lyn Jenkins went off right at the end of the road sections where the map is deceptive. They struggled to the breakfast halt with damaged suspension but could not then tackle the Eppynt sections afterwards.

● Whatever the mapreading capabilities of Derek Tucker, he is certainly the man to have on your side in Wales. When he and Malkin clambered back to the road after going off Derek reckoned he ought to rouse Jeff Chambers, an old rally driver of his, to get a breakdown truck. The first spectating Welshman they found turned out to be the chap who was courting Chambers' daughter, but who said he had a tractor himself and would far prefer to get out the Avenger himself!

● This was Malcolm Patrick's eighth C/*MN* event. He started competing with a standard Escort TC last year, before progressing on to the ex Risto Kivimaki RS1600, which met its end on the Tour of Lincs, trying to keep up with Morley's Porsche. After the Tour of Lincs Patrick told the Special Stage contributor that accidents either make or break a person, and that he was determined it would be the making of him. Seems like it has. Porsche madness is the thing, but for many people forget the performances put up with an ordinary, plain 911 of Jock Russell four years ago, including second on the Cilwendeg.

● Bob Bennett retired the BMW with a broken differential at the first petrol halt.

● Rod and Ian Cooper's immaculate 1.9 litre Supersport Twin Cam retired at the beginning of the final section with engine failure caused by a cracked block.

First entries for UDT World Cup received

Two cars have been entered on the forthcoming UDT World Cup Rally by the Australian Alco Group of Companies. The make has not yet been specified, though Alco have talked with British, German and French manufacturers. Japanese makers will also be contacted before any decision is taken. Crews will be Ken Tubman with Andre Welenski (11th on 1970 World Cup Rally) and Sydney driver Brent Torrance as first driver of the number two car.

Mazda for McCartney

Ron and Dessie McCartney's motor business now has a Mazda franchise and already they have an R2 competing, gaining a class win at a sprint recently and coming seventh on the Burmah Orchard. Their ex-Reggie McSpadden Porsche Carrera has also been busy with a rally and two hill climbs to help sort the car. Dessie McCartney will be driving it on the Manx and Ron will use it later on the Wexford Stages. The ex-Cahal Curley BMW is currently being given a new lightweight body shell in preparation for forest rallies.

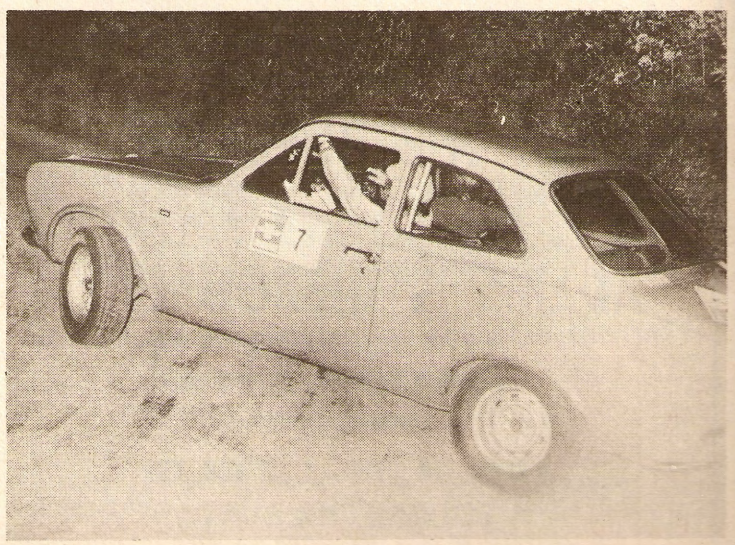
Dukeries

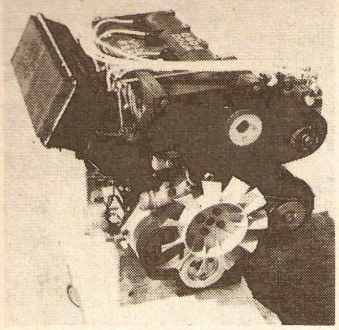
Regulations are out now for the Esso Uniflo supported Dukeries Rally, a qualifying event for the RAC rally championship. The Dukeries will be based from the Post House, Sandiacre. Start, on September 29th, will be 07.00 hours for a route of 300 miles before finishing at approximately 18.00 hours after stages totalling 82 miles. Maps will be 103, 112 and 113 and the lunch halt will be at Blue Star Services, Blyth, Notts.

Jimmy Bullough in action on Eppynt with the Thomas Motors of Blackpool Escort TC on the Gremlin Rally.



Dai Roderick and Mike Woodward take a road junction near Brecon.





New David Wood engine

A most powerful new engine from David Wood Engineering has just been announced. The first engine has been bought by R. E. Hamiltons of Belfast for Adrian Boyd's use on the Manx. The two-litre fuel injected Group two engine develops 235bhp at 8500 rpm. Kugelfischer injection is said to vastly improve torque at low engine speeds and butterfly throttle plates allow much better control and shut-off below 3000 rpm. Cost is £2850 plus VAT and the unit comes complete with alternator, air filter box, triple plate clutch and Opus electronic ignition.

● The Optrex Opel Ascona being used in stage events by David Hardcastle and Dave West is now being prepared by McGill Automotive, Opel dealers of St Albans. McGill managing director Norman Cuthbert, who formerly raced an Elan, is sorting the car out for the Manx, Dukeries and RAC rallies in which the car will continue to be entered in Group one.

● Johnstone Syer is assessing the possible support for a Scottish sub-section of the International Rally Drivers Club. Scottish members should write to Johnstone at 24 Ainslie Place, Edinburgh.

Rautanen's 'yump' injury better

Good news has been received about Hannu Mikkola's unfortunate 1000 Lakes co-driver, Erkki Rautanen, who is now back in Helsinki following a disastrous yump on the very last special stage which crushed a vertebra in his back. Rautanen was walking almost immediately after being delivered by ambulance to Helsinki and may well have recovered sufficiently to be back in action next month. The Volvo, though externally in shape was found to have a warped floor pan and distorted front bulkhead—such is the strength of the 142's shell and suspension that forces like that could be transmitted without any obvious weak points breaking normally.

Cod Fillet reunion

Jimmy Bullough and Sue Sparrow, wife of Will Sparrow, were the unwitting stars at last Sunday's Ecurie Cod Fillet reunion at the Opposite Lock club in Birmingham. They gently fished out of the canal an almost brand new Yamaha motor cycle to easily win the "fishing contest," one of the attractions arranged by King Cod, Roy Fidler.

About 80 members were joined by wives and girlfriends for the first time and during the evening the four members from Brecon Motor Club received the Ecurie Cod Fillet Award for the best rally of the 1972 season with their Gremlin event.

● The Owen Motoring Club is putting on a stage event on maps 119, 120 and 130 on September 22. The event will include up to 50 stage miles and will be sponsored by E. C. Payter, makers of electrically operated wheelchairs designed by Lord Snowdon. Proceeds from this event will go towards this cause. Regulations are available from: Mrs Jackie Langford, 28 Cedarwood Road, Ellowes Hall Estate, Lower Gornal, Sedgeley, Worcs.

Andy Dawson "Crystal" Mexico and Peter Bryant near Brecon on the way to third place — a successful one-off combination.



East African Safari — More improvements for next year

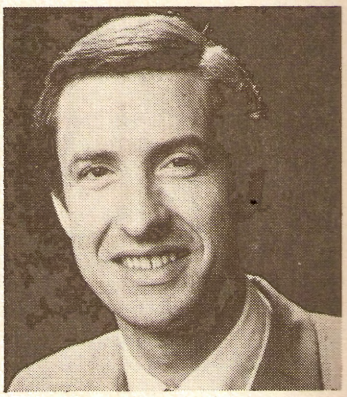
First press release for the next Safari Rally, the 22nd event, has been released. Once again British Caledonian will be official air carriers and in early September Derek Gates, the Executive Manager, plus a Datsun will be flown to Europe to travel to all prospective manufacturers here with stops in London, Paris, Turin and Stuttgart. A special effort is going into the promotion of next year's event as the UDT World Cup Rally could well affect the Safari's attraction. There will be various inducements planned for overseas private entrants. Also, an international co-driver will be flown out in order to produce an accurate road book. Inter-Continental Hotels will be helping with support and Safari press conferences will be held at their hotels.

Fowkes engined TC for Wooldridge

After more than two years of Mexico power, Richard Wooldrige of Team Robert Moss Ltd at Oxford is opting for more power in a more competitive class and the team's new car—an Escort Twin Cam will first appear on the Scottish Burmah Rally as a shake-down for the Sherry Rally in Spain later in September. Wooldridge and co-driver Duncan Spence, the Chairman of the IRDC, crewed the highest-placed Mexico on both the 1972 RAC (46th overall) and the 1973 Scottish (16th overall) and on six or seven national and restricted stage events.

Under the bonnet now is a 150bhp 1598cc Twin Cam unit, specially built for Team Robert Moss by Tony Fowkes who for years successfully campaigned a very quick and most reliable Twin Cam. The new unit is matched to a Rocket box and Atlas axle and the car has been built by Team Robert Moss's full-time mechanic Mick Hogan, former works manager at Oselli Engineering and a former mechanic at the now-defunct BMC Competitions Department at Abingdon.

Power for Richard Wooldridge.



Overseas crews star in Total

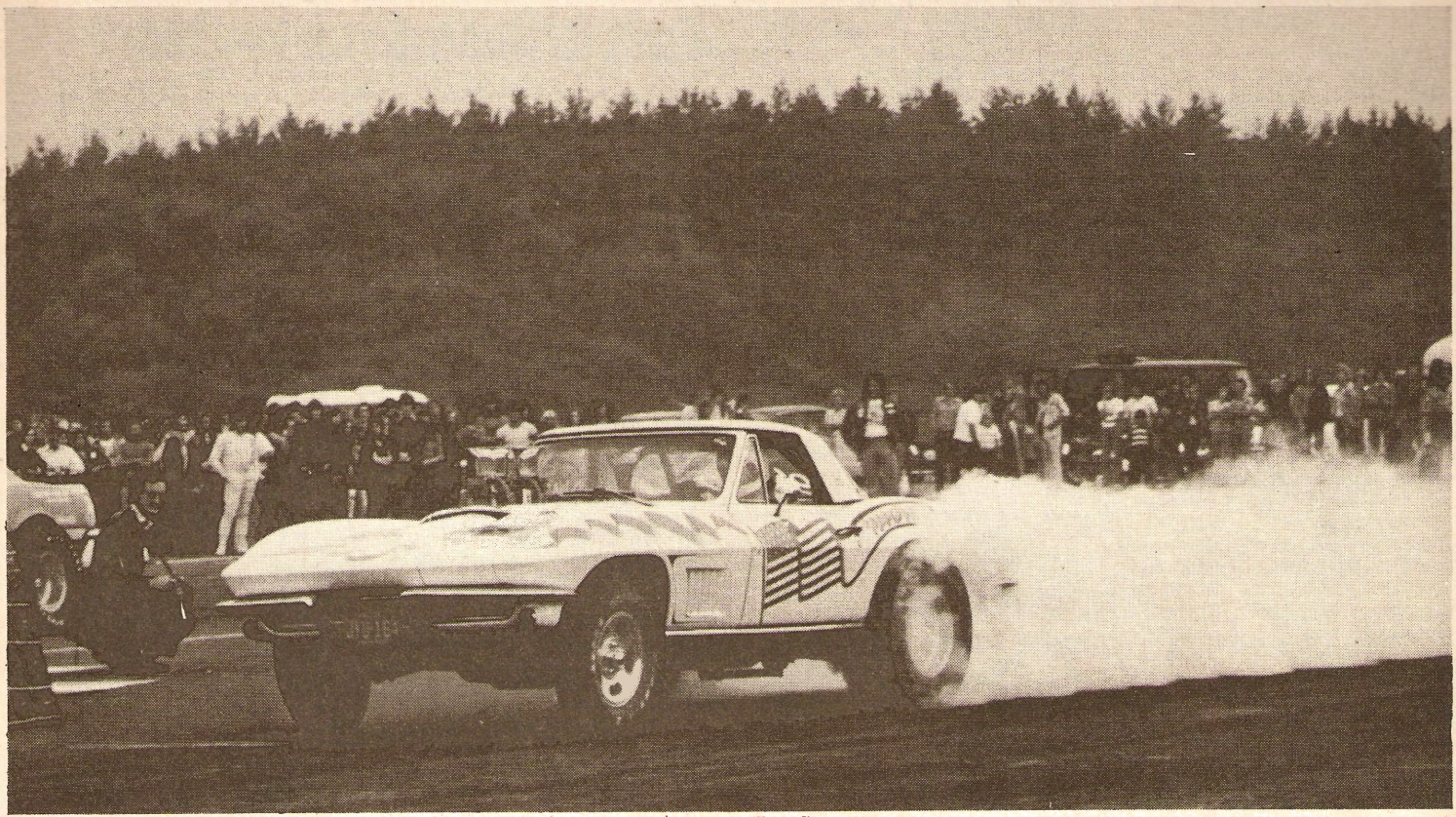
Final acceptances are now complete for overseas competitors on the 16th Total Rally, South Africa, which starts on August 29. Toyota will have the services of Ove Andersson with Jean Todt co-driving and Per-Inge Walfridsson with John Jensen. Datsun will have Tony Fall teamed with South African Frans Boshoff, to spearhead their attack with a 180B and a ladies crew of Ode Dencker Andersen with Charlotte Heuser. Portuguese drivers Jorge Nascimento and Jorge Alves will be air-freighting their own 1600 SSS from Lisbon for the Rally. Prince Rainier's Renault Alpine will be conducted by Raymonde Rue with Rene Isoart. *Motoring News* Rally Editor Gerry Phillips will be co-driving Jan Hettema with one of the Chevrolet Dealer Team V8 Firenzas.

Sweden's Per-Inge Walfridsson.



● Barry Lee is stock-car Champion of the World again. On Saturday at Wimbledon Lee, who started the evening in 18th spot, successfully outclassed all the international opposition back to his top spot. Lee's famous Silver Lamé driving suit will now be replaced with gold perhaps?

Apologies to Roger Clark. A Special Stage contributor reported in the August 9 issue that the RAC Rally winner had been seen pottering about the Isle of Man in a Mini. It wasn't Mr Clark and we are sorry to have been misleading.



Winner of Top Street, Pete Andrews blasts off the line with his Maxine's Toy Corvette.

BLACKBUSHE

Huge crowd see Skilton take top honours

The fourth round of the NDRC's RAC Castrol championship proved once again that the name of Blackbushe is sufficient legend to attract fans in their thousands. The Hot Car/208 Grandnational was no exception, and an enormous crowd was on hand to watch some exciting and eventful racing, although unfortunately, the NDRC's recent slick running slipped somewhat with several delays mainly through timing faults and minor accidents while the crowd also got a bit out of bounds at times.

John Anderson unfortunately failed to make the trip from Sweden in his rear-engined fueler, but his place was taken by the very welcome appearance of Dennis Priddle, driving the older 208 car in deference to Luxembourg, co-sponsor of the meet. His appearance was an event in itself at an NDRC event, and hopefully sets a precedent for the future and an end to some of the politics. Second major talking point was the traction, or rather the lack of it, on the runway surface. With plans well advanced on the building of a semi-permanent strip running the other way, the start was moved back in relation to earlier years, and everyone suffered as a result. First to qualify was Clive Skilton in the Castrol car, and when his renowned launch lit the tyres up for 200 yards, it was obvious that any sixes were out of question, his time being 7.5 s. Dennis came out shortly after, found the same problem, and shut down early to coast through in 13.2 s whilst Roland Pratt, having studied both runs, used less power and took low spot with a 7.4s.

The first pair of a planned "round-robin" was Skilton v Priddle, and all the tension was there again as the two superstarts faced each other. But this time, it was Clive's turn as he streaked away to 7.59 s at 202 mph. Both cars were up in smoke for most of the distance, and once again Dennis shut down to an 8.28 as his rear end split again. The second round showed again that Roland was best suited to the track conditions in the Accles and Pollock car as he put a car's length on Clive and held it all the way, despite blowing a head gasket at the top end and trailing a thick plume of smoke through the finish. This put him out for the day, but Clive came out for one last run to close the meeting down, but despite another arrow-straight run, the time was again a mid seven.

In Top dragster, Tony Anderson managed to show Ray Hoare the way home, his blown 2.5 Daimler car running a 9.73 s to beat Ray's 9.92 s, although he had qualified at 9.3 s in the Chevrolet car. In senior, Ian Frazer took the beautifully crafted "Custom Car Econorail" to its first win, when the novel, sideways mounted rear-engined Ford V6 got away first to an 11.04 s over John Rowatt's faster 10.8 s in his Chevy dragster. The ever popular Ed Shaver finally made it with a body fitted to the Mark Stratton built chassis and although the Vauxhall was still in primer, it certainly looked, well, different! The rear-engined design put Ed right up against the windscreen, and he had some trouble trying to keep the device straight, winning both his races against Liam Churchill's promising Capri funny when he lost fire on both occasions. Dick Sharpe as one of the few who was not too bothered by the traction when he took his Pontiac/A35 through the Senior Comp field to beat Neil England's injected 327/BSA and then Pete Smith's Buick/Falcon in the final, the automatic equipped car running an 11.66 as Smith slowed with mechanical problems.

Like the preceding weekend at Santa Pod, the Top Street class was a bit scarce, with Pete Andrews, leading with an 11.96 s in his 427 Corvette. Richard Smith was next at 12.4 s, but he retired the car after that run with the bearings starting to go, leaving Derek Rose next with a slow 12.97 s in the 440 Barracuda. After the recent showing of the car, the brothers were a bit disappointed with its times, and found on checking the compression that it was right down on all eight. They went out to Pete Andrews despite a strong try that had them ahead for about half way. Then Andrews drew ahead with a 12.0 s to 13.7 s to take the class.

Pro Stock was also down to three cars again, with Mike Aitken's Capri out with serious engine damage, Pete Crane with a clutch failure the previous week, and the Stones working to repair their altered, crashed while visiting Sweden. Gary Goggin had at last got his Wally Booth 427 back in the car, and led with an 11.3 s, whilst Kevin Pilling was slow for him at 11.8 s, his new gearbox giving trouble. Tony Dickson was running new 5.13 gear in the Duckhams car, and just improved a little at 11.9 s. Gary took the first run with a single 11.6 s, then Tony upset the form by beating Kevin as his gearbox jumped out of third gear whilst the two cars were neck and neck, slowing to a 12.8 s to 12.1 s. After some minor adjustments, aided by Gary Goggin, Tony's car was running better, and if he hadn't been so slow getting away, he would almost certainly have won, as he turned in his best ever at 11.59 s to Gary's winning 11.808 s.

By the final of the championship on September 30th, the new layout should improve the running, but the facilities were again much improved with ample decent toilets and good seating arrangements as well as more efficient entry and exit.

SILVERSTONE

Jordan fights off Matthews

After turning out at all the other race meetings during the year it was the marshal's annual turn to run their own race meeting at Silverstone last Saturday. The BMRMC meeting caters for the drivers primarily and therefore although very exciting and enjoyable for the drivers there was a predominance of Minis and a lack of club racing "names" for the few spectators.

After a few laps by the course car (not surprisingly there seemed a number of people keen to have a ride in it as it was a BMW 3.0 CSL loaned by North Oxford Garage!) the Clubmans and F1200s lined up for the first race. Although it was a small line up of 11 cars this was compensated by a fine battle for the lead between Steve Russell (U2 Mk 12), Peter Evans (Access 7X), Neil Padden, Alex Ferrada (U2 Mk 11B's) and Herb Moger (Gryphon C73). Russell seemed to have the upper hand for the first half of the race but Evans was pressurising him and slipped by at Woodcote with one lap to go. Evans led for the last lap but under constant pressure he lost it on the final corner and spun backwards over the line as Russell nipped by to win. Close behind Padden, Moger and Ferrada were getting very hairy with the result that Ferrada's nose cone was knocked askew at Becketts causing him to drop back leaving Padden to fend off Moger.

great gaggle led by Andy Devine.

Silverstone is a power circuit and there was little doubt that one of the large class cars would take overall victory in the mod-sports race. Sure enough those two old sparring partners Brian Hough (Tuscan) and John Pearson (XK120) led away for what was to be a race-long duel. Behind them John Harper's Forward Engineering E type was disputing third place with Jon Fletcher's Elan. At the front Hough held the lead throughout and Pearson had to drop back on the last lap (as his car overheated) to finish second. Harper used his power to hold off Fletcher while Max Payne (Elan) took fourth from Maurice Gates' Tuscan.

Irishman Alo Lawler (Royale RP16) made a fine start in the second FF race and had a big lead after two laps. Ian Beresford (Palliser WDF3) soon started to whittle the lead down and caught him by half distance. The two then had a fine dice each having hairy moments but at the line it was Lawler who just took the flag first.

Pole man Graham Goode (Anglia) made an awful start in the 1-litre saloon race and was seventh after one lap. It took him until half distance to snatch the lead at Woodcote and then pull away to a fine win. Behind him Nick Birch (Imp) and Richard Long (Anglia) were disputing second place until a coming together eliminated them on the seventh place. This left Mike Kirby's Imp second from the battling Coopers of John Whitton, Bill Barrett and Graham Ashmore.

Formule *libre* does not always provide much interest nowadays but two fine battles at the head of the next race made it one of the most exciting of the day. John Jordan blasted his 7-litre McLaren off the second row of the grid to lead Stan Matthews' FA March Strawson powered to the front again on lap six only to be demoted as hordes of Minis loomed up again and Strawson took things more steadily in the unfamiliar car (it was only his second race in it) allowing Hazlewood to win by 1.8 s. Colin James brought his 3.0 Escort into a comfortable third place ahead of 1300 class winner Nick Wattiez (Cooper S), who recovered well from a moment early on to beat Paul Taft's similar car. Phil Spurling extended his lead in the Miglia championship by taking his Oselli car to a good win from Dudley Fisher.

PETER RICHINGS

Clubmans and F1200 (10 laps). Overall and over 1000 cc Clubmans: 1, Steve Russell (U2 Mk 12), 10 m 08.2 s, 95.18 mph; 2, Peter Evans (Access 7X), 10 m 08.6 s; 3, Neil Padden (U2 Mk 11B), 10 m 11.0 s; 4, Herb Moger (Gryphon C73), 10 m 11.2 s. **Fastest lap:** Evans and Padden, 59.6 s, 97.12 mph.

Up to 1000 cc, Clubmans and F1200: 1, Tim Gath (U2 Mk 12), 85.2 s: No other finishers. **Fastest lap:** Gath, 1 m 4.8 s, 89.33 mph.

Formula Ford (10 laps): 1, John Murphy (Hawke DL10), 10 m 58.6 s, 87.89 mph; 2, Roger Orgee (MRE 73F), 11 m 04.0 s; 3, Colin Emery (MRE 73F), 11 m 04.2 s; 4, Ian Moore (Dulon LD9), 11 m 11.4 s; 5, Dave Lowe (Lotus 61), 11 m 11.8 s; 6, Doug Bassett (Nike Mk 10), 11 m 22.2 s. **Fastest lap:** Emery 1 m 4.8 s, 89.33 mph.

Formula Mini 7 (10 laps): 1, Mick Moss (Trident Mini), 13 m 03.0 s, 73.93 mph; 2, Geoff Gilkes (Lawrence Mini), 13 m 03.4 s; 3, Anthony Westbrook (Mini), 13 m 20.2 s; 4, Chris Winter (Lexter Mini), 13 m 21.2 s; 5, Andy Devine (Mini), 13 m 30.2 s; 6, Chris Maries (Mini), 13 m 31.2 s. **Fastest lap:** Moss and Gilkes, 1 m 17.4 s, 74.78 mph.

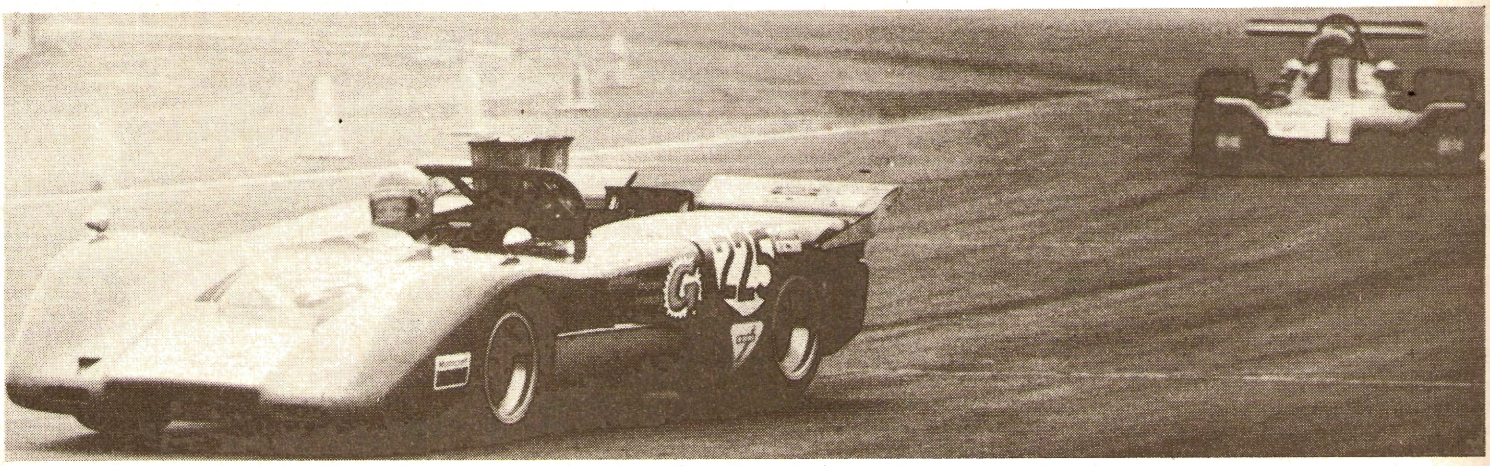
Modified Sports Cars (10 laps): 1, Brian Hough (5.4 TVR Tuscan), 10 m 22.4 s, 93.01 mph; 2, John Pearson (3.8 Jaguar XK120), 10 m 28.8 s; 3, John Harper (4.4 Jaguar E type), 10 m 33.8 s; 4, Jon Fletcher (1.8 Lotus Elan), 10 m 36.0 s.

Over 3000 cc: 1, Hough; 2, Pearson; 3, Harper. **Fastest lap:** Hough, 1 m 0.4 s, 95.84 mph.

2001-3000 cc: 1, John Dudley (3.0 Marcos), 83.34 mph; 2, Reg Woodcock (2.2 Triumph TR3). No other starters. **Fastest lap:** Dudley, 1 m 6.8 s, 86.65 mph.

1301-2000 cc: 1, Fletcher, 91.02 mph; 2, Max Payne (1.8 Lotus Elan); 3, Geoff Gilkes (1.8 Oselli Elan). **Fastest lap:** Fletcher, 1 m 2.4 s, 92.77 mph.

1151-1300 cc: 1, Tony Williams (1.3 A-H Sprite), 84.14 mph; 2, James Buckton (1.3 A-H Sprite); 3, Dave Stallwood (1.3 A-H Sprite). **Fastest lap:** Williams 1 m 7.2 s, 86.14 mph.



John Jordan takes Woodcote ahead of Stan Matthews in their libre confrontation.

The Formula Ford entry was split into two races with no particular evidence of seeding and the first was a start to finish win for John Murphy's Tricentrol Hawke DL10. Murphy was good value as he tweaked the car round in his characteristic oversteering style and never looked like being caught. Behind it was a duel between the two MRE 73Fs of Roger Orgee and Colin Emery. Emery tried every way to pass Orgee but could never quite manage it having to content himself by finishing almost alongside Ian Moore (Dulon LD9) won his dice for fourth place with David Lowe (Lotus 61) whilst Doug Bassett's Nike Mk 10 was a distant sixth following a moment early on.

Mini 7 racing is always very close and the next race was no exception. There were, however, two cars which seemed head and shoulders above the rest as Mick Moss and Geoff Gilkes pulled away dicing furiously. Gilkes led early on but Moss always seemed able to lead over the line as the race progressed and on the final lap it was Moss by 0.4 s. Anthony Westbrook and Chris Winter finished closely in third and fourth respectively ahead of the rest of the field in a

73B into Copse with Bobbie Bell's BRM-Ford P83 and Martin Watson's FA GRD B72 in hot pursuit. Matthews was twitching the nimble March from one side to the other to find a way round the McLaren in the corners only to be left as if standing still as Jordan put his right foot down on the straights! Matthews had to be content with second to the on-form Jordan. Watson had a similar problem with Bell's BRM and had to concede defeat to the more powerful car.

To close the day the Mini Miglias were combined with the big Special Saloons. This was an unwise move because Miglias are so close it made an almost impossible task for leaders in their big cars to weave through lapping them and certainly ruined a battle for the lead on the last lap. Tony Hazlewood's Daf led away with Tony Strawson in his ex-Mick Hill Capri now gaily bedecked with strawberries! By the end of lap one "Strawberry" was in the lead with Hazlewood right with him and this remained until after four laps one of the Miglia cars spun in front of the leaders and delayed the Capri enough to let Hazlewood pass. Hazlewood was using the backmarkers well to keep ahead but

Up to 1150 cc: 1, Roger Cowdry (1.0 Ginetta G15), 84.24 mph; 2, Brian Lambert (1.0 Ginetta G4); 3, Mike Donovan (1.1 MG Midget). **Fastest lap:** Cowdry, 1 m 6.2 s, 87.44 mph.

Formula Ford (10 laps): 1, Alo Lawler (Royale RP16), 10 m 56.8 s, 88.13 mph; 2, Ian Beresford (Palliser WDF3), 10 m 57.4 s; 3, David Heale (Dulon LD9), 10 m 59.2 s; 4, Steve Bradley (Merlyn Mk 11B), 11 m 00.4 s; 5, Alan Clennell (Alexis Mk 18), 11 m 00.6 s; 6, Peter White (Palliser WDF2), 11 m 00.8 s. **Fastest lap:** Beresford, Lawler and Bradley, 1 m 4.4 s, 89.88 mph.

Special Saloons (10 laps). Overall and 851-1000 cc: 1, Graham Goode (1.0 Ford Anglia), 11 m 46.0 s, 81.99 mph; 2, Mike Kirby (1.0 Imp), 11 m 53.4 s; 3, John Whitton (1.0 Cooper 'S'), 12 m 10.2 s; 4, Bill Barret (1.0 Cooper). **Fastest lap:** Goode, 1 m 8.6 s, 84.38 mph.

Up to 850 cc: 1, Charles Bernstein (850 Mini), 76.75 mph; 2, Malcolm Faiers (850 Mini); 3, Vijay Patel (850 Mini). **Fastest lap,** Bernstein, 1 m 13.4 s, 78.86 mph.

Formule Libre (10 laps): 1, John Jordan (7.0 McLaren Chevrolet M6B), 9 m 30.4 s, 101.48 mph; 2, Stan Matthews (1.6 March 73B), 9 m 31.2 s; 3, Bobbie Bell (5.7 BRM-Ford P83), 9 m 38.0 s; 4, Martin Watson (1.6 GRD B72), 9 m 38.2 s; 5, John Finch (1.6 Chevron B15), 10 m 18.2 s; 6, Miss Lorina Boughton (1.6 GRD 373), 9 m 42.2 s. **Fastest lap:** Jordan and Matthews, 55.8 s, 103.74 mph.

Special Saloon and Mini Miglia (10 laps). Overall: 1, Tony Hazlewood (4.3 Daf-Rover 55), 10 m 23.6 s, 92.83 mph; 2, Tony Strawson (4.7 Ford Capri), 10 m 25.4 s; 3, Colin James (3.0 Ford Escort), 11 m 18.2 s; 4, Nick Wattiez (1.3 Cooper S), 11 m 21.2 s.

Over 1300 cc: 1, Hazlewood; 2, Strawson; 3, James. **Fastest lap:** Hazlewood, 1 m 00.45 s, 95.84 mph.

1001-1300 cc: 1, Wattiez, 84.98 mph; 2, Paul Taft (1.3 Cooper S); 3, Tony Dickinson (1.3 Ford Escort). **Fastest lap:** Wattiez, 1 m 6.2 s, 87.44 mph.

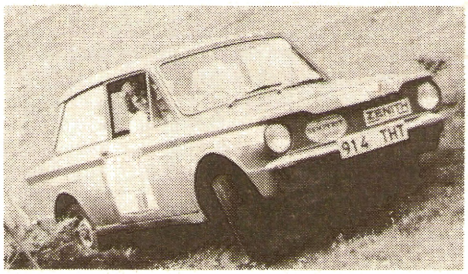
Mini Miglia: 1, Phil Spurling (Oselli Mini), 79.56 mph; 2, Dudley Fisher (Charon Mini); 3, Phil Johnston (Cooper). **Fastest lap:** Fisher, 1 m 11.2 s, 81.30 mph.

VAL SHAW TRIAL

Hazlewood's successful return



Hazlewood's winning Mexico.



Moffatt's Imp lifts a wheel.

Mac Hazlewood made a successful return to the BT&RDA Production Car Trial Championship last Sunday when he interrupted his South Wales holiday to win the Val Shaw Trial organised by Wolverhampton and South Staffs CC at Weeford, near Lichfield. In his rebuilt Mexico Hazlewood won the event with the loss of only nine marks on the 28 sections and his index of performance was 18.7 per cent, the lowest of the championship series this year which has now reached the halfway mark.

But he was somewhat lucky for until three hills from home he was being led by Denis Wells' Skoda only for the Midlander to strike a five marker and lose what would have been a memorable win. In two of the other three classes there were surprising results. Alan Walsh from Bolton made a rare appearance to take the rear-engine FWD class from the previously all conquering Geoff Spencer while Bill Moffatt suffered his first defeat by an Imp for a very long time in the person of Mike Whitehouse, one of a 16 strong contingent from the Coventry and Warwicks club.

With dry and dusty conditions it was a power day with the exception of the very first section when there was still dampness about. And it was on this that the result of the front-engine FWD class was resolved for Walsh lost only three to Spencer's four marks. Thereafter the Mini men matched each other almost identically with the result that each lost six in total, Walsh taking the class on furthest cleanest. Paul Breakwell's 1275 GT was third only a mark away after a good day.

The conventional saloon class battle quickly became a two horse race between Wells and Hazlewood after Dave Slater's Anglia Estate dropped out of the running fairly early on. Wells, in sparkling form, found grip everywhere and the Skoda cocked a snoot at everything that was laid before it. It was the only one of the 40 odd competitors to have a clean sheet at lunch and he was still going strong until well into the afternoon with Hazlewood hanging on grimly and hoping for a miracle. With three hills to go Wells led Hazlewood by two marks, having dropped seven, but victory was snatched away when he struck the No 5 marker and a somewhat saddened Wells had to be content with yet another runner-up placing. Slater hung on to third with a total of 29 marks, two fewer than Steve Courts with another Skoda.

While Wells was the only man to clean the first half Don Hobbs (Sprite) was the only one to clean the afternoon hills. Like others his bogey hill was the first where he dropped five and he then went on to clean the rest of the 27 for the lowest total of the day. His arch rivals Mike Harrison (Midget) and Brian Betteridge (Sprite), matched him to lunch, all on five marks lost, and both lost only four marks in the post luncheon period, Harrison taking second again on furthest cleanest.

There was an equally close contest in the rear engined class to lunch where Moffatt on four marks, led Whitehouse and Robert Busby by a single mark. Thereafter Moffatt had a bad time for at least twice his downfall was flooding carburation and Whitehouse, dropping 11 marks in total, sailed away into the distance leaving Moffatt on 21 marks and only a neck in front of Robert Busby on 23 marks.

In the championship overall Moffatt still leads with 84 points, Harrison is second on 81 points, Wells is third on 77 points, one ahead of Hazlewood and two up on Spencer.

Overall : M. Hazlewood (Mexico), 9 marks lost. **Class winners :** A. Walsh (Mini), 6 ; D. Wells (Skoda), 12 ; D. Hobbs (Sprite), 5 ; M. Whitehouse (Imp), 11. **Ladies :** Mrs C. Davies (Mini), 73. **Team :** Owen (Spencer, Betteridge, N. Pollitt).

AUTOCROSS

Riches sets BTD

Malcolm Riches was man of the day at the Austin Apprentices restricted autocross at Inkfield, near Redditch, last Sunday, taking BTD on his second run after clobbering penalty markers first time out. Facing a storming run by Roger Burn of 1m 35.7 s, he took his 1293 Cooper scorching round in 1 m 34.1 s to head 104 other competitors over three laps of a 900-yard course which was extremely dusty.

Excitement of a different kind was provided unwittingly by both Geoff Silvester (Cordwell Special) and John Cotton (Imp). Both demolished the timing gear at the finish. Silvester being first to do so and taking the finish banner as well. A little later marshals again fled for their lives when Cotton arrived on the scene at a healthy rate of knots and in addition to scattering the straw bales and the timing equipment he clobbered a fire extinguisher sending it bowling across the field where it burst into action scattering its contents far and wide.

The three Mini classes were won respectively by Phil Woodhead, Malcolm Cope and Ken Lush. Woodhead's 860 cc version had seven tenths of a second in hand over Clive Stafford with Bob Duthie third but Cope had his hands full of Malcolm Scott in the next class. Cope produced 1 m 38.4 s to pip Scott by one tenth while Bruce Male was a distant third. Ken Lush's win with his bigger banger was in 1 m 37.2 s but David Thompson and Geoff Dodd were only a tenth apart in second and third.

It's not often that the winner of the small conventional saloon class puts up a quicker time than the winner of the larger capacity class, but Dick Keen did just this with his Escort GT in 1 m 39.5 s whereas Ian Smith's Escort TC was four tenths slower in taking the other class. Using Keen's car Gerry Ray was second in the smaller class over a second down but just ahead of John Davies in a second Escort GT while Smith held off the RS1600 used by Tim Humphries and Robert Bevan. Roger Burn was back to top form with his rebuilt Imp and he demolished the class opposition by nearly five secs. A first run of 1 m 42.4 s was good enough to give Cotton second with his Imp from Mike Skerratt's VW and in the specials class Graham Harper and Jean Smith shared the Mini Special into first and second places but surprisingly Harper's class winning 1 m 43.6 s was the slowest of the day.

BTD : M. Riches (Mini), 1 m 34.1 s. **Class winners :** M. Cope (Mini), 1 m 38.4 s ; P. Woodhead (Mini), 1 m 40.1 s ; D. Keen (Escort GT), 1 m 39.5 s ; R. Burn (Imp), 1 m 35.7 s ; K. Lush (Cooper), 1 m 37.2 s ; G. Harper (Mini Special), 1 m 43.6 s ; I. Smith (Escort TC), 1 m 39.9 s. **Ladies :** Miss Jean Smith (Mini Special), 1 m 47.6 s. **Novice and best Austin Apprentice :** J. Phelps (Mini), 1 m 46.0 s.

AUTOTEST

Predictable win

With all three members of their team leading their respective classes in this year's autotest championship, the London Counties A team of Terry Smith (Sprite), Peter Noad (VW) and John Larkin (Clubman) predictably won the Inter-Association Team Autotest Championship organised in fine style by Dunlop MC at Ford Dunlop, Birmingham, last Sunday, sponsored by Prestage Ltd of Birmingham.

Taking the lead on the first of the 10 tests the London Counties A members steadily built on their advantage and at the end of the day they totalled 1312.7 s to win by 38.5 s. But if the winners had a fairly comfortable lead throughout there was a great scrap for the next four places where only nine secs covered the 12 drivers involved. For most of the day the Eastern Counties B team of Don Harris (Midget), Dave Wallis (Cooper) and John Calton (Mexico) had held sway and going into the last two tests they appeared home and dry barring accidents. Well there were no accidents—just some superb driving by the Central Southern A members Denis Beare (Sprite), George Holland (Mini) and Terry Mears (Austin 1300) who made up a gap of about 4 s and scraped home on the last test by a nail biting 1.8 s.

But this was by no means the end of the excitement for the Northern Ireland lads Lee Lucas (VW Beach Buggy Special), Ken Irwin (Cooper S) and Peter Webster (Escort RS 1600) came through at the death to snatch fourth place right out of the hands of the Midlands A team by one tenth of a second !

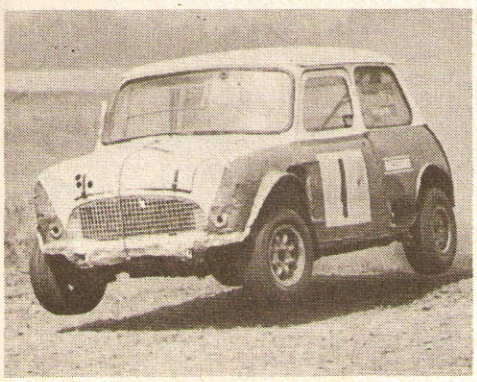
In fact the poor Midlands A members threw away second place on the last test and indeed on the last line for one of their trio of Len Gibson (Sprite), Phil Darbyshire (Clubman GT) and Tony Hunt (Mexico) incurred a 10 s penalty for failing to stop astride the finishing line and they were down to fifth place in a flash. On reflection the Irish lads deserved their fourth place for they had fought back from a disastrous start when they collected 40 s of penalties between them on the first two tests and were seemingly out of the hunt.

Only other team to break the 1400 s barrier were the West Midlands A contingent of Ray Webb (Sprite), Peter Ballance (Clubman GT) and Cecil Dickson (VW), who totalled 1398 s but 13 of the 15 teams participating went home with an award of some description. Only Tony Hunt went home with a little work to do on his car—he did the first test with a dozen intact eggs on the back seat which were promptly scrambled on the first turn !

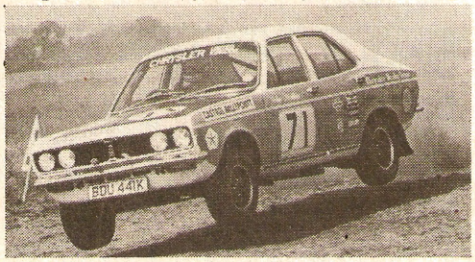
Inter Association Challenge Shield : 1, London Counties "A," 1312.7 s ; 2, Central Southern "A," 1351.2 s ; 3, Eastern Counties "B," 1353.0 s ; 4, N. Ireland, 1359.9 s ; 5, Midlands "A," 1360.0 s ; 6, West Midlands "A," 1398.1 s ; 7, Scotland, 1444.4 s ; 8, South East, 1452.3 s.



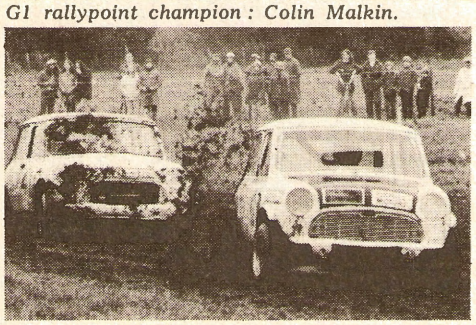
Shaver's unusual Vauxhall at Blackbushe.



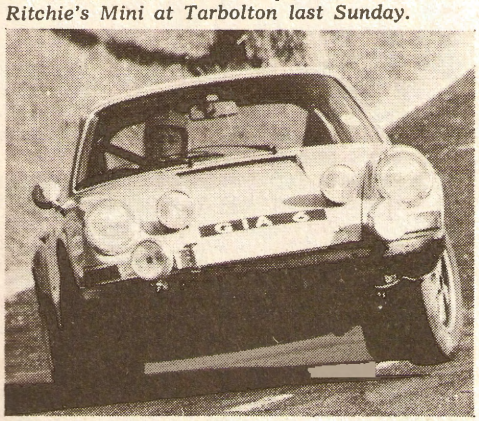
Long Marston rallypoint champion: Tom Airey.



G1 rallypoint champion : Colin Malkin.



Brown, winner of the Scottish Player's No 6 autocross series, attempts to overtake Ritchie's Mini at Tarbolton last Sunday.



McCartney's opposite-locking Carrera at Craigantlet.

● Last Sunday's television rallycross at Buxtahada, West Germany, was won by Jan de Rooy's Daf-Ford BDA with John Taylor's Haynes Escort just 0.2 s behind in second place. Next best British competitor was Nick Jesty's Mini-Cooper S in fifth place.

News . . .

● Mike MacDowel with his Brabham-Repco hopes to further increase his lead in the RAC Hillclimb Championship at Bank Holiday Monday's round at Gurston Down. MacDowel has 82 points ahead of a battling group comprising Richard Thwaites (68 points), Roy Lane (66), Sir Nicholas Williamson (62) and Chris Cramer (61). Sixth is taken by Tony Griffiths on 51 points. The Gurston meeting starts at 12.30 pm on Monday and is situated at Broadchalke, near Salisbury.

● Another big hillclimb this weekend is on Sunday at Lincolnshire's Cadwell Park circuit where there is a round in the Castrol/BARC Hillclimb Championship organised by the Sheffield & Hallamshire MC. That starts at 2 pm.

● The Bank Holiday autocross scene is dominated by the Castrol/BT&RDA Championship which once again has two events in two days. On Sunday there will be a full house at Rhyl and the following day the circus moves to the Bridgwater area for the Taunton club's round. Eight drivers are already through to the final with maximum scores but there's at least another dozen who will probably do both events in pursuit of vital points. On Sunday the Castrol/BT&RDA Autotest Championship moves to Huddersfield.

● This weekend at The 'Pod is the BDR&HRA Nationals, their longest established event, and is once again a two day affair with the Sunday given over to qualifying and practice. Both the funny cars will be running (the British ones that is), whilst a strong Top Fuel field of Skilton, Priddle, Pratt, Hutcherson and Herridge are also entered.

● At Vicarage Farm, Fair Oak, near Eastleigh, Hants (180/499199) on the Fair Oak-Eastleigh Road, the Esso Uniflo autocross meeting will start at 2 pm on Sunday after morning practice. Open to contenders for the ACSMC autocross Championship, in excess of 60 entries have already been received. They include Tom Airey. A quantity of Uniflo will aso be among the prizes which will be presented by Mick Channon, Southampton and England football star. Admission for the spectators is free, but there is a 50p car parking charge.

● At Burstow Lodge Farm, Smallfield, Horley, Surrey, not far from Gatwick Airport, Monday's autocross meeting will take place over an 800 yards track, each competitor to complete two races of three laps. Eighty entrants are expected at this Uniflo autocross organised jointly by Surrey Sporting MC and the BARC Surrey Centre.

● Thanks to sponsorpship from 16 companies and individuals Shenstone and District CC are offering £50 for BTD and £25 for second BTD at their Curborough Sprint meeting on September 16th. Among those supporting are Polydor Records, the Elbow Room, Birmingham, and Triplex Glass. In addition the Magnum Hotel, Birmingham are giving a dinner for two in their French restaurant and this will be the subject of a draw for all competitors. On the other side of the picture the club will fine late arivals and anyone arriving after 10.30 am will be excluded.

● Make a date in your diaries for an informal get-together arranged by the BMRMC at Jack Compton's Rolls Royce & Bentley OC, The Coach House, Whistle's Wood, The Ridge, Woldingham, Surrey, on Thursday, August 30 at 8-8.30 pm. Among the drivers welcoming you to join them for this noggin and natter are Tony Lanfranchi, Mike Crabtree, John Jordan, John Hine, Bobbie Bell, Andy Dawson, David Strange and Clive Bracey.

● After a slightly too generous schedule in the first half which produced 25 clean sheets, the Coalville CC Nightriders Rally last weekend toughened up in the ensuing mileage and all but one of the 39 crews dropped time. The winners, with a clean sheet, were D. Frattaroli/R. Jones in an Anglia GT with J. Haden/D. Hall in a Firenza taking second after losing a minute. There was a tie for third place between R. Free/P. Fowkes (Escort TC) and A. Thomas/H. Wilcock (Audi 100), both of whom dropped two minutes and fifth overall were M. Kidd/J. Naylor in a Cooper S who dropped three minutes. Best novices were M. Wallis/R. Bulman in an Austin 1100 who finished 13th overall.

● Dave Vandervlist and Tom Bigwood won the Wipac-Buckingham Rally on August 11/12 completing the 175 mile route in their Hillman Imp with 1310 penalties. This was Vandervlist's second win in a month and he and Bigwood held off a strong challenge from Kevin Videan/David Ottridge (Mexico), who finished with 1362 penalties.

Ninety-two cars, of whom 55 were finishers, tackled the event which included some of the well-known Lamborne Downs territory. At the halfway mark Alan Hemmings/Stuart Gray (Escort TC) held a slight lead but dropped to fourth in the second half in which one of the 10 selectives on the whole route had to be scrubbed. A missed passage control was a dear mistake for Charlie Woods/Doug Smith in their Tiger as they were well up the leaderboard until the lapse.

1, D. Vandervlist/T. Bigwood (Imp), 1,310 penalties; 2, K. Videan/D. Ottridge (Mexico), 1,362; 3, M. Smith/J. Port (Escort), 1,421; 4, A. Hemmings/S. Gray (Escort), 1,434; 5, C. Drake/D. West (Avenger Tiger), 1,512; 6, J. Harmer/D. Close (Cooper S), 1,604. **Experts:** J. Summerfield/D. Chalk (Mexico), 2,440. **Novices:** J. Halls/D. Pratt (Avenger), 1F 3,569.

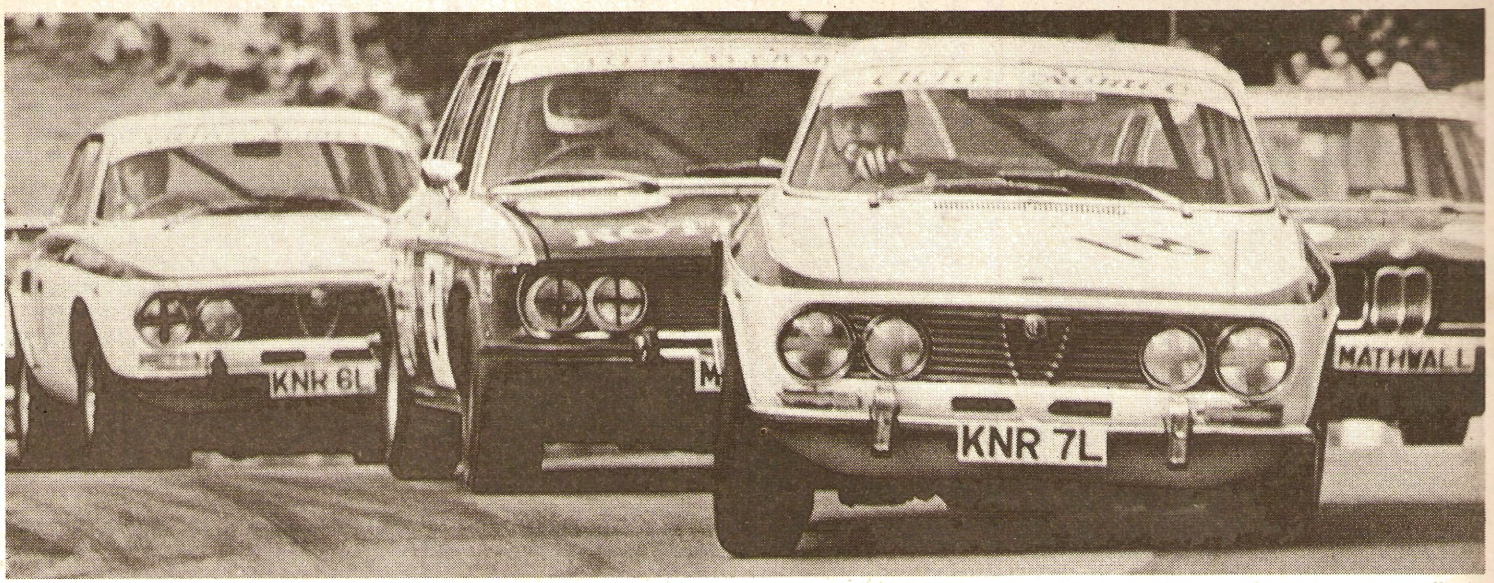
● Brooklands virtually come to life again at the Fairfield Hall, Croydon, on September 10 in the British Film Institute's presentation of "Vintage Racing Cars." A unique feature film "Death Drives Through" made in 1934 which used Brooklands as its location has just been discovered. Showing Brooklands in its great days, the old grid line and the incredible banked bends, it has not been shown since 1948 and existed only on "inflammable" film. A special print of the best material from the film is being made for the Fairfield Hall show.

The programme will also include other rare newsreel material of Brooklands between the wars, scenes of the Paris-Vienna Race of 1902, the first Le Mans race in 1906, the 1914 French Grand Prix and fascinating scenes from other old feature films, including "Lucky Devil" (1925), "Lizzies of the Field" and an amusing fragment from a forgotten Flanagan and Allen comedy of the 1930s which also features the famous Brooklands course.

● Ian Corkill (1.3 Mini-Cooper S) set BTD for the fifth time in successive meetings in the Isle of Man when he won the Druidale MC's non-championship autocross meeting at Ballameraugh Farm on Saturday, August 11. His winning time was 1 m 52.6 s although he circulated in 1 m 49.2 but had 5 s added for hitting a marker. Second and third overall were the Minis of Martin Wasley (1 m 57.8 s) who were first and second respectively in the small fwd class, John Corlett (0.8 Mini) occupying third place in 2 m 06.6 s.

● The Player's No 6 Autocross Championship was won by Stewart Brown, of Motherwell, at the final meeting of the series, organised by East Ayrshire Car Club at Failmains Farm, Tarbolton, Ayrshire last Sunday. The runner-up was Alistair Macfarlane, Newton Mearns, whose car, badly damaged in the previous week's event and not running at its best could not match the fastest time of the day put up by Stewart Brown. Geoff Manners, was placed third ahead of Ian Gardner and John Lindores in the championship table.

Heavy rain on the morning of the event turned the course into a muddy, slippery track on which competitors raced at half the speeds they set in an earlier meeting.



Alfa Romeo beat "The Unbeatables" at Brands last Sunday. Stan Clark's all-conquering Alfa leads Bell and Lanfranchi in BMWs and Handley's Alfa.

BRANDS RESULTS . . .

Forward Trust special saloon championship round (10 laps). Overall and 851-1000 cc class: 1, John Homewood (1.0 Sunbeam Imp), 9 m 31.0 s, 78.18 mph; 2, Ray Payne (1.0 Hillman Imp), 9 m 33.8 s; 3, Roger Saunders (1.0 Mini-Cooper S), 9 m 39.6 s; 4, Terry Attoe (1.0 Mini-Cooper S), 9 m 44.6 s. **Fastest Lap:** Homewood, 55.6 s, 80.29 mph.

Up to 850 cc class: 1, Peter Crouch (850 Mini), 75.33 mph; 2, Graham Sayer (838 Mini); 3, Derek Harris (850 Mini). **Fastest lap:** Crouch, 57.6 s, 77.50 mph **(record).**

Wella for Men Formula Ford Championship round (10 laps): 1, Stephen South (Ray Rowland 73), 8 m 58.0 s, 82.85 mph; 2, Dennis Shattuck (Elden-Piper Mk 10), 9 m 2.2 s; 3, Jorge Koechlin (Merlyn-Scholar Mk 20A), 9 m 5.0 s; 4, Richard Eyre (Dulon-Davron MP 15), 9 m 5.0 s; 5, Richard Morgan (Ray-Vegantune 73), 9 m 15.2 s; 6, Wil Arif (Merlyn-Rowland Mk 20A). **Fastest lap:** Morgan, South and Frank Hopper (Royale-Vegantune RP16), 52.6 s, 84.87 mph.

House of Lords v House of Commons match race in BMW 2002s (10 laps): 1, House of Lords, 7 points; 2, House of Commons, 2 points. **Individual result:** 1, Earl of Denbigh, 11 m 39.8 s, 63.79 mph; 2, Charles Cook, 11 m 40.4 s; 3, Les Leston, 11 m 40.6 s; 4, Rt Hon Lord Strathcarron, 12 m 1.0 s; 5, Rt Hon Lord Redesdale, 12 m 33.0 s; 6, Rt Hon Lord Montagu of Beaulieu 12 m 33.4 s. **Fastest laps: Lords**—Rt Hon Lord Strathcarron, 1 m 8.6 s, 65.07 mph. **Commons**—Cook and Leston, 1 m 8.8 s, 64.88 mph.

Blue Circle Modified Sports Car Championship round (10 laps). Overall: 1, John Pearson (3.8 Jaguar XK 120), 9 m 6.0 s, 81.76 mph; 2, Richard Jenvey (1.3 MG Midget), 9 m 9.6 s; 3, Jon Fletcher (1.6 Lotus Elan), 9 m 9.6 s; 4, Bob Jarvis (1.1 Davrian-Imp Mk 5), 9 m 10.6 s.

Over 3000 cc: 1, Pearson, 81.76 mph; 2, Brian Hough (5.4 TVR Tuscan); 3, Chris White (4.7 TVR Tuscan). **Fastest lap:** Pearson, 53.6 s, 83.28 mph **(equals record).**

2001 to 3000 cc: 1, Ed Stephens (3.0 TVR Tuscan), 75.05 mph; 2, Rod Longton (3.0 TVR Tuscan); 3, John Kerswill (3.0 TVR Tuscan). **Fastest lap:** Stephens, 58.0 s, 76.97 mph.

1151 to 2000 cc: 1, Jenvey, 81.22 mph; 2, Fletcher; 3, Andrew Talbot (1.3 Triumph Spitfire). **Fastest lap:** Fletcher, 53.6 s, 83.28 mph **(record).**

Up to 1150 cc: 1, Jarvis, 81.08 mph; 2, Andy Bailey (1.1 Austin Healey Sprite Mk 1); 3, Brian Lambert (1.0 Ginetta G4). **Fastest lap:** Jarvis, 54.0 s, 82.68 mph **(record).**

Group 1 saloon car race (10 laps). Overall: 1, Stan Clark (2.0 Alfa Romeo 2000 GTV), 10 m 14.2 s, 72.68 mph; 2, Roger Bell (3.0 BMW Si), 10 m 18.4 s; 3, Tony Lanfranchi (3.0 BMW Si), 10 m 18.6 s; 4, John Handley (2.0 Alfa Romeo 2000 GTV), 10 m 19.6 s.

2501 to 4000 cc: 1, Bell, 72.19 mph; 2, Lanfranchi; 3, Holman Blackburn (3.0 Ford Capri). **Fastest lap:** Lanfranchi and Bell, 1 m 0.6 s, 73.66 mph.

1601 to 2500 cc: 1, Clark, 72.68 mph; 2, Handley; 5, Tim Stock (2.3 Vauxhall Firenza). **Fastest lap:** Clark, 1 m 0.4 s, 73.91 mph.

Up to 1600 cc: 1, Peter Slade (1.3 Ford Escort Sport), 65.80 mph; 2, Mike Smith (1.3 Ford Escort Sport); 3, Jo Baily (1.0 BLMC Mini). **Fastest lap:** Slade, 1 m 6.0 s, 67.64 mph.

Forward Trust Formula 3 Championship round (15 laps): 1, Ian Taylor (March-Holbay 733), 12 m 20.2 s, 90.46 mph; 2, Tony Brise (March-Holbay 733), 12 m 20.4 s; 3, Mo Harness (March-Brown 733), 12 m 21.0 s; 4, Leonal Freidrich (March-Holbay 733), 12 m 22.0 s; 5, Alan Jones (GRD-Vegantune 373), 12 m 23.6 s; 6, Teleco (March-Novamotor 733), 12 m 24.4 s. **Fastest lap:** Brise and Mike Wilds (March-Holbay 733), 48.2 s, 92.16 mph **(equals record).**

Forward Trust special saloon car championship round (10 laps). Overall and over 1300 cc class: 1, Brian Muir (3.3 BMW CSL), 8 m 48.6 s, 84.45 mph; 2, Gerry Marshall (2.3 Vauxhall Firenza), 8 m 53.4 s; 3, Nick Whiting (1.6 Ford Escort), 8 m 58.6 s; 4, John Turner (2.0 Ford Escort). **Fastest lap:** Muir, 51.4 s, 86.85 mph **(record).**

1001 to 1300 cc class: 1, Brian Cox (1.3 Mini-Clubman), 79.15 mph; 2, Ian Briggs (1.3 Mini-Cooper S); 3, Nick Wattiez (1.3 Mini-Cooper S). **Fastest lap:** Cox, 54.0 s, 82.67 mph.

Volkswagen (GB) Formula Vee Championship round (10 laps): 1, Olly Hollamby (Austro), 9 m 14.8 s, 80.46 mph; 2, Bruce Venn (Scarab 73), 9 m 26.4 s; 3, Martin Woodman (Project 73), 9 m 40.6* s; 4, Glen Hay (Landar), 9 m 44.6 s; 5, Malcolm Horwood (CM Vee), 9 m 45.2 s; 6, Brian Urlwin (MacNamara), 9 m 50.0 s. **Fastest lap:** Hollamby, 54.0 s, 82.67 mph.

BMW Celebrity race in BMW 2002s (10 laps): 1, Tony Lanfranchi, 11 m 29.4 s, 65.51 mph; 2, Roger Bell, 11 m 31.8 s; 3, Brian Muir, 11 m 35.4 s; 4, Donald Macleod, 11 m 36.0 s; 5, Chris Meek, 11 m 44.0 s; 6, Gerry Marshall, 11 m 44.6 s. **Fastest lap:** Lanfranchi, 1 m 7.0 s, 66.63 mph.

CHELMSFORD AUTOCROSS

Bevan claims BTD but is challenged

On a very fast, dusty 900 yds course John Bevan gave southern spectators another glimpse of his tremendous talent last week end when he brought along Naveb to put up BTD at the Chelmsford round of the Castrol/BT&RDA Autocross Championship at Writtle, near Chelmsford. Although not scoring any points in this year's championship with the car Bevan still brings the car out occasionally and on Sunday he was the only driver to get below two minutes on the rapid circuit on which everyone did three laps for a run.

Bevan returned 1 m 59 s to be the best of another 120 plus entries but Naveb now has a challenger in the shape of Mike Turpin's Special. Unhappily for Turpin he went marker bashing on both his runs otherwise it might have been a different story. Other highlights were the first defeat for Graham Hathaway in his Anglia, Roger Brunt breaking his Mini gearbox and failing to increase his overall points total and Paul Northall joining the maximum men with his seventh win.

First away were the standard saloons/sports cars and once again it was a Porsche benefit for Dave Marston and Brian Evans who have this class well and truly sewn up. Marston proved the better of the pair with his first win for two months his time of 2 m 8.1 s being some 4 s better than Evans who only pipped Martin Barnard's Datsun 240Z by 0.8 s. However the Porsche was making expensive noises at the end of the day—just how expensive will not be known until the experts listen. Nick Garner had no trouble in collecting his ninth class win with his Mini in 2 m 6.3 s in the small Minis class, almost 4 s too quick for Bernard Rodemark but Barnard was a disappointing third almost 1s down on Rodemark. Barnard later went better in the RAC run off and the dropped points may prove vital when final time comes round.

Graham Hathaway's defeat in the up to 1300 cc conventional saloon class was inflicted by the Merridale brothers Bob and Tony. Hathaway did a 2 m 7.4 s on his second run only to be docked 5 s for a marker flag. He protested and was allowed a re-run which was slightly quicker but when a protest was lodged and upheld against the goings on, he was demoted out of the top places. Bob did 2 m 8.6 s to score his fourth class win of the summer and Tony, also Escort mounted, was only half a second away but appreciably faster than John Bevan's DAF on the power course.

The Triumph GT6 of Paul Northall and Roger Dowson was again not allowed to sweep the board in the sports car class. Northall stormed round in 2 m 5.6 s to gain his seventh win and go to the final with a maximum, but Graham Allan's Elan beat Dowson by a handsome 3 s for his third runner-up spot. In the rear engined class main interest centred round Laurie Manifold's new 2-litre VW making its autocross debut but it will take time to settle down and in the meantime Peter Harrold simply flew round in 2 m 1.7 s to be second fastest of the day with his similar model leaving Manifold by 8 s while Brian Prior took third in the ex-Manifold smaller engined VW.

After being beaten off the line on his first run and making a porridge of things for the next couple of minutes Roger Brunt had it all to do on the second run but it was not his day and the gearbox cried help so that Frank Morris ended up by scoring an easy nine points for his fifth class win with 2 m 3.9 s. This was nearly 4 s better than Mike Smith and David Stone who were second and third. Closest of the class struggles was in the over 1300 cc conventional class where Geoff Lobb's 1650 Anglia just got the better of Tony Ford's 1650 Escort. Lobb returned 2 m 8.0 s to Ford's 2 m 8.4 s with Nobby Cresswell coming third on 2 m 9.1 s with his RS1600.

With Dave Fuell again in engine trouble with his big engined Mini main opposition for Terry Smith in the over 1000 cc front-engine FWD class came from Gary Street and Brian Stabler. However Smith took the class by just under 1 s in 2 m 3.6 s, Street being 0.7 s in arrears.

Behind Bevan in the Specials class Nick Seymour took yet another second place with the Volnik, his fifth in succession. He returned 2 m 5.3 s and this was just seven tenths better than Turpin who, with a little more steadiness, could have taken the class.

BTD: J. Bevan (Naveb), 1 m 59.0 s.

Class winners: D. Marston (Porsche), 2 m 8.1 s; N. Garner (Mini), 2 m 6.3 s; B. Merridale (Escort), 2 m 8.0 s; P. Northall (Triumph GT6), 2 m 5.6 s; P. Harrold (VW), 2 m 1.7 s; F. Morris (Mini), 2 m 3.9 s; G. Lobb (Anglia), 2 m 8.0 s; T. Smith (Mini), 2 m 3.6 s; N. Seymour (Volnik), 2 m 5.3 s.



Consul fun at Knebworth with Allan Wilkinson leading Will Sparrow and Gerry Marshall. Allan Wilkinson won the final from Sparrow.

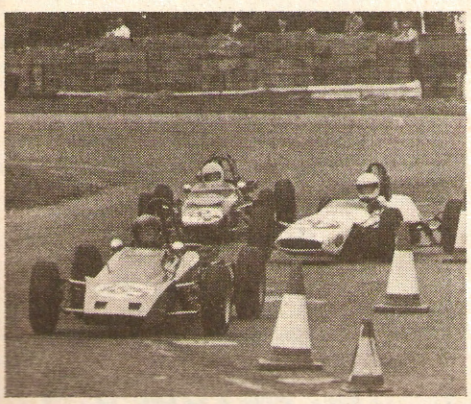
MALLORY PARK

Cheap day out

The 750 MC were welcome strangers to the Mallory Park club circuit last Sunday, bringing with them, their inexpensive formulae and many competitors never previously seen at the Leicestershire circuit. One or two of them probably won't want to see it again after uprooting the armco and sampling the larger lake amongst other incidents. The only harm, however, was suffered by Ron Wylie who crashed his Brabham BT21 heavily in the F4 practice and was taken to hospital with leg and rib injuries. The spirit of this revived class of racing was demonstrated when the other competitors collected over £100 for Wylie during the afternoon entirely among themselves. What with replacing damaged armco and fishing cars out of the water, the racing ended about an hour late.

The first 750 Formula race began as a three-way tussle between Mike Street (DC Plus), Robin Smyth (Warren) and Lyn Evans (Centaur). Smith briefly took the lead from Street on Stebbe on lap two, only to be passed under braking for the chicane, when he spun. Evans, in the ex-John Webb car, was too close to miss both the Warren and the bank, and collided with the latter wrecking the front end. Smyth resumed exactly a lap behind Street, whom he then passed and left on his way to a new class record, but Street was a comfortable winner from John Giles's JGS Mk 2.

The 1200s had their first race next and began with Andrew Armstrong's U2 Mk 6 heading local expert Dave Goodwin (Gremlin) and Paul Webb in the Delapena Mk 1. Webb worked his way past Armstrong, who had soon lost the lead to Goodwin, and then set about gaining first place, which he managed on several laps along Stebbe Straight. Goodwin was able to brake much later for the chicane and consistently led across the line but his task was greatly simplified on lap 8 when his line conflicted with Webb's at the exit of Gerards and the Delapena spun on to the grass.



FFs of Eagling, Titherly and Suilleabhain dice out second place.

With continued support from Low Cost Racing Ltd, Formula 4 is now very different from what it has been and the admittance of down-draught heads has turned it into a replica of the old 1-litre F3. A full grid of 12 cars set off after a long delay while the armco was rebuilt and the chicane markers moved to straighten out the first part of the corner, and the race immediately developed into a keen struggle between the Chevrons of Fergus Tait and John Webb. Tait had the best of the start but Webb shadowed him closely until lap 6 when he took the lead at Gerards. Tait fought back but was still second when Webb's engine expired with camshaft trouble two laps later. Tait's win virtually assures him of the championship, with the same car which Nick Crossley used for that purpose last year. Dave Griffiths's Chevron B15/17 almost lost second at the end to Andrew Stevens's ex-Harvey Brabham BT28.

Twelve Minis were the only saloons to race all day and their event, for the Langrop Trophy, featured another three-cornered dispute between the 1.3 Cooper Ss of Jeff Drew and Michael Shearer, and Len Crook's 970 version. Drew was in front all the way but it took Shearer until lap 8 to find a way round the smaller-engined car, after which he challenged the leader closely, failing to win by 0.2 s.

With the altered chicane, the second 750 race was faster than the first but the lap record was not broken by the winner John Richardson in the ex-David Newman DNC Mk 3. Richardson saw off a challenge from Mike Whatley's neat Marlin, the two little red cars completely outpacing the rest. John Webb had pole position but, after Lyn Evans's earlier accident, he was left without a car.

Fastest race of the day was a round of the Sta-Power Monoposto Formula championship which was clearly going to be a battle between Brian Jordan's Nike and Trevor Scarratt's Brabham BT18. Jordan was under the Scarratt lap record in practice but the Brabham driver took the lead at once and stayed there till the end. Jordan, benefiting from the new chicane, lapped even faster than in the morning but had to make do with second. Alan Baillie was third after allegedly jumping the start but, by common consent, the Viking driver was reinstated in front of John Boughton's Brabham BT18 grass-cutter and Brian Colvin's Merlyn Mk 9.

Once again Bryan Clayton suffered disorders at the start in his Imp *boite de vitesse*, which is all the regs allow him but is not enough for the power of his engine, so Tim Gath's U2 Mk 11 had a completely unopposed win in the second Formula 1200 race, clipping 0.2 s off Paul Webb's record. Angelo Farina's venerable Dison emerged second after a good scrap with Chris Kite's ex-Peter Rhodes Perigee C and Peter Lloyd in the Nomad, having its second fourth of the day. Champion elect Mike Taylor had to take the little red spider home when the oil pump broke in practice.

The Formula Fords were few and unusually dull. John Murphy's Tricentrol Hawke DL10 was in complete command all the way. Three cars disputed second and Irishman Donal O'Suilleabhain held off his attackers until the very last corner when his Crossle 20F was elbowed down to fourth by Glenn Eagling's Lotus 61 and Rob Titherley's Royale RP2.

Duckhams Trophy, 750 Formula Championship round (10 laps): 1, Mike Street (642 DC Plus-Reliant), 7 m 54.8 s, 75.82 mph; 2, John Giles (642 JGS-Reliant Mk 2), 8 m 2.6 s; 3, Tim Green (642 Time-Reliant Mk 2), 8 m 8.6 s; 4, Rob Wells (642 Trick Too-Reliant), 8 m 9.4 s. **Fastest lap:** Robin Smyth (803 Warren-Reliant s/c), 44.4 s, 81.08 mph **(new record).**

Robert Dutton Trophy, Super Visco Formula 1200 Championship round (10 laps): 1, Dave Goodwin (1.0 Gremlin-Ford), 6 m 58.0 s, 86.12 mph; 2, Andrew Armstrong (1.2 U2-Ford Mk 6), 7 m 0.0 s; 3, Dick Miller (1.2 U2-Ford Mk 5), 7 m 5.0 s; 4, Phil Lloyd (1.2 Nomad-Ford Mk 1), 7 m 5.8 s. **Fastest lap:** Paul Webb (1.2 Delapena-Ford Mk 1), 40.0 s, 90.00 mph **(new record).**

Low Cost Racing Formula 4 Championship round (10 laps): 1, Fergus Tait (1.0 Chevron-Lucas B15/17 MAE), 6 m 27.4 s, 92.93 mph; 2, Dave Griffiths (1.0 Chevron-Felday B15/17), 6 m 55.0 s; 3, Andrew Stevens (1.0 Brabham-Lucas BT28), 6 m 55.0 s; 4, Gavin Hooper (Lotus-Holbay 59), 6 m 56.2 s; 5, David Jackson (1.0 March-Novamotor 713M MAE), 6 m 56.2 s; 6, Glenn Hyatt (1.0 March-EMIC 713M), 7 m 2.6 s. **Fastest lap:** Tait, 37.0 s, 97.30 mph **(record).**

Langrop Engineering Trophy for Special Saloons (10 laps): 1, Jeff Drew (1.3 Mini-Cooper S), 6 m 57.8 s, 86.17 mph; 2, Mike Shearer (1.3 Mini-Cooper S), 6 m 58.0 s; 3, Len Crook (1.0 Mini-Cooper S), 7 m 0.6 s.
1001 to 1300 cc class: 1, Drew, 86.17 mph; 2, Shearer; no other starters. **Fastest lap:** Shearer, 40.4 s, 89.11 mph.
851 to 1000 cc class: 1, Crook, 85.59 mph; 2, Jack Stanley (1.0 Mini-Cooper S); 3, David Peake (1.0 Mini-Cooper S). **Fastest lap:** Crook, 40.8 s, 88.24 mph.
Up to 850 cc class: 1, Gerry Glass (850 Mini), 81.34 mph; 2, Mike Fry (850 Mini); 3, Jeff Hobson (850 Mini). **Fastest lap:** Glass, 42.2 s, 85.31 mph **(record).**

Duckhams Trophy, 750 Formula Championship round (10 laps): 1, John Richardson (642 DNC-Reliant Mk 3), 7 m 43.6 s, 77.65 mph; 2, Mike Whatley (642 Marlin-Reliant), 7 m 45.0 s; 3, Mike Chittenden (642 Trick Too-Reliant), 8 m 6.4 s; 4, Dave Roberts (642 Messenger-Reliant), 8 m 17.0 s. **Fastest lap:** Richardson and Whatley, 45.0 s, 80.00 mph.

Sta-Power Monoposto Formula Championship round (10 laps): 1, Trevor Scarratt (1.6 Brabham-PMED/Ford BT18), 6 m 5.8 s, 98.51 mph; 2, Brian Jordan (1.6 Nike-Panther/Ford HC), 6 m 7.2 s; 3, Alan Baillie (1.6 Viking-Holbay/Ford Mk 1A), 6 m 16.4 s; 4, John Boughton (1.6 Brabham-Swindon/Ford BT18), 6 m 21.8 s.
1001 to 1600 cc class: 1, Scarratt, 98.51 mph; 2, Jordan; 3, Baillie. **Fastest lap:** Jordan, 35.2 s, 102.27 mph **(record).**
Up to 1000 cc class: 1, Bob Laughton (1.0 Brabham-Ford BT18), 90.23 mph; 2, Graham Bowskill (1.0 Brabham-Holbay/Ford BT15); 3, Henry Offiler (1.0 Micron-Holbay/Ford). **Fastest lap:** Laughton, 38.0 s, 94.74 mph **(record).**

Shepperson Bros Trophy, Super Visco Formula 1200 Championship round (10 laps): 1, Tim Gath (1.3 U2-Davron/Ford Mk 11B), 6 m 51.6 s, 87.46 mph; 2, Angelo Farina (1.3 Farina/Dison-Ford), 7 m 2.6 s; 3, Chris Kite (1.2 Perigee C-Ford), 7 m 4.4 s; 4, Peter Lloyd (1.2 Nomad-Ford Mk 1), 7 m 4.8 s. **Fastest lap:** Gath, 39.8 s, 90.45 mph **(record).**

Gillotts Garage Trophy for Formula Ford (10 laps): 1, John Murphy (Hawke-TCE DL10), 6 m 23.6 s, 93.85 mph; 2, Glenn Eagling (Lotus-Scholar 61), 6 m 38.4 s; 3, Rob Titherley (Royale-RP RP2), 6 m 38.6 s. **Fastest lap:** Murphy, 37.0 s, 97.30 mph.

Local battle

For 1973 Craigantlet Hillclimb was reinstated as an RAC Championship qualifier but with the press still mischievously presenting Northern Ireland as a country in a state of total war it was not surprising that no cross channel competitors arrived to compete on what is possibly the best climb in Britain. However, local interest was at a very good level and an interesting battle was anticipated between Nelson Todd and John Pollock. Todd has the ex-Brian Nelson Hart engined Crosslé 22F with which Nelson last year achieved a fantastic hat-trick by breaking the hill record for the third successive year, while Pollock has the ex-Reid Brabham BT30 with a Lec Refrigeration BDF unit.

On the first run Todd was well ahead with an extremely neat drive to record 57.50 s while Walter Kinnear placed his Lotus-FVC 69 ahead of Pollock with 59.09 s. Pollock was going very wide on the slow corners and was slow at 59.25 s. For the second run the surface had deteriorated in the hot sun and with a suggestion of oil on the first couple of corners Todd was obviously wise not to attempt Nelson's record of 55.72 s and settled for 57.57 s. Pollock was still getting the slow corners all wrong but nevertheless he improved to 58.58 s and edged a slowing Kinnear into third place.

BTD: Nelson/Todd (Crosslé 22 F Hart), 57.50 s.
Class winners: George Windrum (998 Imp), 73.46 s; Tony Forsyth (1293 Cooper S), 69.22 s; David Agnew (BMW 2002), 68.69 s; Adrian Boyd (Capri 3000), 71.94 s; Harvey McWhir (1991 Frazer Nash), 75.69 s; Arnie Black (1293 Midget), 69.10 s; Mike Nugent (1800 Lotus Elan), 65.14 s; Richard Parsons (Crosslé 20F), 65.20 s; Nelson Todd (2.0 Crosslé 22F-Hart), 57.50 s.

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